

## **Aerojet Rocketdyne Update**

### **October 2018**

Hello this is the first Aerojet Rocketdyne update. Future updates will take place at least once per quarter depending on changes in activities. We will attempt to keep the use of acronyms to a minimum.

1. **Area 40.** Having an adopted Remedial Action Plan at the end of August. Next steps will include USEPA working towards a Proposed Plan and Record of Decision (no schedule yet available) and Aerojet developing work plans for conducting remedial actions.
2. **Western Groundwater Operable Unit.** Aerojet continues to install additional monitor wells to help refine the plume definition. Monitor wells tend to be constructed around the Aerojet site approximately every three weeks. In September through November, four Layer B wells are being installed on the southwest side of Aerojet (on and off the site) for plume definition, replacing wells that have gone dry. Aerojet is also evaluating the potential for additional extraction wells along the west central part of the plume to increase plume capture and wells closer to Aerojet in high concentration areas to see if they would decrease cleanup time. Aerojet has submitted the 2018 Annual Groundwater Capture Zone Analysis and the 2<sup>nd</sup> Quarter 2018 Quarterly Compliance Report.
3. **Perimeter Groundwater Operable Unit.** As with the Western Groundwater Operable Unit, additional monitor wells are being constructed. Another Layer B well is being installed along Folsom Boulevard, west of Hazel Road to define the plume north of Area 49000 where there is an SVE system. A sixth Layer B well will be completed south of the former White Rock Road North Dump near extraction well 4751. The SVE system at Area 49000 continues to operate and concentrations have significantly reduced. The system is expected to be shutdown and go into rebound assessment in the near future. Aerojet submitted an assessment of mass flux and mass removal in the Zone 2 portion of the Perimeter Groundwater Operable Unit. One of several assessments that will be conducted and submitted to help build the conceptual model for the operable unit and the Western Groundwater Operable Unit.
4. **Vapor Intrusion Assessment.** With the shutting down of manufacturing and testing operations at the Aerojet Rocketdyne site, many buildings are no longer occupied and additional sampling of those buildings is curtailed. Aerojet continues periodic indoor air sampling of occupied facilities depending on past results and concurrence with regulatory agencies on the sampling frequency. The AMPAC Fine Chemical buildings leased from Aerojet are continuing to be sampled and assessed. Aerojet is conducting indoor air and sub slab sampling at Building 20002 in the Administration Area to assess

the potential for leasing the facility. Preliminary indoor air results generally show that there is a good potential for the building to be available for leasing once mitigation of the tetrachloroethene source area adjacent and below the south-central portion of the building commences and sampling shows sufficient mitigation of volatile organics is occurring.

5. **Boundary Operable Unit.** Aerojet is in the process of developing the site-specific work plans to refine the areas of contamination that will need remediation. These work plans will be for sampling and analysis of the source areas and some should be forthcoming in the next several months.
6. **Other Operable Units.** Not much work has been going on at the other operable units while focusing on groundwater remediation, Area 40 and the work plans for the Boundary Operable Unit. The next major effort will be for Aerojet to conduct an gather samples to conduct an Ecological Risk Assessment for the Island Operable Unit.

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