SHANNON & WILSON, INC.
GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS

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December 18, 2006

2404.38.010

Alaska Department of Transportation and Public Facilities
4111 Aviation Drive
Anchorage, Alaska 99519

Attn: Mr. Ron Stroman

RE: SITE SUMMARY, FORMER MARKAIR FACILITY, ANIAK AIRPORT, ALASKA

This letter report presents a summary of assessment activities that have been conducted at the former MarkAir Facility in Aniak, Alaska by Shannon & Wilson and others. This project was performed under Shannon & Wilson's term contract with the Alaska Department of Transportation and Public Facilities (ADOT&PF) for cleanup of former MarkAir sites.

SITE DESCRIPTION

The project site consists of Lots 10 and 11, Block 10 and Lot 2A, Block 20 of the Aniak Airport. The site is located in Section 12, Township 17 North, Range 57 West, Seward Meridian, Russian Mission (C-3) USGS Quadrangle. The site is located near the northeastern portion of the airport taxiway, on the southeast side of the airport apron. A vicinity map of the area is included as Figure 1.

The property is currently leased from the ADOT&PF by Inland Holdings and is utilized for air taxi operations. The former MarkAir terminal building is located on Lot 11, Block 10, as shown in Figure 2. One 2,000-gallon aviation gasoline (AvGas) underground storage tank (UST) and one AvGas dispenser and one Jet-A dispenser were formerly located at the site. One 500-gallon heating oil aboveground storage tank (AST) is currently located at the site.

A former bulk fueling facility was formerly located on Lot 2A, Block 20, as shown in Figure 3. One 3,000-gallon Jet-A AST, one 5,000-gallon Jet-A AST, one 5,000-gallon aviation gasoline AvGas AST, two 10,000-gallon AvGas ASTs, and one 35,000-gasllon AvGas AST were formerly located at Lot 2A, Block 20. Two buried pipelines extended from the ASTs on Lot 2A, Block 20 to the fuel dispensers on Lot 11, Block 10.

Based on previous work conducted in Aniak, the unconfined aquifer underlying the area has been typically encountered at depths of 20 to 30 feet below ground surface (bgs). This

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unconfined aquifer is used as a drinking water source in Aniak and numerous drinking water wells are located throughout the area. The Aniak regional groundwater flow direction is to the northwest, parallel to the flow of the Kuskokwim River. During previous groundwater sampling activities conducted at the site, the groundwater flow direction was generally west/southwest.

SITE SUMMARY

This section provides an overview of the results of previous assessment work conducted at the project site. The information presented herein is based on our knowledge of the site and assessment reports provided by the ADOT&PF. The results of the previous assessment work conducted at the project site are summarized below and the reports include:

- Environmental Management, Inc., 1994, *MarkAir Phase 2 Site Assessment Report, Aniak, Alaska.*
- Environmental Management, Inc., August 9, 1994, *MarkAir Aniak 4th Water Sampling Report.*
- Dames & Moore, August 11, 1995, *Phase II Site Characterization and Rough-Order-Of-Magnitude Remediation Scope and Cost Estimates for MarkAir Facility, Lot 11, Block 10 and Lot 2A, Block 20, Aniak Airport, Aniak, Alaska.*
- Shannon & Wilson, Inc., December 1996, *Environmental Site Assessment, Alaska Department of Transportation & Public Facilities, MarkAir Terminal, Aniak, Alaska.*
- Shannon & Wilson, Inc., January 2002, *Interim Removal Action and Site Characterization, Former MarkAir Facility, Aniak, Alaska.*
- Shannon & Wilson, Inc., October 22, 2002, *Groundwater Sampling, Former MarkAir Site, Lot 11, Block 10 and Lot 2A, Block 20, Aniak Airport, Alaska; PSA Number P12007.*
- Shannon & Wilson, Inc., June 25, 2004, *ADOT&PF Aniak Airport, Former MarkAir Facility, Soil Treatment by Land Spreading, Aniak, Alaska.*
- Shannon & Wilson, Inc., June 16, 2006, *May 2006 Groundwater Monitoring, Former MarkAir Facility, Aniak, Alaska; ADEC Database Record Key No. 1992250119301.*

1994 Phase 2 Assessment by Environmental Management, Inc.

In July 1993, Environmental Management, Inc. (EMI) conducted a Phase 2 Assessment at Lot 11, Block 10. As part of the assessment, one 2,000-gallon AvGas UST was removed, 15 borings were advanced, three monitoring wells were installed, and soil and groundwater samples were collected.

According to the EMI report and Alaska Department of Environmental Conservation (ADEC) records, petroleum contamination was encountered in a sewer pipe extending from the site to an off site sewer lift station in July 1992. A subsequent investigation documented additional soil contamination in the vicinity of the 2,000-gallon AvGas UST and the sewer line. In addition, about 350 gallons of fuel was spilled at an on site fuel cabinet in January 1993. Approximately 25 cubic yards of impacted soil was excavated and stockpiled on site.

During closure of the 2,000-gallon AvGas UST, impacted soil was excavated and stockpile southeast of the former tank. Soil samples collected from the UST excavation contained a maximum of 9,700 parts per million (ppm) gasoline range petroleum hydrocarbons (GRPH), 21,000 ppm diesel range petroleum hydrocarbons (DRPH), and 2,700 ppm total aromatic volatile organics (BTEX). The original laboratory results were not included for our review, therefore it is unknown if this BTEX result is correct. There is a potential that the BTEX result should have been reported in parts per billion and not in parts per million. The excavation was lined and backfilled with fill material.

In an effort to define the horizontal and vertical distribution of contamination across the site, 15 soil borings, designated in this report as B-1 through B-15, were advanced at the site. Borings B6, B10, B12, and B15 were advanced on Lot 10, Block 10. The remaining borings were advanced on Lot 11, Block 10. EMI defined an estimated impacted soil plume area and concluded that impacted soil was present in the vicinity of the sewer line, the former AvGas UST, and the AvGas and Jet-A fuel dispensers.

Three monitoring wells, designated MW-1, MW-2, and MW-3 were installed on Lot 10, Block 10. Wells MW-2 and MW-3 were installed within the estimated impacted soil plume boundary. Well MW-3 contained 2.2 ppm GRPH, 3.5 ppm DRPH, and 0.094 ppm benzene. Wells MW-1 and MW-2 did not contain measurable GRPH or DRPH.

1994 Groundwater Sampling Report by Environmental Management, Inc.

A groundwater sampling program was implemented and continued for one year. The results from this program indicate that Wells MW-1 and MW-2 were not impacted by petroleum hydrocarbons at levels above the applicable cleanup levels. The results from Monitoring Well MW-3 indicated that the concentrations of GRPH and benzene had decreased to levels below the applicable cleanup levels by the final sampling round conducted in July 1994. It is noted that

MW-3 was not analyzed for DRPH during July 1994. In addition, 0.240 ppm GRPH was detected in MW-1 in July 1994.

1995 Phase II Site Characterization and Rough-Order-Of-Magnitude Remediation and Cost Estimate by Dames & Moore

Dames & Moore prepared a Phase II Site Characterization and Rough-Order-of-Magnitude Remediation Scope and Cost Estimate (Phase II Cost Estimate) in August 1995. Subsurface explorations were not conducted as part of the project. The Phase II Cost Estimate referenced a 1993 Phase I Environmental Site Assessment (ESA) and a 1995 Updated Phase I ESA, which were prepared by Dames & Moore. The two Phase I ESA documents were not provided for our review. Based on the information provided in the Phase I ESA's, Dames & Moore noted several areas of potential environmental concern at the facility. The potential concerns not previously outlined in EMI's report are discussed below.

Reportedly, a fuel line on a 500-gallon Jet-A heating fuel AST, located on Lot 11, Block 10 broke in the 1970s. Fuel spills also occurred at the Jet-A dispenser and a fuel cart located on Lot 11, Block 10 in 1991. Additional miscellaneous spills were also documented at the AvGas and Jet-A dispensers.

Dames & Moore concluded that Wells MW-2 and MW-3 were potentially acting as conduits for contaminant migration to the underlying aquifer.

The Jet-A pipeline extending from Lot 2A, Block 220 to the Jet-A dispenser on Lot 11 failed a tightness test in 1992. The pipeline was subsequently abandoned in-place. Based on a review of aerial photographs, historic surface staining was observed in the vicinity of the tank farm.

1996 Site Assessment by Shannon & Wilson

As part of the 1996 site assessment activities, Shannon & Wilson advanced 13 soil borings (B-16 through B-28), installed two groundwater monitoring wells (MW-4 and MW-5), and installed one remediation well (RW-1) at the site. The borings and wells are shown in Figures 2 and 3. Soil samples collected from nine of the borings and Remediation Well RW-1 contained concentrations of petroleum hydrocarbons in excess of the ADEC Method 2 cleanup levels. These nine borings were located in the vicinity of the former AvGas tank (B-16, B-20,

and B-26), within the apron west of the terminal building (B-11 and B-21), south of the Jet-A dispenser and fuel line (B-19), and southwest of the AvGas dispenser (B-9 and B-18). The samples collected from these borings contained a maximum of 13,000 milligrams per kilogram (mg/kg) diesel range organics (DRO), 2,200 mg/kg gasoline range organics (GRO), 4.0 mg/kg benzene, 19 mg/kg toluene, and 330 mg/kg toluene. Generally, the field screening measurements and analytical results decreased with depth in the borings. Based on these results, Shannon & Wilson estimated that 2,350 cubic yards of impacted material was present at the terminal site.

Groundwater samples were collected from Wells MW-1, MW-4, and MW-5. With the exception of the sample collected from Well MW-4, the samples did not exceed the current ADEC cleanup standards. Well MW-4 contained 1.1 mg/kg residual range organics (RRO), which is equal to the cleanup standard.

In addition, Shannon & Wilson sampled an approximately 35 cubic yard stockpile located south of the terminal building. The stockpile was generated by EMI during the removal of the 2,000-gallon AvGas UST in 1993. The stockpile contained a maximum of 260 mg/kg DRO. According to the ADOT&PF, the stockpile was removed prior to 1999. The final location of the soil is unknown.

2001 Interim Removal Action and Site Characterization by Shannon & Wilson

The Interim Removal Action and Site Characterization (IRA/SC) activities, consisted of excavating impacted soil, constructing long-term soil storage cells, advancing soil borings, installing monitoring wells, decommissioning wells and pipelines, characterizing drums, and collecting soil and groundwater samples. The results of the IRA/SC were used to develop ADEC Method 3 alternative soil cleanup levels. The calculated levels were 0.8 mg/kg benzene, 1,400 mg/kg GRO, and 10,250 mg/kg DRO. To date, the ADEC has not approved or commented on the proposed alternative cleanup levels.

Excavation Activities

During June 2001, about 5,100 cubic yards of impacted material was excavated at the former MarkAir facility. Excavation 1 was advanced in the vicinity of the former tank farm on Lot 2A, Block 10, as shown in Figure 3. Excavations 2 through 5 were advanced at Lots 10 and 11, Block 10, and were started at the Jet-A dispenser, the AvGas dispenser, the former 2,000-

gallon AvGas UST, and Boring B-9, respectively, as shown in Figure 2. The maximum depths of the excavations varied from about 11 feet bgs (Excavation 5) to 25 feet bgs (Excavation 1).

Concentrations of GRO, DRO, and benzene in excess of the proposed site-specific alternative cleanup levels remain at the former bulk fuel storage facility located on Lot 2A, Block 20. In addition, concentrations of GRO, DRO, benzene, toluene, and ethylbenzene in excess of the Method 2 cleanup criteria were detected in samples collected from Excavation 1.

The concentrations of GRO, DRO, and benzene measured in the soil at Lot 11, Block 10 and Lot 10, Block 10 were below the proposed alternative soil cleanup levels. Concentrations of benzene in excess of the Method 2 cleanup criteria were detected in samples collected from Excavations 2, 3, 4, and 5. The Method 2 cleanup criteria for DRO and toluene was exceeded in samples collected from Excavations 2 and 4, respectively.

About 815 cubic yards of overburden material was excavated and temporarily stockpiled adjacent to the excavations. Seventeen analytical samples were collected from the overburden material. Five of the samples exceeded the Method 2 soil cleanup standard for benzene, with a maximum of 0.132 mg/kg. Imported fill and the overburden material was used to backfill the excavations.

Long-Term Storage Cells

Approximately 3,260 cubic yards of potentially impacted material was stockpiled in six long-term cells (Cells 1, 1B, 2, 2B, 3, and 3B) adjacent to Lot 2A, Block 20. The remainder of the potentially impacted material was placed in three long-term storage cells (Cells 4, 4B, and 5), south of the Aniak Airport runway. 3

Prior to the construction of each cell, one analytical baseline sample was collected from the underlying soil to assess existing soil conditions at each cell location. Samples collected beneath Cells 1 and 4 contained concentrations of petroleum hydrocarbons in excess of the ADEC Method 2 and the proposed Method 3 site-specific cleanup levels. The Cell 1 background sample was collected from stained soil associated with drums storage. Cell 4 was placed adjacent to a former fuel tank farm with documented impacted soil. Following construction, analytical samples were collected from the storage cells. The six cells placed adjacent to Lot 2A, Block 20 contained a maximum of 6,990 mg/kg DRO, 1,010 mg/kg GRO, 2.86 mg/kg benzene, 161 mg/kg toluene, and 17.7 mg/kg ethylbenzene. The four cells placed adjacent to the Aniak

3 also 2001 report stated total of 9 so this is another

Airport runway contained a maximum of 11,200 mg/kg DRO, 1,910 mg/kg GRO, 4.58 mg/kg benzene, 12.5 mg/kg toluene, and 12.0 mg/kg ethylbenzene.

Pipeline Decommissioning

The two pipelines running from the former bulk fuel storage facility on Lot 2A, Block 20 to the former AvGas and Jet-A dispensers on Lot 11, Block 10 were decommissioned. Approximately 120 feet of AvGas piping and 244 feet of Jet-A piping were removed, and about 20 gallons of product were drained from the piping and placed in a 55-gallon drum. The remaining approximately 235 feet each of AvGas and Jet-A piping was left in-place due to buried utilities and a road. Prior to closing the lines in-place, the piping was cleaned and the ends were plugged with cement. The pipelines are shown in Figures 2 and 3.

Field screening and analytical samples were collected from the piping excavation. Based on field screening and visual observations, impacted soil was encountered at the point where the Jet-A pipe protruded from the ground in the bulk fuel storage area and beneath a Jet-A pipe joint south of the terminal building. These locations were later included in Excavations 1 and 4. Impacted soil associated with the AvGas piping was not observed during the decommissioning activities.

Borings/Monitoring Wells

Following the excavation activities, 15 soil borings (Borings B101 through B115) were advanced at the former MarkAir facility. Borings B102, B104, B106, B107, B108, B111, and B113 were completed as Monitoring Wells MW-6 through MW-12, respectively.

Samples collected from Borings B101, B103, B104, B105, B109, and B110 contained concentrations of GRO, DRO, benzene, and/or toluene exceeding the ADEC's Method 2 cleanup criteria. Borings B101, B103, B104, and B105 were advanced west/southwest of the terminal building within the paved airport apron. The samples contained a maximum of 760 mg/kg GRO and 7,560 mg/kg DRO. Borings B109 and B110 were advanced south of Excavation 1. The highest detected contaminant concentrations were measured in the samples collected between about 2.5 and 7 feet bgs. Contaminant concentrations decreased with depth within the individual borings. Therefore, impacted soil within these areas is likely attributable to surface releases.

Groundwater samples were collected from Wells MW-5 through MW-12. Petroleum hydrocarbons were detected in the samples collected from Wells MW-7, MW-10, MW-11, and MW-12 at concentrations less than the applicable cleanup levels. The sample collected from Well MW-9 contained concentrations of GRO (3.77 mg/kg) and benzene (0.016 mg/kg), which are greater than the applicable cleanup levels of 1.3 mg/kg GRO and 0.005 mg/kg benzene.

Drum Characterization

A total of 28 55-gallon drums and four ASTs were observed at the former tank farm area. Eighteen of the 55-gallon drums and one of the ASTs contained product. Approximately 20 gallons of product were drained from the AST and placed in a new 55-gallon drum. The 19 drums containing product were placed in a lined drum storage cell and the empty ASTs were placed adjacent to the drum storage cell, east of the former tank farm. The ten empty 55-gallon drums were crushed and disposed at the local landfill. The drum contents were characterized for disposal purposes.

Well Decommissioning

A drinking water well located on the west side of the former MarkAir terminal building and Monitoring Wells MW-1 and MW-3 were decommissioned as part of the project. The drinking water well had apparently been previously filled with gravel. The drinking water well casing was cut off below the ground surface and a steel cap was welded over the top. Monitoring MW-1 and MW-3 were overdrilled and backfilled with hydrated bentonite chips.

Terminal Building Assessment

Portions of the former MarkAir terminal's floor are constructed of wood or concrete, whereas the southern portion consists of soil. Two near surface soil samples were collected from the soil floor. The samples contained a maximum of 362 mg/kg DRO, which exceeds the ADEC Method 2 cleanup level. Two floor drains were observed in the concrete floor within a boiler room and a cargo handling area. Both drains were filled with sediment and the drains' discharge points were not identified.

September 2002 Groundwater Monitoring by Shannon & Wilson

In September 2002, groundwater samples were collected from Well MW-5 through MW-12. Samples collected from Wells MW-9 and MW10 contained concentrations of DRO in excess

of the applicable cleanup levels. Compared to the 2001 sampling event, the measured GRO and benzene concentrations in Monitoring Wells MW-9 decreased to levels below the applicable cleanup criteria. DRO concentrations increased in Monitoring Wells MW-9 and MW-10 to levels above the applicable cleanup levels. The historical analytical groundwater results are summarized in Table 1.

2004 Land Spreading Activities by Shannon & Wilson

In June 2004, under subcontract to the ADEC, the stockpiles generated during the 2001 cleanup activities were transported to ADOT&PF owned land, south of the airport runway. The material was then spread across an area about 225 feet wide by 755 feet long. The land spreading area is shown in Figure 1. At the request of the ADEC, background analytical samples were not collected from the land spread area. To date, post-treatment samples have not been collected from the material.

May 2006 Groundwater Monitoring by Shannon & Wilson

In May 2006, groundwater samples were collected from Monitoring Wells MW-7 through MW-12. Due to blockages in the well casings, groundwater samples were not collected from Monitoring Wells MW-5 and MW-6. Well MW-12 contained 1.98 mg/kg DRO, which exceeds the applicable ADEC cleanup level of 1.5 ppm DRO. The samples collected from Wells MW-9 and MW-11 contained DRO at concentrations less than the applicable cleanup level. The GRO, DRO, and benzene concentrations measured in Monitoring Well MW-9 decreased from the previous monitoring events and are no longer greater than the applicable cleanup levels.

CONCLUSIONS/RECOMMENDATIONS

Based on the previous site cleanup and characterization activities conducted by Shannon & Wilson, impacted soil and groundwater is present at the site. Contaminant sources include, former fuel storage and distribution activities. As part of the site characterization activities, Shannon & Wilson prepared Method 3 site-specific cleanup levels for GRO, DRO, and benzene.

Lot 2A, Block 20

Concentrations of GRO, DRO, and benzene in excess of the proposed Method 3 site-specific alternative cleanup levels remain at the former bulk fuel storage facility located on Lot 2A, Block 20. In addition, concentrations of toluene and ethylbenzene in excess of the ADEC

Method 2 cleanup criteria were detected in samples collected from Excavation 1. Groundwater impacted with DRO above the applicable cleanup levels has also been document at the former tank farm site.

During the 2001 IRA/SC activities, 19 drums with fuel, impacted water, or miscellaneous chemicals were placed in a storage cell east of Lot 2A, Block 20. The current condition of the drums is unknown. We recommend properly disposing of the drums.

Lots 10 and 11, Block 10

The concentrations of GRO, DRO, and benzene measured in the soil at Lots 10 and 11, Block 10 were below the proposed alternative soil cleanup levels. Concentrations of benzene in excess of the Method 2 cleanup criteria were detected in samples collected from Excavations 2, 3, 4, and 5. The Method 2 cleanup criteria for DRO and toluene was exceeded in samples collected from Excavations 2 and 4, respectively. Groundwater impacted with GRO, DRO, and benzene has previously been detected in the vicinity of the former AvGas UST.

In addition, soil impacted with GRO and DRO in excess of the Method 2 cleanup levels was encountered in borings advanced west of the terminal building with the paved airport apron. The contamination in this area does not appear to extend beneath about 10 feet bgs and groundwater is not impacted in this area. Therefore, based on the previously discussed groundwater flow direction, impacted groundwater does not extend off site.

During the 2001 IRA/SC activities, soil samples collected from the gravel floor of the terminal building contained concentrations of DRO slightly above the Method 2 cleanup criteria. Two floor drains are also located within the terminal building. We recommend properly decommissioning the drains.

Land Spreading Area

In 2004, the material excavated as part of the IRA/SC activities was land spread on ADOT&PF owned land adjacent to the Aniak Airport runway. We recommend collecting post treatment soil samples from the land spread area.

CLOSURE/LIMITATIONS

This report was prepared for the exclusive use of our clients and their representatives in the study of this site. The findings we have presented within this report are based on the limited research we conducted. They should not be construed as a definite conclusion regarding the soil and groundwater at this site. The results of our review, in no way guarantee that an agency or its staff will reach the same conclusions as Shannon & Wilson, Inc. The data presented in this report should be considered representative of the information provided in the documents that we reviewed. Changes in site conditions can occur with time, because of natural forces or human activity. In addition, changes in government codes, regulations, or laws may occur. Because of such changes beyond our control, our observations and interpretations may need to be revised.

Shannon & Wilson has prepared the attachments in Attachment 1 Important Information About Your Environmental Site Assessment/Evaluation Report" to assist you and others in understanding the use and limitations of our reports.

You are advised that various state and federal agencies (ADEC, EPA, etc.) may require the reporting of this information. Shannon & Wilson does not assume the responsibility for reporting these findings and therefore, has not and will not disclose the results of this study, except with your permission or as required by law.

If you have any questions or comments regarding this site summary, please contact Stafford Glashan, P.E. or the undersigned at (907) 561-2120.

Sincerely,

SHANNON & WILSON, INC.

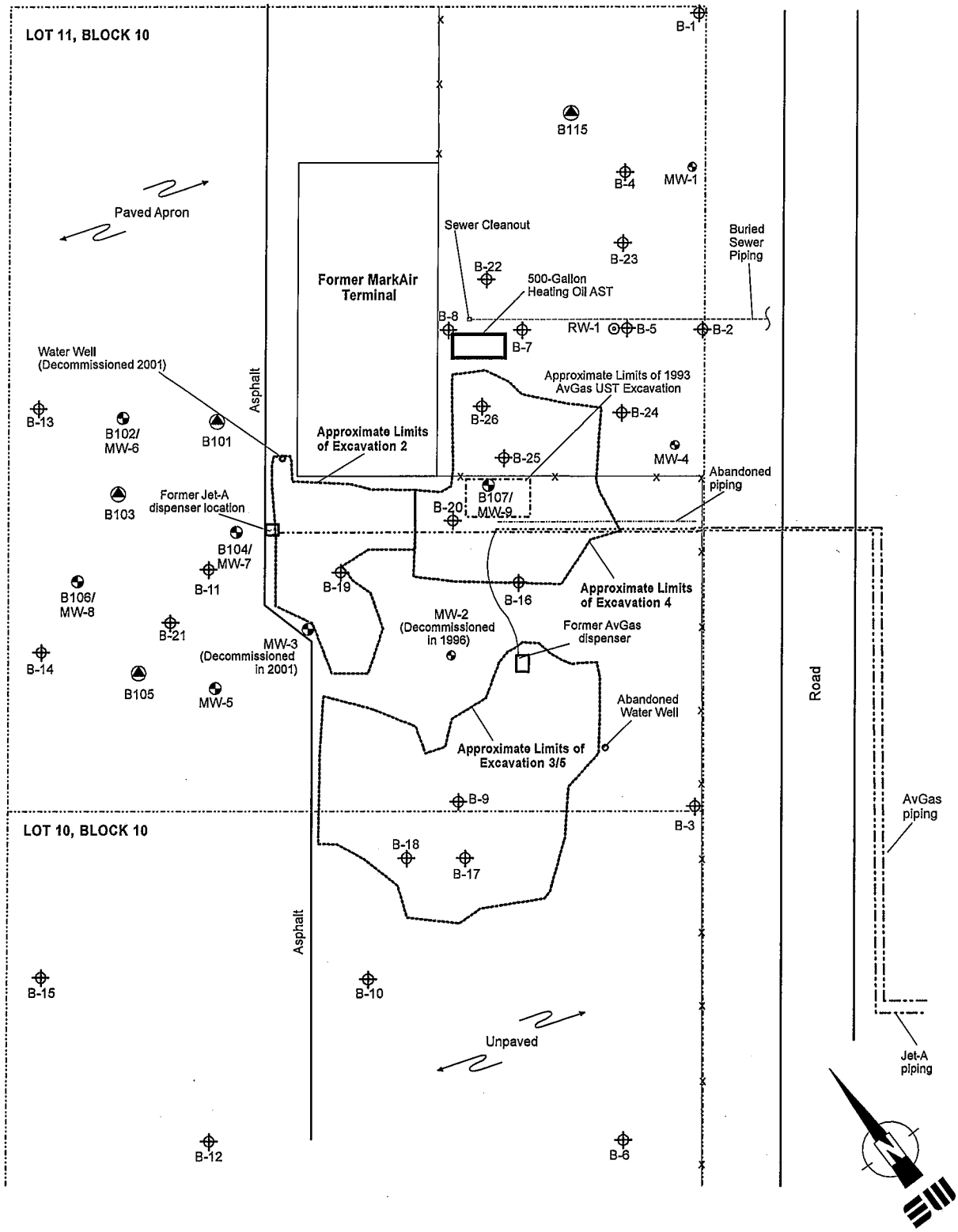
Dan P. McMahon
Sr. Environmental Scientist

Encl: Table 1, Figures 1, 2, & 3, and Attachment 1

TABLE 1 - HISTORICAL SUMMARY OF GROUNDWATER ANALYTICAL RESULTS

Monitoring Well	Date	Depth to Water (ft)	GRO ppm	DRO ppm	Benzene ppm	Toluene ppm	Ethylbenzene ppm	Xylenes ppm
MW-5	8/19/2001	24.70	<0.0900	<0.602	<0.000500	<0.00200	<0.00200	<0.00200
	9/12/2002	26.09	<0.0900	<0.538	0.00140	<0.00200	<0.00200	0.00216
	5/14/2004	22.02	-	<0.323	<0.000500	<0.00200	<0.00200	<0.00200
	5/22/2006	22.46	-	-	-	-	-	-
MW-6	8/19/2001	24.35	<0.0900	<0.575	<0.000500	<0.00200	<0.00200	<0.00200
	9/12/2002	25.65	<0.0900	<0.532	0.000898	<0.00200	<0.00200	<0.00200
	5/14/2004	21.54	-	<0.333	<0.000500	<0.00200	<0.00200	<0.00200
	5/22/2006	-	-	-	-	-	-	-
MW-7	8/19/2001	25.41	0.0924	<0.625	<0.000500	<0.00200	<0.00202	<0.00772
	9/12/2002	26.32	<0.0900	<0.543	0.000568	<0.00200	<0.00200	<0.00200
	5/14/2004	22.19	-	<0.361	<0.000500	<0.00200	<0.00200	<0.00200
	5/22/2006	22.59	-	<0.303	<0.000500	<0.00200	<0.00200	<0.00200
MW-8	8/19/2001	24.58	<0.0900	<0.568	<0.000500	<0.00200	<0.00200	<0.00200
	9/12/2002	25.88	<0.0900	<0.521	<0.000500	<0.00200	<0.00200	<0.00200
	5/14/2004	21.73	-	<0.341	<0.000500	<0.00200	<0.00200	<0.00200
	5/22/2006	22.23	-	<0.303	<0.000500	<0.00200	<0.00200	<0.00200
MW-9	8/19/2001	24.78	**3.77**	<0.581	**0.016**	0.822	0.0149	0.0592
	9/12/2002	26.04	0.0980	**2.86**	0.00199	0.00765	<0.00200	<0.00200
	5/14/2004	21.74	0.870	**6.09**	**0.0235**	0.224	<0.00400	0.0379
	5/22/2006	22.05	<0.0900	0.510	0.00120	0.00238	<0.00200	<0.00200
MW-10	8/20/2001	22.98	<0.0900	0.719	<0.000500	<0.00200	<0.00200	<0.00200
	9/12/2002	24.30	<0.0900	**1.51**	<0.000500	<0.00200	<0.00200	<0.00200
	5/14/2004	19.99	-	0.729	<0.000500	<0.00200	<0.00200	<0.00200
	5/22/2006	20.41	-	<0.300	<0.000500	<0.00200	<0.00200	<0.00200
MW-11	8/20/2001	22.82	<0.0900	0.952	<0.000500	<0.00200	<0.00200	<0.00200
	9/12/2002	24.22	<0.0900	0.643	<0.000500	<0.00200	<0.00200	<0.00200
	5/14/2004	19.74	-	0.374	<0.000500	<0.00200	<0.00200	<0.00200
	5/22/2006	20.29	-	0.436	<0.000500	<0.00200	<0.00200	<0.00200
MW-12	8/20/2001	23.73	0.347	0.899	0.00202	<0.00200	<0.00200	<0.00200
	9/12/2002	24.83	<0.0900	1.34	0.000783	<0.00200	<0.00200	<0.00200
	5/14/2004	20.43	-	0.876	0.000672	<0.00200	<0.00200	<0.00200
	5/22/2006	20.98	-	**1.98**	<0.00500	<0.0200	<0.0200	<0.0200

KEY	DESCRIPTION
<0.0900	Reported analyte concentration less than laboratory reporting limit of 0.0900 ppm
ppm	Parts per million
3.77	Concentration exceeds the regulated cleanup level
GRO	Gasoline Range Organics
DRO	Diesel Range Organics
-	Sample not tested for this analyte



KEY

- B101 — Approximate location of Boring 101 advanced by Shannon & Wilson in 2001.
- B102/ MW-6 — Approximate location of Boring 102/Well MW-6 advanced/installed by Shannon & Wilson in 2001.
- B-1 — Borings B-1 through B-15 advanced by EMI in 1994. Borings B-16 through B-26 advanced by Shannon & Wilson in 1996.
- MW-1 — Monitoring Wells MW-1, MW-2, and MW-3 installed by EMI in 1993. Monitoring Wells MW-4 and MW-5 installed by Shannon & Wilson in 1996.
- RW-1 — Remediation well completed by Shannon & Wilson in 1996.
- Approximate location of buried piping removed by Shannon & Wilson in 2001.
- Approximate location of buried piping cleaned and abandoned in-place.

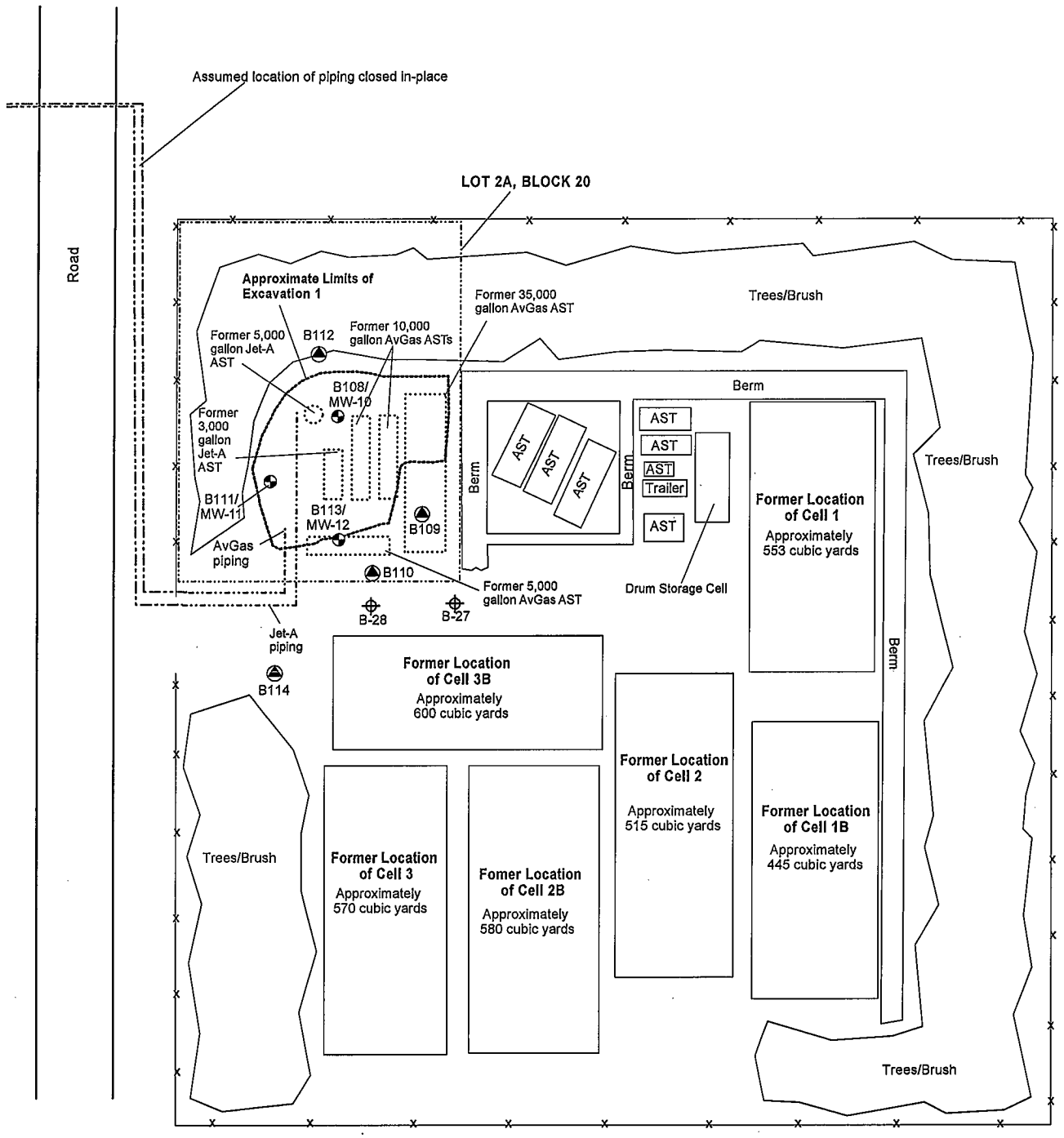
Former MarkAir Facility
Aniak, Alaska

LOTS 10 AND 11, BLOCK 10
SITE PLAN

December 2006 32-1-16434-004

SHANNON & WILSON, INC.
Geotechnical & Environmental Consultants

Fig. 2



KEY

B110	Approximate location of Boring 110 advanced by Shannon & Wilson in 2001.
B111/ MW-11	Approximate location of Boring 111/Well MW-11 advanced/installed by Shannon & Wilson in 2001.
B-27	Approximate location of Boring B-27 advanced by Shannon & Wilson in 1996.
----------	Approximate location of buried piping removed by Shannon & Wilson in 2001.
——·——·——	Approximate location of buried piping cleaned and abandoned in-place.

Former MarkAir Facility
Aniak, Alaska

LOT 2A, BLOCK 20
SITE PLAN

December 2006 32-1-16434-004

SHANNON & WILSON, INC.
Geotechnical & Environmental Consultants

Fig. 3