

**OAKLAND MUNICIPAL AIRPORT SITE NO. J09CA088700**

**SITE SURVEY SUMMARY SHEET  
FOR  
DERP-FUDS SITE NO. J09CA088700  
OAKLAND MUNICIPAL AIRPORT**

**SITE NAME:** Municipal Oakland International Airport. The site was also known as Oakland Army Air Corps Base; Oakland Municipal Airport, North Field Operations.

**LOCATION:** The site is located 7 miles southeast of the City of Oakland and 15 miles east of the city of San Francisco (Figure 1).

**SITE HISTORY:** The site was leased from the Board of Port Commissioners of the City of Oakland, State of California on 1 February 1944, with 5 permits and encroachments (no area) dated from October 1942 to March 1943.

Oakland International Airport (formerly used as a municipal airport) is now officially designated as the Municipal Oakland International Airport (MOIA). The airport facilities were used by the Army Air Forces, the Air Service Command, and jointly used by the Navy. The site contained a landing area, a hangar area, and a wharf area. Improvements at the time of the lease included runways, hangars, a hotel and restaurant, administration buildings, a garage, a wharf, and other small buildings. Improvements and additions added to the property included fencing, storm sewers, water and electrical distribution, gas storage tanks, fuel pits, repair and repavement of runways and taxiways, new and resurfaced roads, additions to the wharf area, extensions of railroad to wharf, and earth fill for levee and crew shelters.

Effective date of disposal was 8 October 1946, for 1167.71 acres. By agreement dated 16 November 1949, the United States surrendered its leasehold interest to the City of Oakland. The two remaining leases 2.75 acres (terminated 4 February 1946) and 5.16 acres (terminated 31 March 1947) were also with the Board of Port Commissioners of the City of Oakland.

**SITE VISIT:** On 21 March 1996, a site visit was conducted of the Municipal Oakland International Airport, North Field Operations. The site survey team consisted of:

Susa Gates  
Stan Kopacz  
Phil Brozek  
Kevin Booker

Port of Oakland, Environmental Management Office  
Oakland Municipal Airport, North Field Operations Manager  
U.S. Army Corps of Engineers, Sacramento District (USACE)  
U.S. Army Corps of Engineers, Sacramento District (USACE)

## OAKLAND MUNICIPAL AIRPORT, SITE NO. J09CA088700

The site visit began with the USACE meeting with Mr. Kopacz and Ms. Gates. According to Mr. Kopacz, the site has not change significantly since DOD occupied the site. From the North Field Administration Office, the site survey team toured the North Field Operations.

The site survey team first stopped at the location of the fueling pits. There are five fueling pits, each pit consisting of hoses, a pump, and a meter. The fueling pits at the airport have weathered a little, but are still in good condition. Associated with the fueling pits was a Tank House (Figure 2). Inside the Tank House were two - 25,000 gallon underground storage tanks (USTs). According to Mr. Jeff Rubin, Associate Environmental Scientists for the Port of Oakland, Environmental Health and Safety Compliance Department, the two 25,000 gallon USTs have been removed.

There is a burn pit located north of the fueling pits. The burn pit is currently being used by the airport for fire fighting training, and as a result, will not be addressed in this Inventory Project Report.

Adjacent to the burn pit is the location of a vent and fill pipes. Vent and fill pipes are an indication that a UST is still present. The speculation of a UST near the vent and fill pipes has been confirmed by the Port of Oakland. The Port of Oakland labeled the UST as 'LF09'. Mr. Rubin stated that LF09 was used by the Port of Oakland for fire training. Mr. Rubin also stated that in the area of LF09, soil contamination has been found. A Soil Investigation Report for LF09, North Field, Oakland International Airport was prepared by Alisto Engineering Group. In the report it states that purgeable hydrocarbons were detected at concentrations of 6 and 290 milligrams per kilogram (mg/kg). BTEX (Benzene, Toulene, Ethylene, and Xylene) constituents were not detected above the reported detection limits in the soil samples. Analysis of the soil samples for extractable petroleum hydrocarbons detected Total Petroleum Hydrocarbon-Jet Fuel (TPH-JF) at a concentration of 13 mg/kg, Total Petroleum Hydrocarbon-Diesel (TPH-D) was detected at concentrations up to 83 mg/kg in samples collected. Petroleum hydrocarbons were not detected above the reported detection limits in the soil samples collected. In discussing the amount of contamination found in the area of LF09 with Pam Wehrmann, Chemist, U.S. Army Corps of Engineers, she stated that the values reported in the Soil Investigation report are low enough, so that by the time remediation of the site began, the process of Natural Attenuation (Natural Biodegradation) will have occurred and that remediation of the site will be completed before the project has started. Base upon this information no HTRW project will be recommended for the soil contamination in the area of LF09.

Adjacent to the vent and fill pipes is an old crop dusting plane. The plane has been abandoned for some time. Mr. Kopacz stated that the airport has been trying to get rid of it, but no one seems to want it due to its past use and age. Adjacent to the airplane is the North Field Operations Waste Accumulation Area.

## OAKLAND MUNICIPAL AIRPORT, SITE NO. J09CA088700

seems to want it due to its past use and age. Adjacent to the airplane is the North Field Operations Waste Accumulation Area.

The Waste Accumulation Area is located on a hardstand that is enclosed by a fence with a pad lock. Inside the Waste Accumulation Area is a car, which is used for fire fighting training, containers used for storing the airports hazardous waste, and other miscellaneous airport debris. Because the airport is currently using this area, it will not be addressed in this INPR.

Next the site survey team looked at the Ammunition Storage Buildings (bunkers), of which there are three (Figure 2). The bunkers are empty and pose no hazard to humans or the environment. The type of ammunition stored in the bunkers is unknown.

**CATEGORY OF HAZARD:** CON/HTRW, OE

**PROJECT DESCRIPTION:** CON/HTRW The project will consists of removing the fueling pits and their associated piping; the testing and possible removal of contaminated soil beneath the pits and piping; and the backfilling of disturbed areas.

**OE:** Ordnance was stored at the three Ammunition Storage buildings; however, the type of ordnance stored is unknown. Refer this site to CEHNC for evaluation and determination of further action.

**AVAILABLE STUDIES AND REPORTS:**

1. An Environmental Assessment Report (prepared by CDM) that may include the site property has been identified at the Port of Oakland Environmental Management Office; POC is Jeff Rubin.
2. Soil Investigation, Port of Oakland, Tank LF09, North Field, Oakland International Airport, Oakland, California, Project No. 10-294-01-004, Alisto Engineering Group, September 1995.
3. Site Investigation Workplan, North Field-Oakland International Airport Electrical Equipment Storage Yard adjacent to Building No. L-741., ERM-West, Inc. August 1994.

**PA POC:** Mr. William Mullery, CESPK-ED-EB, U.S. Army Corps of Engineers, Sacramento District, (916) 557-6944.

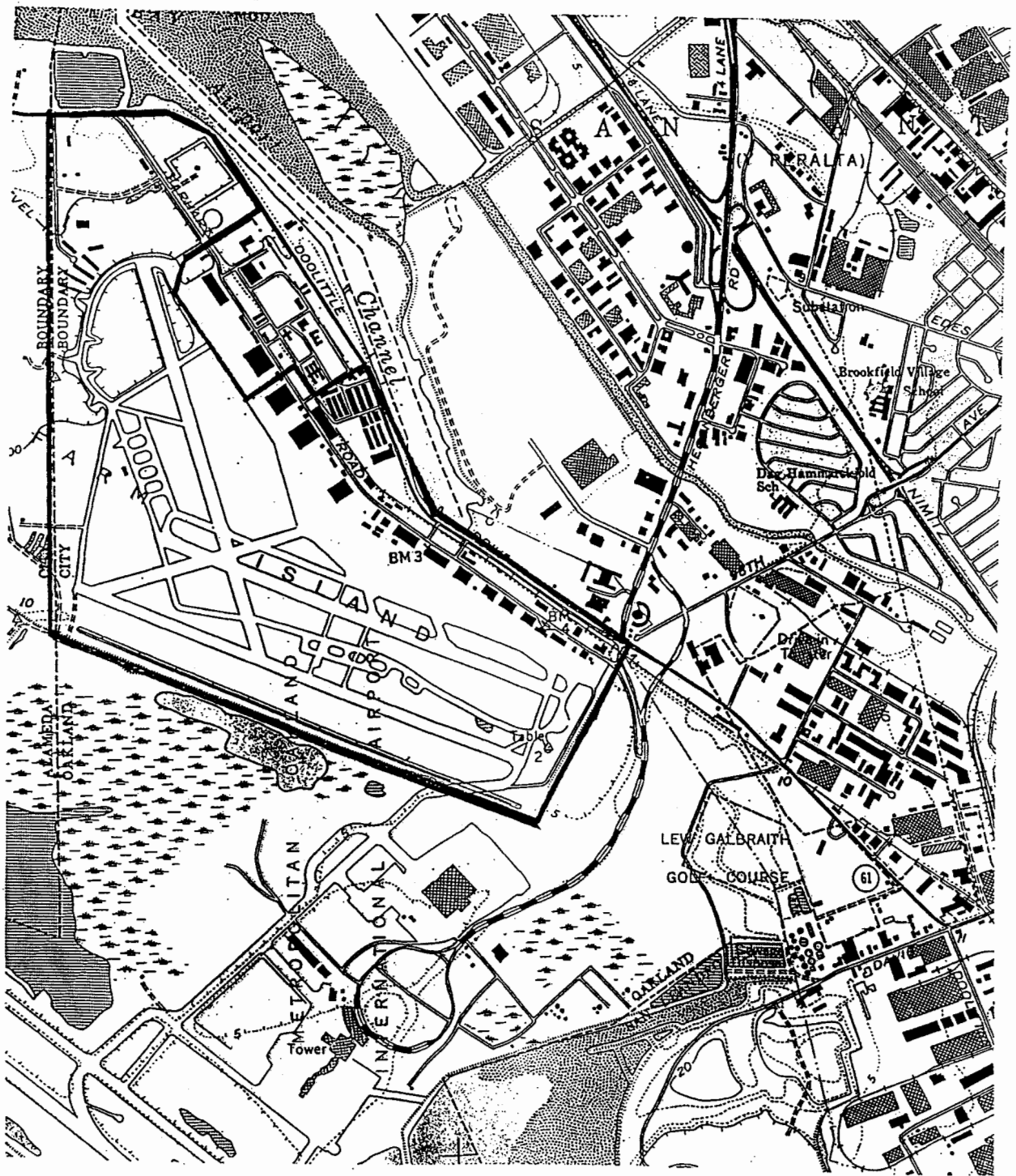


Figure 1

Site Map  
Oakland Municipal Airport

Site No. J09CA0887

Source: Base Map from U.S.G.S. 1:24,000  
San Leandro, California

California





**DEFENSE ENVIRONMENTAL RESTORATION PROGRAM  
FORMERLY USED DEFENSE SITES**

**FINDINGS AND DETERMINATION OF ELIGIBILITY**

**OAKLAND MUNICIPAL AIRPORT  
ALAMEDA COUNTY, CALIFORNIA  
SITE NO. J09CA088700**

**FINDINGS OF FACT**

1. The Oakland Municipal Airport, located 7 miles southeast of the City of Oakland and 15 miles east of the City of San Francisco in the County of Alameda, consisted of 1167.71 acres, leased from the Board of Port Commissioners of the City of Oakland, State of California on 1 February 1944, with 5 permits and encroachments (no area) dated from October 1942 to March 1943.
2. Oakland Municipal Airport (formerly used as a municipal airport) is now officially designated as the Municipal Oakland International Airport (MOIA). The airport facilities were used by the Army Air Forces, the Air Service Command, and jointly used by the Navy. The site contained a landing area, a hangar area, and a wharf area. Improvements at the time of the lease included runways, 8 hangars, hotel and restaurant, administration buildings, a garage, other small buildings, and a wharf. Many improvements and additions were added to the property including fencing, storm sewers, water and electrical distribution, gas storage tanks, fueling pits, repair and repavement of runways and taxiways, new and resurfaced roads, additions to the wharf area, extensions of railroad to wharf, and earth fill for levee and crew shelters.
3. Effective date of disposal was 8 October 1946, for 1167.71 acres. By agreement dated 16 November 1949, the United States surrendered its leasehold interest to the City of Oakland, stipulating "any interest shall be used for public airport purposes for the use and benefit for the public" and all structures, improvements, facilities and equipment shall be maintained in good and serviceable condition during the remainder of their estimated life as determined by the Civil Aeronautics Administrator. This agreement also states that the United States would have the right to use the entire airport in the event of a national emergency (recapture clause). According to the Supplemental Agreement No. 3 dated 30 January 1946, "the City of Oakland is willing in lieu of restoration by the Government of said lease, to accept the sum of Eighteen thousand and No/100 Dollars (\$18,000.00), the government thereafter is released of any further responsibility therefore". The two remaining leases 2.75 acres (terminated 4 Feb 46) and 5.16 acres (terminated 31 Mar 47) were also with the Board of Port Commissioners of the City of Oakland.

**DEFENSE ENVIRONMENTAL RESTORATION PROGRAM  
FORMERLY USED DEFENSE SITES**

**FINDINGS AND DETERMINATION OF ELIGIBILITY**

**OAKLAND MUNICIPAL AIRPORT  
ALAMEDA COUNTY, CALIFORNIA  
SITE NO. J09CA088700**

**DETERMINATION**

Based on the foregoing findings of fact, the site has been determined to be formerly used by the DOD. Therefore, it is eligible for the Defense Environmental Restoration Program for Formerly Used Defense Sites, established under 10 U.S.C. 2701 et seq.

27 Sep 99  
Date

*Peter T. Madsen*  
PETER T. MADSEN  
COL (P), EN  
Commander