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

Environment, Energy & Sustainability Symposium & Exhibition
May 2009
George Spencer, USA Environmental, Inc.
Program Manager
gspencer@usatampa.com, (813) 343-6358
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
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
Terrain & Vegetation

- 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
ATV
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?