



COMMUNITY Fact Sheet

Comuníquese con la representante del condado de San Bernardino, Carolyn Hunter, al (916) 853-4556 o carolyn.hunter@tetrattech.com para obtener una copia de la hoja informativa o de cualquier otro material que necesite traducir al español.

NOTICE – Groundwater Remedial Project

This Community Fact Sheet notifies the public that the Santa Ana California Regional Water Quality Control Board (Regional Board) and the County of San Bernardino, Department of Airports (County) seek public comment on the proposed efforts to clean up groundwater contaminated by volatile organic compounds (VOCs) proximate to the Chino Airport Property (Airport) as shown in the attached map. As explained below, water supplied to residents and businesses in the area from municipal drinking water sources is not from the contaminated groundwater. The Regional Board and County are working together to determine the best way to treat and cleanup the contaminated groundwater. The County has carefully investigated the groundwater contamination and believes that a groundwater pump and treat system described in a Proposed Interim Remedial Action Plan (IRAP) is the best approach to cleaning up the groundwater.

Where is the Airport?

The Airport is located at 7000 Merrill Avenue within the City of Chino. Former names include Cal-Aero Airport, Cal-Aero Academy, Plancor 406, Cal-Aero Flight Academy, Cal-Aero Field, and Cal-Aero Academy Ontario.

Why is the groundwater contaminated?

Portions of the Airport have functioned as an airfield since the early 1940s. Since 1960, the County has operated the Airport as a public airport for commercial, industrial, and general aviation use. Past and present uses include a flight academy; aircraft sales and storage; modification of military aircraft; various aeronautic manufacturing; crop dusting; aircraft restoration; aircraft maintenance repair shops; aircraft painting, stripping and washing; fire retardant chemical mixing and loading; United States Forest Service aircraft maintenance and operations; and aircraft museums.

Since 1989, the Regional Board and the County have been working together to review historic records about the potential source and nature of contamination, complete environmental investigations, and implement

Project documents, including the Feasibility Study and Interim Remedial Action Plan, are available for electronic review on the State Water Resources Control Board website:

http://geotracker.waterboards.ca.gov/profile_report?global_id=SL208634049

Hard copies of select documents are available for review at:

**Cal Aero Preserve Public Library
15850 Main Street,
Chino, CA 91708.**

If you would like more information, please contact the project representative listed below.

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Representative
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**INTERIM REMEDIAL ACTION
PLAN PUBLIC MEETING
INFORMATION:
JANUARY 18, 2018 AT 6:00 P.M.**

**CHAFFEY COLLEGE
CHINO COMMUNITY CENTER
5890 COLLEGE PARK AVENUE
CHINO, CA 91710
IRAP PUBLIC COMMENT
PERIOD DECEMBER 18, 2017
THROUGH FEBRUARY 18, 2018.**

several removal actions in response to the releases and threatened releases at the Airport. The proposed IRAP is drafted as a result of these prior actions and investigations.

What are VOCs?

Volatile organic compounds (VOCs) are a group of chemical compounds that are volatile at room temperature. There are two main categories of VOCs: chlorinated solvents and fuel components. Sources of VOCs include but are not limited to gasoline, diesel, paints, paint strippers, aerosol sprays, degreasers, cleansers and disinfectants.

What chemicals of concern are in the groundwater?

Seven VOCs are considered chemicals of concern in the impacted groundwater: trichloroethene (TCE); 1,2,3-trichloropropane (1,2,3-TCP); cis-1,2-dichloroethene (cis-1,2-DCE); 1,2-dichloroethane (1,2-DCA); 1,1-dichloroethene (1,1-DCE); carbon tetrachloride; and 1,4-dioxane. TCE and 1,2,3-TCP are the two most common VOCs found in the impacted groundwater beneath and downgradient of the Airport. The other five VOCs (cis-1,2-DCE, 1,2-DCA, 1,1-DCE, carbon tetrachloride, and 1,4-dioxane) have much smaller areas of impact and all fall within the footprint of the TCE and 1,2,3-TCP plumes shown on the attached figure.

Where are the areas of impacted groundwater?

Two areas below the surface of the Airport have groundwater impacted by VOCs. The West Area is impacted with TCE, cis-1,2-DCE, 1,2-DCA, and 1,2,3-TCP and extends from the Airport to the south-southwest, terminating downgradient of the Airport, about 2.2 miles. The East Area is impacted with TCE, 1,2-DCA, and 1,2,3-TCP, extending south/southwest approximately 0.6 miles, and is located within the boundary of the Airport. Residents and businesses in the area above the contaminated groundwater are not using untreated contaminated groundwater for domestic purposes, but obtain their potable drinking water from municipal sources, and as a result, such users are not at risk from consumption of the groundwater. Nor does the groundwater migrating from the Airport pose a risk from vapors that require a response. Where such contamination is present in groundwater, it is deep below the ground surface. However, cleanup of the contaminated groundwater is necessary to, among other things, restore the beneficial use of the aquifer and protect the groundwater resource.

SITE HISTORY

TCE was the most common degreasing and cleaning solvent used by industry beginning in the 1940s through the early 1970s, when environmental concerns led to a decline in its use and its eventual ban.

1,2,3-TCP was used as an industrial solvent for degreasing and was an ingredient in soil fumigants for many decades.

After groundwater contamination was identified in 1989, the County conducted extensive reviews of historical records and numerous environmental investigations and removal actions were implemented at the site.

What is being proposed?

The Regional Board is the Lead Agency for making determinations on the final remedy selection, design, and implementation at the site, and for approval of the IRAP. In 2017, a Feasibility Study (FS) was prepared in which remedial alternatives were developed and analyzed according to prescribed FS guidance. The preferred remedial alternative as described in the IRAP identifies the treatment and control measures selected to clean up the contaminated groundwater, which includes a groundwater pump and treat system and institutional controls. This remedial alternative was selected as preferred out of fourteen alternatives because it would achieve the objectives identified in the Final Feasibility Study (May 2017), reduce toxicity, mobility and volume in contaminated groundwater, has a low risk for implementation, and is the most likely to prevent future impacts to downgradient and off-site groundwater resources. The IRAP is considered interim because the County is moving forward now on an interim basis to initiate a response action as quickly as possible, but in the future, could evaluate one or more additional response actions, as appropriate.

Next Steps?

The Regional Board is now soliciting community input on the IRAP through the publication of the documents, the provision of notices to the public of a public comment period, and the holding of a public meeting to accept oral and written comments. At the end of the comment period, the Regional Board will review the suggestions and make a final decision about the site cleanup strategy. Your input on the IRAP is an important part of the decision-making process. We want to hear from you and will pay serious attention to what you have to say.

The County has created a website in order to provide information to the public and to ensure the community is involved in the process to select a final groundwater remedial plan. To this end, the Regional Board and the County will be holding a public workshop to receive public comment and answer questions related to this project on January 18, 2018, 6:00 PM at the Chaffey College, Chino Community Center, 5890 College Park Avenue, Chino CA 91710.

The Regional Board and the County will also accept written comments to the proposed IRAP from December 18, 2017, through February 18, 2018. Written comments may be submitted to:

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Interested members of the public can also sign-up to receive updates related to the remedial activities at the Airport following website:

<http://cms.sbcounty.gov/airports/Airports/Chino/CAGRP.aspx>

