

Lockheed Martin Newsletter Update
Middle River Complex and Martin State Airport

Spring 2013

Lockheed Martin Middle River Complex
2323 Eastern Boulevard
Middle River, Maryland

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As project manager of the Middle River PCB cleanup, Kenny works closely with the Lockheed Martin team, and coordinates with her EPA team, to evaluate the project's technical solutions, timelines and implementation, and to give approval or offer suggestions as needed — all with the mission of protecting human health and environment.

“We are so pleased to be working with Sharon and the team at EPA,” says Tom Blackman, Lockheed Martin project manager. “Sharon is collaborative and has an open-door

And community-focused, she is.

“I hope my presence helps give community members the peace of mind to know I've signed off on the work, and that at the end, they can believe it when we say it's no longer contaminated,” Kenny says.

A native of Puerto Rico, Kenny grew up in an impoverished school because she didn't have the supplies or shoes she needed to get to school.

She swore that would never happen again, and began working at age 13 to ensure she could pay for the necessities she needed to

She also focused on schoolwork, keeping in mind her mother's words that, “Education is something that no one can take away from you.”

Today, with an undergraduate degree from the University of Puerto Rico; masters degrees in geology from the University of Florida and civil engineering from the University of Colorado; and impressive work experience for organizations such as the National Center for Atmospheric Research (NCAR), the National Aeronautics and Space Administration (NASA) and the EPA, Kenny applies her education not only to her job but also to mentoring young people, especially girls, in areas of science and engineering.

Down-to-earth and candid, Kenny is comfortable talking with students as well as community members. A dedicated wife and mother of three, she understands people's concerns about environmental contamination and cleanup projects.

“I encourage people to ask questions and to point things out to me,” she says. “If they don't understand what they've heard or don't like what they've heard, I encourage them to

talk to me in person if they see me in the area or to pick up the phone and call me. I'm always open to people's questions and thoughts. We can all learn from each other. That open communication is one of the things I love about my job.”

Sharon Kenny can be reached at kenny.sharon@epa.gov and 215-814-3417.

Public Information Session Presents Details on Proposed Sediments Cleanup

In late February, Lockheed Martin Corporation hosted a public information session to provide details on its recommended alternative for cleaning up sediments in Cow Pen Creek, Dark Head Cove and Dark Head Creek adjacent to the Lockheed Martin Middle River Complex in Middle River, Md.

About 35 community members attended the public session, which offered an opportunity to learn about Lockheed



Martin's sediments investigation and feasibility study that will be done if regulators approve the recommended alternative.

The session also provided a chance for interested parties to ask questions of the Lockheed Martin technical team and to make comments for the public record. A 30-day public comment period began Feb. 28, the night of the meeting, and ran through March 28.

Sediments

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Since then, Lockheed Martin has compiled the verbal and written comments made during the 30-day period, drafted responses and created a summary for submittal to regulators.

Representatives of the U.S. Environmental Protection Agency (EPA) and the Maryland Department of the Environment (MDE) attended the public information session so they could hear what Lockheed Martin presented, determine how the public perceived it, and answer questions and concerns from

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The Lockheed Martin team emphasized during the public information session that no cleanup activities will take

SODFH GXULQJ VSULQJ RU VXPPHU PRQWKV EHFDXVH RI WKH ¿VK spawning season. Lockheed Martin is expecting to conduct the cleanup from 2015 to 2017.

Lockheed Martin Begins to Install Groundwater Treatment System

Having received project approval from the Maryland

Groundwater, continued from page 5

U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Maryland Department of the Environment, and the Baltimore County Department of Environmental Protection and Sustainability.

Once the system is operational, injections of the solution

Middle River Cleanup Projects To Be Consolidated Under One Agreement with MDE

Lockheed Martin and the Maryland Department of the Environment (MDE) are negotiating a consent agreement that would consolidate all of Lockheed Martin's environmental cleanup projects at the Middle River Complex in Middle River, Md., under one agreement with the department.

Lockheed Martin is conducting groundwater, soil and sediment cleanup projects at the site. Currently, the groundwater and soil projects are overseen through the MDE's Voluntary Cleanup Program.

The MDE suggested, and Lockheed Martin agreed, that it would be best to consolidate all of the projects under one regulatory umbrella — an agreement between Lockheed Martin and MDE, through its Controlled Hazardous Substance (CHS) Division. This agreement is basically a contract that will outline both Lockheed Martin and MDE's obligations on the content and timing of the cleanup efforts.

The consolidation makes sense for several reasons.

First, Lockheed Martin is seeking the MDE's approval

to clean up the soil to industrial rather than residential cleanup standards, which would have required Lockheed Martin to withdraw and re-enter the Voluntary Cleanup Program.

Second, the Controlled Hazardous Substance program allows portions of blocks to be cleaned up to different objectives, something that Lockheed Martin may pursue for certain tracts later in the cleanup.

Third, it makes sense for all the environmental projects at the Middle River Complex to be covered under the same administrative framework, which is possible under the Controlled Hazardous Substance program.

The Voluntary Cleanup Program applies only to cleanup projects in which the property is owned by the party responsible for the cleanup. Lockheed Martin's sediments cleanup is being done in Cow Pen Creek, Dark Head Cove and Dark Head Creek — none of which Lockheed Martin owns, so the sediments project could not be conducted under the Voluntary Cleanup Program.

(As a side note, Lockheed Martin's environmental cleanup program at the nearby Martin State Airport is not being conducted under the Voluntary Cleanup Program for the same reason: Lockheed Martin does not own the property.)

"Moving the soil and groundwater projects from the Voluntary Cleanup Program to a consent agreement really doesn't change anything for the community," says Tom Blackman, Lockheed Martin project lead. "Both programs are equally committed to protecting people and the environment."

"The changeover is moving with all due haste," he adds. "This will not decrease our responsibility to proceed with the cleanup. In fact, one could argue that it increases our responsibility, because it changes it from a voluntary commitment to one that's contractual."

Lockheed Martin's Middle River cleanup projects are continuing at the same pace as Lockheed Martin and MDE prepare the consent agreement.

Lockheed Martin Works to Revise Action Plans for Proposed Soil Cleanup

Lockheed Martin is revising Soil Remedial Action Plans

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cleanup will be conducted at the Middle River Complex.

The work is being done in consultation with the Maryland

Environmental Investigations Continue at Martin State Airport

In addition to its surface water investigations in Frog Mortar Creek, Lockheed Martin is continuing its environmental investigations at other locations at and near Martin State Airport.

Dump Road Area

One of its biggest efforts is the environmental investigation of source areas with high concentrations of groundwater and soil contamination in the Dump Road Area at the airport.

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While most of the work will not be visible off-site, Lockheed Martin will install a line of monitoring wells near the Frog Mortar Creek shoreline, and this activity may be visible from Bowleys Quarters.

The multi-level monitoring wells near the shoreline will SURYLGH /RFNKHHG 0DUWLQ PRUH VSHFL¿F LQIRUPDWLRQ DERXW the location and depths where contaminated groundwater is located and may be discharging into the creek. This will allow optimization of the groundwater treatment system operation.

Lockheed Martin is working with the airport and the National Guard to schedule a soil boring and geophysical investigation beneath Taxiway Tango during the summer of 2013. These investigations are to determine whether waste

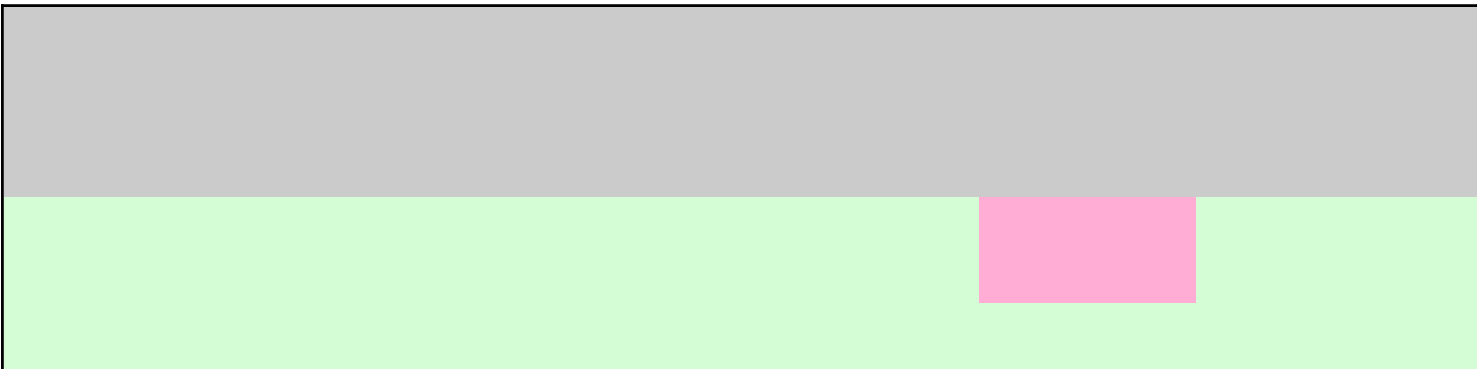
material lies under the taxiway, as encountered elsewhere in the Dump Road Area. Taxiway Tango — on the east side of the airport — is used exclusively by the National Guard.

Design drawings for the taxiway show that waste material was supposed to have been removed from the taxiway alignment prior to its construction in 1956. Lockheed Martin has not previously collected soil samples from directly beneath the taxiway.

The pilot-scale treatability test for groundwater that had been planned for the Dump Road Area in Spring 2013 has been canceled. Any necessary treatability testing will be performed at an off-site laboratory during Summer 2013.

On the Strawberry Point side of the airport, Lockheed Martin in 2012 further characterized the areas of former Lockheed Martin and Air Force facilities.

These investigations showed that there are some small areas of groundwater and soil contamination east of Strawberry Point Road. Further investigations in this area are being



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