APPENDIX D

Approvals & Documentation

C&S COMPANIES®

FAA Response Letter

FAA
Airports Division

Eastern Region

New York Airports District Office
600 Old Country Rd, Suite 446
Garden City, New York 11530
Telephone: 516-227-3800
Fax: 516-227-3813

May 25, 2010

RECEIVED
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Oneida County Executive's Office

Mr. Anthony J. Picente
Oneida County Executive
Oneida County Office Building
800 Park Ave.
Utica, NY 13501

Dear Mr Picente:

This is in response to your recent inquiry on releasing the remaining property of the former Oneida County Airport. As you know, the Oneida County Airport is closed with its activities transferred to Griffiss International Airport, formerly Griffiss Air Force Base. Specifically, you ask that the remaining property be released by the Federal Aviation Administration (FAA) in order for the County to further develop the land for other uses.

As you also may know, a Finding of No Significant Impact was issued in August 2009 for the lease/release of 723 acres of airport property for the purposes of creating a New York Office of Homeland Security training facility. In order for FAA to consider releasing the remaining former airport property, the environmental impacts that will result from the federal action of releasing the property must be addressed. This requires, at a minimum, a detailed environmental assessment based on a specific proposal prepared pursuant to the National Environmental Policy Act.

Having a completed assessment of the environmental impacts of the proposed reuse of the Oneida County Airport property is a specific requirement of the Record of Decision (ROD) issued by FAA in December 2003 for the "Approval of Surplus Property Transferred for Aeronautical Use and Related Actions for the Former Griffiss Air Force Base." This requirement was established because no definite plans for the redevelopment of the Oneida County Airport existed at the time of the ROD.

While we understand the proposed reuse of the airport property may not yet be known, the impacts of any reuse must be assessed and the appropriate processes followed. FAA cannot proceed with any authorizations/approvals until the requirements of the ROD are met.

For your information and use is a web link to the FAA Eastern Region Airports Division Sponsor's Guide Land Release Requirements:

http://www.faa.gov/airports/eastern/aip/sponsor_guide/media/SGSect3.doc

Additionally, we have received the summaries and documentation of Oneida County expenditures for operations and capital improvements at Griffis International Airport from July 2003 through October 2009 We are currently reviewing the materials provided to justify the $19,586,042 in previous expenditures and $3,626,120 in future commitments and are working with your staff to resolve any questions that arise during the review. If you have any additional documentation to submit regarding additional expenditures or commitments made since the prior materials were submitted, please forward it to our attention at your convenience We will keep you appraised of the progress and notify you when the review is complete.

Should you have any questions or wish to further discuss these matters, please call me at 516-227-3803.

Sincerely yours,

Otto N. Serrano

for John R. Dermody, Manager
New York Airports District Office

cc: Vernon Gray, Oneida County

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2003 Air Force Record of Decision (ROD) for Disposal and Reuse of Former Griffiss Air Force Base Airfield

RECORD OF DECISION
FOR
DISPOSAL AND REUSE OF
FORMER GRIFFISS AIR FORCE BASE AIRFIELD

June 2003

Prepared By:
Air Force Real Property Agency

TABLE OF CONTENTS

I. INTRODUCTION 1
A. PURPOSE AND NEED 1
B. FEDERAL AGENCY REQUIREMENTS UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT 5
C. ROLE OF COOPERATING FEDERAL AGENCIES 5
D. PUBLIC INVOLVEMENT 5
E. HOMELESS ASSISTANCE ACTS 5
F. ALTERNATIVES CONSIDERED IN THE FEIS 6
1. Description of Alternatives Analyzed in the FEIS 6
2. Summary of Environmental Impacts 7
3. Environmentally Preferred Alternative 17
G. RESULTS OF EXCESS AND SURPLUS SCREENING 17
1. Property Requests from Other Military Organizations 17
2. Excess Property Requests from Other Federal Agencies 17
3. Requests for Assignment of Property From Federal Sponsoring Agencies 17
4. Negotiated Sale 17
5. Other 18
H. DETERMINATIONS OF EXCESS AND SURPLUS PROPERTIES 18
I. OBJECTIVES OF DISPOSAL OF REAL PROPERTY AT GRIFFISS AFB AIRFIELD PROPERTY 18
II. DECISION 18
A. PARCELIZATION OF REAL PROPERTY 18
B. METHODS OF DISPOSAL 19
III. ENVIRONMENTAL ISSUES/IMPACTS 23
A. TRANSPORTATION 23
B. HAZARDOUS MATERIALS MANAGEMENT 23
C. HAZARDOUS WASTE MANAGEMENT 23
D. INSTALLATION RESTORATION PROGRAM 24
E. NOISE 24
F. CULTURAL RESOURCES 24
IV. CONCLUSIONS 25
V. DECISION 26

LIST OF EXHIBITS

Exhibit 1 Regional Map of Central New York 3
Exhibit 2 Airfield Property at Griffiss AFB, Reference Map 4
Exhibit 3 Summary of Environmental Impacts and Mitigation Measures for the Proposed Action and Alternatives 8
Exhibit 4 Parcelization of Airfield Property at Griffiss AFB 22

I. INTRODUCTION

This Record of Decision (ROD) documents the Air Force's decisions regarding the disposal of real property at the former Griffiss Air Force Base (AFB), in Oneida County, New York for approximately 1,596 acres of remaining real property identified as the Parcel A airfield property. This ROD was developed in accordance with Council on Environmental Quality (CEQ) Regulations, Title 40 Code of Federal Regulations [CFR], Section 1505.2. The disposal and reuse decisions included in this ROD have been made in consideration of the information contained in the Final Supplemental Environmental Impact Statement (FSEIS) for the Disposal and Reuse of Airfield at Griffiss AFB, dated September 1999, which was filed with the U.S. Environmental Protection Agency (EPA) and made available through direct distribution and notice of availability published in the Federal Register on October 22,1999. Exhibit 1 attached to this ROD shows the location of the former Griffiss AFB and Exhibit 2 attached hereto shows the areas for which disposal decisions are made in this ROD.

A. PURPOSE AND NEED

The former Griffiss Air Force Base (AFB), New York was on the list of bases recommended for closure and realignment by the 1993 Defense Base Realignment and Closure (BRAC) Commission. Closure of a majority of the former Griffiss AFB occurred on September 30, 1995. A final Environmental Impact Statement (FEIS) was published in November 1995 and a Griffiss Partial Record of Decision (GPROD) was issued in June 1996. At the same time the majority of the base was closed on September 1995, the airfield and five non-contiguous, airfield-related parcels, consisting of approximately 1,596 acres, together identified as "Parcel A" or the "airfield property" (as defined below), were realigned as a minimum essential airfield maintained by the New York Air National Guard (NYANG). The GPROD deferred a disposal decision on the airfield and the five non-contiguous parcels (collectively the "Parcel A airfield property" or separately as "Parcel A" or the "airfield property." The 1995 BRAC Commission recommended that the "airfield property" be closed and that airfield equipment and functions be transferred to the newly-expanded Wheeler-Sack Airfield at Fort Drum, New York. Accordingly, the airfield property was closed on September 30, 1998 and the equipment and functions transferred to Fort Drum. On June 11, 2001, an Amendment No.1 to the GPROD effected the determination that approximately 46 acres of the Parcel A airfield property would be included in Parcel F of the GPROD for conveyance by Economic Development Conveyance (EDC) to the Local Redevelopment Authority (LRA).

The Air Force proposed action is to dispose of the remainder of the Parcel A airfield property at the former Griffiss AFB pursuant to the Defense Base Closure and Realignment Act (DBCRA) of 1990 (Public Law [P.L.] 101-510, Title XXIX) and recommendations of the BRAC Commission, which were accepted by the President and submitted to Congress. The remaining Parcel A airfield property at the former Griffiss AFB consists of approximately 1,547 acres. The United States, acting through the Air Force, will dispose of all remaining 1,547 acres of Parcel A airfield property upon compliance with the BRAC 1995 decisions and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), Section 120(h).

The purpose of the FSEIS was to analyze the potential environmental consequences of the airfield property disposal decisions to be made by the Air Force. This ROD addresses whether all or portions of the airfield property available for disposal are required for further Federal use; whether the property will be disposed of in parcels, or as a single entity; how the airfield property will be made available for disposal; and what actions, if any, the Air Force will take to avoid or mitigate potential adverse environmental consequences resulting from its disposal actions.

Some mitigation measures will be the responsibility of the Air Force while others will be the responsibility of the property recipients. Environmental impacts and mitigation measures are addressed in Section III, Environmental Issues, of this ROD, as well as in the FSEIS.

The FSEIS addresses the potential environmental consequences of disposal actions as they relate to reuse options of the airfield property. As the Federal disposal agent for the airfield property, the Air Force's options are to: (1) assign it to another entity within the Department of Defense (DoD) or other Federal agency; (2) dispose of it through the Federal government sponsoring agency for public benefit or other similar type conveyance (including public health, education, public park and recreation, historic monument, corrections, wildlife conservation, or aviation use); (3) conduct a negotiated sale to an eligible public body; (4) convey it through an EDC to a LRA ; (5) offer it for public sale; or (6) retain all or part of the property in caretaker status.

Exhibit 1 Regional Map of Central New York

Exhibit 2 Airfield Property at Griffiss AFB, Reference Map

B. FEDERAL AGENCY REQUIREMENTS UNDER THE NATIONAL ENVIRONMENTAL POLICY ACT

Any Federal agency that either acquires real property for its use in accomplishing its mission, or is assigned property for disposal under its authority for conveyance to eligible public or private nonprofit entities under public benefit sale, grant, or donation programs, must comply with the requirements of the National Environmental Policy Act (NEPA), as implemented by that agency's regulations. Therefore, this ROD covers only those actions of the Air Force, as the Federal disposal agent, acting under authority delegated from the Administrator, General Services Administration.

C. ROLE OF COOPERATING FEDERAL AGENCIES

The Federal Aviation Administration (FAA) is a cooperating Federal agency in the preparation of the FSEIS and has administrative jurisdiction regarding reuse of any property conveyed under statute for public airport use. This jurisdiction arises from FAA authority to approve airport layout plans that are required for federally funded, public-use airports. FAA will have to comply with NEPA in approving any airport layout plan for any airfield property on the former Griffiss AFB made available for public airport use. FAA decisions are not covered by this ROD. Any FAA decisions will be by separate ROD, if appropriate, or by such other documents required by FAA implementing regulations.

D. PUBLIC INVOLVEMENT

The Notice of Intent (NOI) to prepare the Supplemental EIS for the Disposal and Reuse of the Airfield at Griffiss AFB was published in the Federal Register on July 9, 1997. The Air Force conducted a scoping meeting on July 29, 1997, at the Plumley Complex Auditorium at Mohawk Valley Community College in Rome, New York, to receive comments from the public regarding environmental concerns related to the proposed disposal and reuse of the airfield property at the former Griffiss AFB and to determine the scope and direction of the studies/analysis to accomplish the FSEIS. The public review and comment period for the Draft FSEIS began on November 13, 1998, with a Notice of Availability (NOA) published in the Federal Register. A public hearing on the Draft FSEIS was held on December 9, 1998 in Rome, New York. The public review and comment period ended on December 28, 1998. The FSEIS, dated September 1999, was issued on October 13, 1999.

E. STEWART B. MCKINNEY HOMELESS ASSISTANCE ACT AND BASE CLOSURE COMMUNITY REDEVELOPMENT AND HOMELESS ASSISTANCE ACT

The Air Force has fully complied with the requirements of the Stewart B. McKinney Homeless Assistance Act (McKinney Act), as amended, Title 42, United States Code, Section 11411 (42 USC Section 11411). The Air Force reported to the U.S. Department of Housing and Urban Development (HUD) that the airfield property at the former Griffiss AFB would be "excess on or about September 30, 1998". HUD made a determination about the suitability of the property for use by homeless assistance providers, and an announcement was published in the August 1, 1996 *Federal Register*. Under the McKinney Act, a homeless assistance provider must provide a written expression of interest to the Department of Health and Human Services (HHS) within 60 days of the *Federal Register* publication, and must submit a completed application within 90 days of expressing interest. HHS had 25 days to either approve or disapprove applications submitted by the homeless assistance provider. No applications were received from any homeless assistance provider requesting any part of the airfield property at the former Griffiss AFB in the required time frame. HUD approved the LRA base redevelopment plan for the former Griffiss AFB under the Base Closure Community Redevelopment and Homeless Assistance Act on July 24, 1998.

F. ALTERNATIVES CONSIDERED IN THE FSEIS

1. Description of Alternatives Analyzed in the FSEIS

The FSEIS analyzed potential environmental impacts for a variety of reasonably foreseeable, future uses of the base property outside the area retained by the Federal government. The proposed action was based on conceptual plans developed by the Griffiss Local Development Corporation (GLDC). In addition, the Air Force developed additional reasonable alternatives to provide the basis for a broad environmental analysis.

a. Proposed Action

The proposed action would involve the development of an aircraft maintenance facility and a commercial airport. All commercial and general aviation operations currently based at Oneida County Airport would be relocated to the former Griffiss AFB airfield property. Parcels adjacent to the airfield would be used for aviation support uses, including aircraft maintenance facilities and construction of a passenger terminal complex. Industrial land uses are proposed for the area west of the southern end of the runway and for the Bulk Fuel Storage Area located south of State Route 49 and North of the NY State Barge Canal. The area at the end of each runway would be maintained as open space for safety purposes. Two offsite communications parcels, totaling approximately 12 acres, are designated for agricultural uses. A total of 56,385 square feet of facilities would be demolished, 565,166 square feet of existing facilities retained, and 222,000 square feet of new facilities constructed.

b. Private Airfield Alternative

The private airfield alternative was developed to provide an analysis of airfield uses if the Oneida County Airport were not moved to the former Griffiss AFB. With this alternative, the former Griffiss AFB airfield property would be marketed for aircraft maintenance operations and some general aviation uses. Aviation support and non-aviation-related land uses would be the same as the proposed action. A total of 57,385 square feet of facilities would be demolished, 565,166 square feet of existing facilities retained, and 160,000 square feet of new facilities constructed.

c. Non-aviation Alternative

The non-aviation alternative was developed to provide an analysis of non-aviation uses of the airfield property. With this alternative, the airfield would be converted to commercial, industrial, manufacturing, recreational, and agricultural uses. Some of the property would also be left as open space. A total of 88,672 square feet of facilities would be demolished, 533,879 square feet of existing facilities retained, and 1,542,400 square feet of new facilities constructed.

d. No-Action Alternative

The no-action alternative would result in the U.S. Government retaining ownership of all the airfield property. Caretaker activities would consist of base resource protection, ground maintenance, maintenance and operation of existing utilities, and building care, as necessary. No improvements would be made to the existing facilities or infrastructure, beyond that necessary to ensure public safety.

2. Summary of Environmental Impacts

Exhibit 3 summarizes the potential environmental impacts associated with the proposed action and alternatives. Key environmental issues are addressed in Section III of this ROD.

Exhibit 3

Summary of Environmental Impacts and Mitigation Measures for the Proposed Action and Alternatives

Closure Baseline	Proposed Action	Private Airfield Alternative	Non-aviation Alternative	No-Action Alternative
Land Use and Aesthetics				
Conditions: • Continued inconsistencies with outdated master plans and zoning ordinances. • Continued land use incompatibilities with AICUZ program.	**Impacts:** • Continued inconsistencies with outdated master plans and zoning ordinances. • Replacement of the AICUZ program with FAA regulations. **Potential Mitigation Measures:** • Continue rezoning efforts with the City of Rome. • Amend the GLDC Master Plan to reflect non-military uses of the airfield.	**Impacts:** • Same as Proposed Action • Same as Proposed Action **Potential Mitigation Measures:** • Same as Proposed Action • Same as Proposed Action	**Impacts:** • Same as Proposed Action • AICUZ program would not be replaced because no aircraft operations would occur. **Potential Mitigation Measures:** • Same as Proposed Action • Same as Proposed Action	**Impacts:** • Same as Proposed Action • Same as Nonaviation Alternative **Potential Mitigation Measures:** • Same as Proposed Action • Same as Proposed Action
Transportation				
Conditions: • All key roadway segments would operate at LOS E or better • Annual aircraft operations associated with the New York Air National Guard would be discontinued. A total of 1,116 NYANG operations occurred in 1996. • No airspace conflicts or air transportation impacts.	**Impacts:** • Increase of 6,500 average daily vehicular trips by 2016. Reuse-generated traffic would cause some road segments to operate at LOS F by 2004. • Oneida County Airport operations would transfer to the airfield property at Griffiss AFB. Approximately 78,548 air operations would occur by 2016. • No airspace conflicts or air transportation impacts. **Potential Mitigation Measures:** • Create an efficient onsite circulation plan.	**Impacts:** • Increase of 3,800 average daily vehicular trips by 2016. Reuse-generated traffic would cause some road segments to operated at LOS F by 2005. • Oneida County Airport operations would not transfer to the airfield property at Griffiss AFB. Approximately 16,933 air operations would occur by 2016. • Same as Proposed Action. **Potential Mitigation Measures:** • Same as Proposed Action	**Impacts:** • Increase of 22,500 average daily vehicular trips by 2016. Reuse-generated traffic would cause some road segments to operate at LOS F by 2007. • The airfield property would be redeveloped for non-aviation-related uses. The Oneida County Airport operations would not transfer to the airfield property at Griffiss AFB. • Same as Proposed Action. **Potential Mitigation Measures:** • Same as Proposed Action	**Impacts:** • Four key roads would reach LOS F by 2016. • No airfield operations would occur. • Same as Proposed Action. **Potential Mitigation Measures:** • Widen to 4 lanes East Dominick Street near the site.

EXHIBIT 3 (CONT.)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ACTION AND ALTERNATIVES

Closure Baseline	Proposed Action	Private Airfield Alternative	Non-aviation Alternative	No-Action Alternative
Transportation (Cont.)				
	• Widen Floyd Avenue and Chestnut Street east of Black River Boulevard, and Hill Road, Wright Drive, Brooks Road, and Ellsworth Road to four lanes. • Widen the connection of SH-49 interchange and the onsite parkway. • Widen East Dominick Street, Floyd, and Chestnut Street to four lanes near the site. • Implement a Transportation Demand Management Program			
Utilities				
Conditions: Water: 8.29 MGD Wastewater: 8.29 MGD Solid Waste: 50 tons/day Electricity: 1,805 MWh/day Natural Gas: 53.44 thousand therms/day	**Impacts:** • Slight increase in ROI utility demands. ROI utility capacity is sufficient to accommodate projected demands. • Additional utility corridors may be required and new, metered service may be required for new user. Pretreatment of industrial wastewater may be required. **Potential Mitigation Measures:** • Seek Federal funding for additional or improved water and wastewater treatment and distribution systems.	**Impacts:** • Slight increase in ROI utility demands. Current systems have capacity to accommodate the projected demands. • Same as Proposed Action **Potential Mitigation Measures:** • Same as Proposed Action.	**Impacts:** • Slight increase in some ROI utility demands. Current systems have capacity to accommodate the projected demands. • Same as Proposed Action **Potential Mitigation Measures:** • Same as Proposed Action.	**Impacts:** • Substantial reduction in base-related utility use. • Distribution/collection systems would need reconfiguration for minimal usage. **Potential Mitigation Measures:** • Same as Proposed Action except for wastewater treatment system funding.

EXHIBIT 3 (CONT.)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ACTION AND ALTERNATIVES

Closure Baseline	Proposed Action	Private Airfield Alternative	Non-aviation Alternative	No-Action Alternative
Utilities (Cont.)				
	• Develop water conservation strategies to reduce water use and the need for additional infrastructure. • Institute waste source separation to reduce solid waste. • Develop energy conservation strategies to reduce energy consumption and the need for additional infrastructure. • Provide temporary operations and maintenance procedures and modification of utility systems to increase efficiency during low demand in initial phases of reuse.			
HAZARDOUS SUBSTANCES MANAGEMENT – Hazardous Materials Management				
Conditions: • Materials used by caretaker personnel will be managed in compliance with applicable regulations.	**Impacts:** • An increase in quantities of materials from those used by the NYANG. **Potential Mitigation Measures:** • Reduce cost of environmental compliance, health and safety, and waste management through cooperative planning among reuse organizations. • Increase recycling, minimize waste generation, and assist in mutual spill responses through cooperative planning.	**Impacts:** • An increase in quantities of materials from those used by the NYANG. **Potential Mitigation Measures:** • Same as Proposed Action	**Impacts:** • An increase in quantities of materials from those used by the NYANG. **Potential Mitigation Measures:** • Same as Proposed Action	**Impacts:** • Minimal hazardous substances would be used for caretaker activities. **Potential Mitigation Measures:** • Same as Proposed Action

EXHIBIT 3 (CONT.)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ACTION AND ALTERNATIVES

Closure Baseline	Proposed Action	Private Airfield Alternative	Non-aviation Alternative	No-Action Alternative
	• Implement pollution prevention and waste minimization strategies recommended by the EPA through cooperative planning.			
Hazardous Waste Management				
Conditions: • Wastes generated by retained organizations and caretaker personnel would be managed in accordance with applicable regulations.	**Impacts:** • Increase in quantities of wastes generated compared to NYANG operations. **Potential Mitigation Measures:** • Implementation of education and awareness programs on recycling, waste minimization, and waste disposal.	**Impacts:** • Increase in quantities of wastes generated compared to NYANG operations. **Potential Mitigation Measures:** • Same as Proposed Action.	**Impacts:** • Increase in quantities of wastes generated compared to NYANG operations. **Potential Mitigation Measures:** • Same as Proposed Action.	**Impacts:** • No change in quantities generated. **Potential Mitigation Measures:** • Same as Proposed Action.
Installation Restoration Program				
Conditions: • IRP activities would continue after airfield property closure and reuse. IRP remediation activities would continue in accordance with applicable regulations.	**Impacts:** • Possible redevelopment delays and land use restrictions due to remediation activities. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • IRP remediation activities completed or continued as needed. **Potential Mitigation Measures:** • None identified.

EXHIBIT 3 (CONT.)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ACTION AND ALTERNATIVES

Closure Baseline	Proposed Action	Private Airfield Alternative	Non-aviation Alternative	No-Action Alternative
Storage Tanks and Oil/Water Separators				
Conditions: • Storage tanks and oil/water separators used by retained government organizations are managed in accordance with applicable regulations. Systems not required for reuse will be removed or maintained in place in accordance with applicable regulations and Air Force policy.	**Impacts:** • No impact would occur because potential new or retained tanks and oil/water separators to support redevelopment activities would be subject to existing regulations. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Storage tanks and oil/water separators would be removed or maintained in place according to regulations. **Potential Mitigation Measures:** • None identified.
Asbestos				
Conditions: • Asbestos posing a health risk will be abated. Remaining asbestos will be managed in accordance with applicable regulations and Air Force policy.	**Impacts:** • No impact would occur because maintenance, renovation, and/or demolition of structures with ACM would be subject to existing regulation. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Continued management of asbestos in accordance with Air Force policy. **Potential Mitigation Measures:** • None identified.
Pesticides				
Conditions: • Pesticides used by retained government organizations and caretaker personnel will be managed in compliance with applicable regulations.	**Impacts:** • Increased use of pesticides over realignment baseline would be subject to existing regulations and no significant impact would occur. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • No change in use of management practices. **Potential Mitigation Measures:** • None identified.

EXHIBIT 3 (CONT.)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ACTION AND ALTERNATIVES

Closure Baseline	Proposed Action	Private Airfield Alternative	Non-aviation Alternative	No-Action Alternative
Polychlorinated Biphenyls				
Conditions: • All Federally regulated PCB-containing equipment will be removed and properly disposed of prior to realignment.	**Impacts:** • No impacts. **Potential Mitigation Measures:** • None identified.	**Impacts:** • No impacts. **Potential Mitigation Measures:** • None identified.	**Impacts:** • No impacts. **Potential Mitigation Measures:** • None identified.	**Impacts:** • No impacts. **Potential Mitigation Measures:** • None identified.
Radon				
Conditions: • No existing or proposed residential structures are within the airfield property.	**Impacts:** • No impact would occur because there are no residential structures on the airfield property. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.
Medical/Bio-hazardous Waste				
Conditions: • No medical/bio-hazardous waste is known to occur on the airfield property.	**Impacts:** • No impact would occur because any medical/bio-hazardous materials potentially moved by air cargo would be subject to existing regulations. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • No impact. **Potential Mitigation Measures:** • None identified.	**Impacts:** • No impact. **Potential Mitigation Measures:** • None identified.
Ordnance				
Conditions: • All known ordnance has been removed from the airfield property.	**Impacts:** • Unknown ordnance may be discovered during redevelopment. Removal would be in accordance with existing regulations. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.

EXHIBIT 3 (CONT.)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ACTION AND ALTERNATIVES

Closure Baseline	Proposed Action	Private Airfield Alternative	Non-aviation Alternative	No-Action Alternative
Lead				
Conditions: • Base facilities will be maintained to prevent potential exposure to LBP.	**Impacts:** • No impact would occur because renovation and/or demolition of facilities with LBP would be subject to existing regulations. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action **Potential Mitigation Measures:** • None identified.	**Impacts:** • Base facilities would be maintained to prevent exposure to LBP. **Potential Mitigation Measures:** • None identified.
NATURAL ENVIRONMENT – Soils and Geology				
Conditions: • No ground disturbance.	**Impacts:** • Minor erosion effects from 26 acres of ground disturbance. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Minor erosion effects from 23 acres of ground disturbance. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Minor erosion effects from 60 acres of ground disturbance. **Potential Mitigation Measures:** • None identified.	**Impacts:** • No ground disturbance. **Potential Mitigation Measures:** • None identified.
Water Resources				
Conditions: • No ground disturbance. • Adequate water supply for limited on base demand.	**Impacts:** • Disturbance of 26 acres could affect surface water flow and water quality. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Disturbance of 23 acres could affect surface water flow and water quality. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Disturbance of 60 acres could affect surface water flow and water quality. **Potential Mitigation Measures:** • None identified.	**Impacts:** • No change in water demand. • No affect on water quality. **Potential Mitigation Measures:** • None identified.
Air Quality				
Conditions: • Limited air pollutant emissions generated from caretaker activities.	**Impacts:** • Increased air pollutant emissions during construction and operations would not affect the region's attainment designation for all criteria pollutants. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • None identified.	**Impacts:** • Limited air pollutant emissions generated from caretaker activities. **Potential Mitigation Measures:** • None identified.

EXHIBIT 3 (CONT.)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ACTION AND ALTERNATIVES

Closure Baseline	Proposed Action	Private Airfield Alternative	Non-aviation Alternative	No-Action Alternative
Noise				
Conditions: • All noise contours for NYANG operations of DNL 65 dB or greater are confined to the airfield property. Within the airfield property, 393 acres are within the DNL 65 dB or greater noise contour.	**Impacts:** • Noise contours of DNL 65 dB or greater do not extend beyond the airfield property boundary. • DNL distances from roadway centerlines would be between 10 and 100 percent of those of pre-realignment baseline due to increased surface traffic by 2016.	**Impacts:** • Noise contours of DNL 65 dB or greater do not extend beyond the airfield boundary and are less than those anticipated for the Proposed Action. • DNL distances from roadway centerlines would be less than those anticipated for the Proposed Action.	**Impacts:** • No aviation-related noise impacts would occur. • DNL distances from roadway centerlines would be greatest of any alternative due to increased surface traffic by 2016.	**Impacts:** • No aviation-related noise impacts would occur. • Reduced surface traffic noise impacts.
Noise (Cont.)				
	Potential Mitigation Measures: • A sound insulation program to reduce interior noise levels for sensitive receptors expose to DNL 65 dB or greater as a result of increased traffic could be developed. • County and township land use planning could incorporate noise compatibility measures when establishing residential zoning.	**Potential Mitigation Measures:** • Same as Proposed Action.	**Potential Mitigation Measures:** • Same as Proposed Action.	**Potential Mitigation Measures:** • Same as Proposed Action.
Biological Resources				
Conditions: • No ground disturbance • No threatened or endangered species on the base.	**Impacts:** • Disturbance of 26 acres of grassy, landscaped areas. • No impact to threatened and endangered species.	**Impacts:** • Disturbance of 23 acres of grassy, landscaped areas. • Same as Proposed Action.	**Impacts:** • Disturbance of 60 acres of grassy, landscaped areas. • Same as Proposed Action.	**Impacts:** • No ground disturbance • Reduction in base-related activities.

EXHIBIT 3 (CONT.)
SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES FOR THE PROPOSED ACTION AND ALTERNATIVES

Closure Baseline	Proposed Action	Private Airfield Alternative	Non-aviation Alternative	No-Action Alternative
• 5 acres of jurisdictional wetlands and 112 acres of NYSDEC-determined wetlands present.	• Disturbance activities would occur outside of wetlands boundaries. **Potential Mitigation Measures:** • Minimize direct/indirect disturbances by planning and design. • Conservation easements or deed restrictions. • Develop replacement/additional habitats. • Monitor mitigated habitats.	• Same as Proposed Action. **Potential Mitigation Measures:** • Same as Proposed Action.	• Potential disturbance of wetlands east of the airfield due to agricultural activities. **Potential Mitigation Measures:** • Same as Proposed Action.	• Potential increase in habitat value due to long-term decrease in human activity. **Potential Mitigation Measures:** • Same as Proposed Action.
Cultural Resources				
Conditions: • Six NRHP-eligible sites are located on the airfield property. Compliance with existing regulations would reduce impacts to a level that is not significant.	**Impacts:** • Potential adverse effects to six properties potentially NRHP-eligible historic sites by ground disturbance/building demolition related to the Proposed Action. **Potential Mitigation Measures:** • Minimize direct/indirect disturbances by planning and design. • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • Same as Proposed Action. • None identified.	**Impacts:** • Same as Proposed Action. **Potential Mitigation Measures:** • Same as Proposed Action. • None identified.	**Impacts:** • No affect on cultural resources because property would remain under Federal jurisdiction. **Potential Mitigation Measures:** • Same as Proposed Action. • None identified.

Notes:

ACM	=	Asbestos-containing material	NYSDEC	=	New York State Department of Environmental Conservation
AICUZ	=	Air Installation Compatible Use Zone	PCBs	=	Polychlorinated biphenyls
CO	=	Carbon Monoxide	pCI/l	=	Pico curies per liter
dB	=	Decibel	PM_{10}	=	Particulate matter
DNL	=	Day-night average noise level	ROI	=	Region of influence
E.O.	=	Executive Order	SH	=	State Highway
EPA	=	U.S. Environmental Protection Agency	SHPO	=	State Historic Preservation Office
IRP	=	Installation Restoration Program	SO_2	=	Sulfur dioxide
LBP	=	Lead-based paint	SPDES	=	State Pollutant Discharge Elimination System
LOS	=	Level of service	SR	=	State Route
NO_X	=	Nitrogen oxide	VA	=	U.S. Department of Veterans Affairs
NRHP	=	National Register of Historic Places	VOC	=	Volatile organic compound

3. Environmentally Preferred Alternative

The no-action alternative is the environmentally preferred alternative. Development of the airfield property with any other alternative would create a possibility for greater direct environmental impacts, including the risk of environmental harm associated with the storage of hazardous materials used in industrial or commercial operations, increased vehicular traffic, increased utility demands, increased regional air pollutant emissions (though still within both Federal and State air quality standards), and a potential loss of native biota, forest lands, and wildlife habitat. However, this alternative does not meet the objective of real property disposal and community economic recovery expressed by the Secretary of Defense and the Congress. Nor does it meet the Air Force Real Property Agency's (AFRPA) mission to achieve beneficial disposal of closed Air Force installations according to the President's five-point plan for economic revitalization of base closure communities.

G. RESULTS OF EXCESS AND SURPLUS SCREENING

In October 1995 and September 1996 the Air Force conducted a real property screening which announced the potential availability of excess and surplus property at the base under various statutory programs. "Excess" refers to property not required for military uses and available for acquisition by other Federal agencies. "Surplus" refers to property not required for any Federal uses and which is available for acquisition by eligible public bodies or private nonprofit entities. Surplus property is also available for disposal by the Federal government. The results of these screenings, to date, are set forth below:

1. Property Requests from Other Military Organizations

The Air Force Research Laboratory, Information Directorate (AFRL/ID), has reaffirmed continued need for use of the portion of Building 101 and other real estate previously retained under Parcel B of the GPROD.

AFRL/ID identified a requirement to retain approximately 4 acres of land and roadway, primarily known as Parcel F-5 (Brooks Road), and previously included in Parcel F in the GPROD, for force protection purposes and the LRA has agreed to return these 4 acres and roadway contiguous to AFRL/ID land at Parcel B to the Air Force.

2. Excess Real Property Requests from Other Federal Agencies

The National Parks Service (NPS) had specifically identified a requirement for either Building 44 located on the airfield real estate near Apron 1 or Building 131 located south of the Control Tower 504 in the BRAC 93 EDC area adjacent to the airfield real estate. This request is no longer valid.

The FAA has requested retention of Facility N801, the 1-acre Radar Approach Control (RAPCON) facility located south of the west end of Taxiway 17. It includes a 1,500 square foot building and a large sweep antenna mounted on a metal support structure.

3. Requests for Assignment of Real Property From Federal Sponsoring Agencies

None.

4. **Negotiated Sale**

AMERICU Credit Union, formerly the Up-State Federal Credit Union, had requested a negotiated sale of the 1.36- acre parcel with structure, identified as Parcel H in the GPROD. If a negotiated sale is unsuccessful, the LRA requests the Parcel H real estate be included in Parcel F for transfer by EDC to the LRA.

5. **Other**

The County of Oneida, through the FAA, requests the transfer of the approximately 1,497 acres of Parcel A with improvements by Public Benefit Transfer (PBT) for use for airport purposes.

The LRA requests that Building 101, with approximately 21 acres of ramps, aprons and parking areas, including the AFRL/ID portion of Building 101, and presently parts of Parcels A, B and F of the GPROD, be totally included in Parcel F for temporary conveyance by EDC to the LRA pending final conveyance by the LRA to the County of Oneida for airport purposes at a future date.

The LRA also requests Building 15 and approximately 6 acres of land and parking areas in Parcel A located in the central portion of the base west of Apron 1 be included in Parcel F for conveyance by EDC to the LRA.

The LRA requests that real estate identified in Section I.G.2. be included as part of Parcel F for transfer by EDC to the LRA when no longer required by the NPS and the FAA.

H. DETERMINATIONS OF EXCESS AND SURPLUS PROPERTIES

The following screening was conducted to meet regulatory requirements and to ensure that no federal requirements exist for the airfield property: (1) Federal agencies were advised of the potential availability of the Air Force property at the base soon after it was announced for closure; and (2) federal agencies were notified of the availability of the Air Force property again on August 1, 1996.

Based upon screening of the real property for Federal requirements, the Air Force declared the airfield property at the former Griffiss AFB as excess to DoD agencies on February 6, 1996 and as surplus to all Federal agencies on September 3, 1996.

Except as noted in Section F., I have determined that the airfield property at the former Griffiss AFB is excess to the DoD and surplus to the Federal Government. The mineral rights to the entire airfield property, however, will be retained by the Federal Government unless formal application is made for the acquisition of mineral rights and arrangements satisfactory to the Federal Government are completed and approved by the Bureau of Land Management.

I. OBJECTIVES OF DISPOSAL OF REAL PROPERTY AT GRIFFISS AFB AIRFIELD PROPERTY

The following objectives for the disposal of the airfield property at the former Griffiss AFB were considered in the disposal process: (1) support of Presidential directive to encourage rapid transition from federal government control, foster job creation, and economic development; (2) support of the

community redevelopment plans for the base property outside of the government retained area; (3) accommodation of acquisition requests with priority or special standing (e.g., homeless housing providers); (4) accommodation of Federal sponsoring agency requests for transfer of the airfield property for public benefit transfer/ conveyance; and (5) balance of the fair return to the taxpayer in the disposal of the airfield property, consistent with the value and nature of such property, and with the successful redevelopment of base property.

II. DECISION

The Air Force has considered the potential environmental impacts of the Proposed Action and the alternatives analyzed in the FSEIS for the Disposal and Reuse of the Airfield Property at Griffiss AFB in developing the disposal plan and this ROD. The LRA community development plan, together with the results of excess and surplus screening of the Air Force property, have also been considered and are consistent with the disposal plan. My decision is supported by the analysis of the proposed action and alternatives considered in the FSEIS. The disposal decisions made herein reflect primarily the adoption of the proposed action contained in the FSEIS.

My decisions with regard to parcelization of portions of the real property and methods of disposal are as follows.

A. PARCELIZATION OF REAL PROPERTY

I have decided to dispose of the airfield property, also identified as Parcel A, of the former Griffiss AFB in seven units as shown in Exhibit 4, attached. Unit A1 identified below, which covers the majority of the airfield property, may be further subdivided or consolidated for the purpose of facilitating disposal and reuse, consistent with the reuses analyzed in the FSEIS and set forth in this ROD as follows:

Parcel A consists of approximately 1,547 acres, subdivided into seven units:

- A1 consists of the contiguous airfield portion of the former Griffiss AFB that includes Runway 15/33 and most of the associated taxiways, various airfield navigation instruments and support structures, all or portions of several large buildings (e.g., Buildings 100, 101, 150, 220, 221, and 782), and several smaller buildings and structures.
- A2 contains Building 15, a 4,415-square-foot aircraft-refueling, vehicle maintenance shop and surrounding parking areas located in the non-contiguous, central portion of the base west of Apron 1.
- A3 contains non-contiguous Facility N801, an approximate 1-acre FAA RAPCON facility located south of the west end of Taxiway 17. The facility includes a 1,500-square-foot building and a large sweep antenna mounted on a metal support structure.
- A4 contains a non-contiguous 10-acre Bulk Fuel Storage Area located south of State Route 49 and north of the New York State Barge Canal. This area includes three large aboveground storage tanks (630,000 gallons each), a liquid fuel pumping station (Building 654), and several truck fill stands.
- A5 contains Communications Site No. 1, an approximate 2.5-acre, non-contiguous receiver site located approximately 0.5 mile east of the Weapons Storage Area and the eastern base boundary. The site includes a 1,025-square-foot building (Building 805), an antenna structure, and surrounding open space.

- A6 contains Communications Site No. 2, an approximate 9.6-acre, non-contiguous transmitter site located approximately 2.5 miles northwest of the north end of Runway 15/33. The site includes a 2,800-square-foot building (Building 800), six antenna structures, and surrounding open space.
- A7 contains Building 44 and approximately 10 acres of contiguous airfield property formerly requested by NPS.

B. METHODS OF DISPOSAL

I have decided to dispose of the following real property in the manner described below. In each case a contractual commitment will be obtained from the transferee, and, if necessary, leases to the same transferees will be used until the Air Force has met the requirements of CERCLA (already defined above), section 120(h)(3), and the real property can be conveyed by deed.

Parcel A consists of approximately 1,547 acres, subdivided into seven units as described in Section II A.

Disposal Decision 1. Upon approval of the Airport MAP and Airport Public Benefit Transfer applications for Parcel A at the former Griffiss Air Force Base, approximately 1,497 acres of land with improvements of Parcel A, comprising approximately 1,487 acres of Unit A1 and 10 acres of Unit A7, should be conveyed to the County of Oneida by PBT through the FAA for airport use.

The disposition of the remaining approximately 50- acres of Parcel A including Units A2, A3, A4, A5 and A6 and a portion of Unit A1 follow:

Unit A1. The entire non-AFRL/ID portion of Building 101, together with approximately 21 acres of adjacent ramp, apron and parking area, part of Parcels A and F under the GPROD, is included in PARCEL F for transfer by EDC to the LRA.

The portion of Unit A1, consisting of the portion of Building 101 used by the AFRL/ID under Parcel B of the GPROD, will continue to be retained by the Air Force to satisfy AFRL/ID requirements until vacated or AFRL/ID reaches a leaseback arrangement with the LRA. If vacated or a leaseback arrangement is effected, the AFRL/ID portion of Building 101 will be deleted from Parcel B and included in Parcel F for transfer by EDC to the LRA.

Unit A2. Unit A2 consisting of Building 15, a 4,415 square foot, aircraft- refueling, vehicle maintenance shop, and approximately 6 acres of land and parking areas located in the central portion of the base west of Apron 1 is included in Parcel F for conveyance by EDC to the LRA.

Unit A3. The FAA retains Facility N801, an approximately 1-acre, FAA RAPCOM facility located south of the west end of Taxiway 17.

Non-contiguous Units A4, A5 and A6. Unit A4, the 10-Acre Bulk Fuel Storage Area, Unit A5, the 2.5- acre Communications Site Number 1 and Unit A6, the 9.6- acre Communications Site Number 2 may be disposed of, separately, each as a whole unit, by EDC to the LRA. If disposal of any Unit is not effected by EDC to the LRA, that Unit may be disposed of by the Air Force by competitive or negotiated sale to the public.

Unit A7. NPS had requested Building 44 with approximately 10 acres of Parcel A. NPS no longer has a valid requirement for this parcel. Building 44 with 10 acres of Parcel A will be disposed to the County of Oneida by PBT.

NPS had requested Building 131 with associated parking areas in Parcel F of the GPROD. NPS no longer has a requirement for this parcel. Building 131 has since been included in the EDC with the LRA.

Disposal Decision 2. An approximately 4-acre portion of land and roadway, principally known as Parcel F-5 (Brooks Road), which had been included in Parcel F of the GPROD for transfer by EDC to the LRA, is now included in Parcel B of the GPROD for retention by the Air Force (AFRL/ID) for force protection requirements.

Disposal Decision 3. In accordance with the GPROD, Parcel D, approximately 38 acres, exclusive of all roads and utility distribution systems, was retained by the Air Force for the continued mission and use by the Northeast Air Defense Sector (NEADS), now assigned to the Air National Guard. NEADS will continue its use until no longer needed.

Disposal Decision 4. In accordance with the GPROD, as amended, AMERICU Credit Union (the former Up-State Federal Credit Union) may acquire 1.36 acres of land, identified as Parcel H in the GPROD, by negotiated sale on terms acceptable to the Air Force. If, by December 31, 2003, terms acceptable to the Air Force for a negotiated disposal have not be reached, at the option of the Air Force, Parcel H may be disposed of by public sale or included in Parcel F of the GPROD for transfer by EDC to the LRA.

Disposal Decision 5. In accordance with the GPROD, Parcel I, consisting of approximately 5 acres, was proposed to be disposed by transfer to the Department of Interior (DOI) to be placed in trust for the Oneida Indian Nation of New York under the Self Determination Act (25 U.S.C. § 450(f)(3)). Transfer action to DOI will continue as discussed in the GPROD.

Disposal Decision 6. All roads located on the former Griffiss AFB and originally maintained by the Air Force, with the exception of the AFRL/ID requirement for security purposes, will be included in this ROD and transferred through the EDC to the LRA.

Disposal Decision 7. All remaining utilities on the former base will be transferred through the EDC to the LRA or appropriate utility provider by bill of sale and easement.

Disposal Decision 8. The United States Government will retain mineral rights to all parcels to be disposed under the GPROD and this ROD, unless formal application is made by the respective grantee of the Federal Government for the acquisition of mineral rights, and arrangements satisfactory to the Federal Government are completed and approved by the Bureau of Land Management.

Disposal Decision 9. The Air Force has conveyed approximately 68 acres of land and housing units, known as "Woodhaven Housing Area" (Parcel F-8), to OCIDA under the provisions of the EDC agreement. In the event the OCIDA formally determines not to accept the conveyance of the "Woodhaven Housing Area" in a timely manner, the approximately 68 acres with improvements will be withdrawn from Parcel F of the GPROD and the Air Force will dispose of the property by public sale.

Exhibit 4 Parcelization of Airfield Property at Griffiss AFB

III. ENVIRONMENTAL ISSUES/IMPACTS

Environmental issues relating to the potential impacts of disposal and reuse of the airfield property on approximately twenty (20) separate environmental resources/factors were assessed and presented in the FSEIS and in Exhibit 3 to this ROD. These resources/factors included land use and aesthetics, transportation, utilities, hazardous materials management, hazardous waste management, hazardous substances management including the Installation Restoration Program (IRP), storage tanks and oil/water separators, asbestos, pesticide usage, polychlorinated biphenyls (PCBs), radon, medical/biohazardous waste, ordnance, lead, soils and geology, water resources, air quality, noise, biological resources (including wetlands), and cultural and paleontological resources. Of these twenty (20) resources/factors, transportation, hazardous material management, hazardous waste management, installation restoration program, noise and cultural resources are considered sufficiently significant to be addressed in this ROD.

A. TRANSPORTATION

The increased road traffic associated with disposal and reuse activities are identified in Table 4.2-5 (page 4-15) of the FSEIS. This discussion presents the deterioration of level of service (LOS) of some road segments as a result of increase in vehicular traffic by 2007. In some instances deterioration to some segments is predicted to happen to LOS F. LOS F represents volume-to capacity overload and intolerable delays. New York State Department of Transportation and local governmental entities would fund improvements required to mitigate the potential congestion. Design and construction practices would comply with Federal, State, and local standards.

B. HAZARDOUS MATERIALS MANAGEMENT

The hazardous materials associated with disposal and reuse activities are identified in Table 4.3-1 (page 4-36) of the FSEIS, which lists the hazardous materials associated with airfield, aviation support, industrial, agricultural, and public/recreational uses planned for the disposal and reuse parcels. The specific types and quantities of the materials were not available. However, the quantities of materials used by reuse/new activities would most likely be less than those used on base when it was fully-operational, but more than those in use by the NYANG.

Any entity using hazardous materials on the airfield property must manage those materials according to all applicable federal, state, and local laws and regulations. Each entity would have to comply with the Superfund Amendments and Reauthorization Act, Section 311, Title III which requires that local communities be informed of the use of hazardous materials. In addition, subsequent owner(s) or operator (s) of such facilities would have to establish mutual aid agreements with the local communities to respond to any incidents.

C. HAZARDOUS WASTE MANAGEMENT

The specific types and quantities of wastes that would be generated are not available. However, the quantities of waste generated by reuse/new activities would most likely be less than those generated on base when it was fully operational, but more than those generated by the NYANG. With base disposal, hazardous wastes would be controlled by the property recipients whose proficiency with those materials and spill response plans are required by Resource Conservation and Recovery Act of 1976 (RCRA) regulations (40 Code of Federal Regulations [CFR] 240-270), and all other applicable Federal, State and local laws and regulations.

D. INSTALLATION RESTORATION PROGRAM

Disposal and reuse activities may be affected by current and future IRP work. Figure 4.3-1 and Table 4.3-2 (page 4-39 and page 4-40, respectively) of the FSEIS identify IRP sites in relation to the proposed reuses.

The Air Force is committed to continue IRP activities at the former Griffiss AFB under the Defense Environmental Restoration Program (DERP), CERCLA of 1980 (40 CFR 300, 302, and 310), and the Federal Facility Agreement (FFA) among the Air Force, U.S. Environmental Protection Agency (EPA)(Region 2), and the State of New York. Permanent transfer of a parcel may not occur until the extent and type of contamination at IRP sites is assessed and current and future IRP remediation activities are complete, or until an approved remedial action is demonstrated to the EPA Administrator to be operating properly and successfully. When the Air Force disposes of any parcel, it will do so in compliance with Section 120(h) of CERCLA. Where required, deeds of transfer for IRP properties will contain the covenant warranting that all remedial action necessary to protect human health and the environment has been taken. Furthermore, all transfers must ensure that necessary remedial action can still be performed on the retained properties, either by retaining access easements or by restricting usage of the properties transferred until remedial action has been accomplished, or both. Until property can be transferred by deed, the Air Force can grant leases to allow reuse to begin as quickly as possible.

E. NOISE

The results of the aircraft noise modeling for 2001 and 2016 are presented in Figures 4.4-1 and 4.4-2 (pages 4-82 and 4-83, respectively) of the FSEIS. Initially, in 2001, the land area within the day-night average sound level (DNL) 65 decibel (dB) noise contour would increase by 75 acres as compared to the NYANG operations. However, with the use of Stage 3 aircraft, noise levels would decrease to a level that would be less that that experienced for NYANG operations. The noise contours for 2001 and 2016 would not extend beyond the airfield property. The area under the flight tracks is generally rural and has relatively low population densities. Because none of the flight tracks pass over the City of Rome, noise resulting from aircraft operations would have little or no impact on the city.

Surface traffic noise levels for several road segments would increase substantially from the 1996 pre airfield closure baseline noise levels (Table 4.4-12, page 4-84 in the FSEIS) by 2016. Residences and commercial businesses along these segments would experience DNL noise levels in excess of 65 dB by 2016.

No significant impacts have been identified from aircraft noise and no mitigation measures are required. Mitigation measures for potential impacts associated with surface traffic noise would be the responsibility of future property owners/developers and could include a sound insulation program or incorporation of noise compatibility measures for residential zoning.

F. CULTURAL RESOURCES

Four buildings that have been determined to be eligible for the National Register of Historic Places (NRHP) would be affected. Building 799, Security Police Visitor Control Center and Building 811, Master Surveillance and Control Facility would be demolished. Building 150, Fighter Alert Building and Building 793, Crew Readiness Facility would be reused. Reuse for industrial purposes may affect the integrity and/or subsequently destroy those characteristics that would make them eligible to the NRHP. These actions would constitute adverse effects.

Six NRHP-eligible historic archaeological sites would be affected. Two sites: PCI Site 1 and PCI Site 12 are located in areas designated as open space and no ground-disturbing activities that may affect these sites is proposed. Four sites (PCL Sites 16, 18, 19, and 24) are located in the area proposed for aviation support activities. Ground-disturbing activities from demolition and construction associated with reuse activities would affect the integrity of these sites and/or subsequently destroy those characteristics that make them eligible.

Appropriate mitigation for these impacts would be negotiated with the New York State Historic Preservation Officer (SHPO) during continued consultation and documented in a Programmatic Agreement between the Air Force and the New York State Historic Preservation Office (SHPO).

IV. CONCLUSIONS

The FSEIS presented an analysis of the potential environmental consequences of the disposal and reuse of the airfield property and is adequate for the real property disposal decisions documented in this ROD. Land use proposals offered by the public and concepts developed by the Air Force have been analyzed in the FSEIS as reasonable reuse alternatives. The Air Force has evaluated the possible consequences of disposal, area-by-area and alternative-by-alternative. The FEIS provides ample environmental impact information to make reasoned choices of whether and how to dispose of individual areas.

The potential environmental impacts that have been identified in the FEIS would result directly from the reuse by others and not from disposal of the property. While the Air Force will implement some of the mitigation measures such as to continue consultation with the New York SHPO and the continuation of the IRP, most mitigation measures of the potential impacts identified in the FSEIS would be the responsibility of the future property recipients. Redevelopment proponents and local agencies will be responsible for implementing any specific mitigation measures associated with the use or redevelopment of the property as may be required by local regulation. State or local governmental agencies may also impose requirements through zoning, subdivision and site development regulations, and other land use controls. For these reasons, the Air Force will not (with the exception of the continuation of the IRP and consultation with SHPO) adopt a plan for mitigations which may be implemented by other entities, for actions by those entities.

This disposal is in compliance with the provisions of DBCRA of 1990 (Public Law 100-510), and recommendations of the BRAC Commission. Based upon consideration of the FSEIS for Disposal and Reuse of the Airfield Property of Griffiss AFB, dated September 1999 and other relevant considerations, the Air Force has decided to proceed with the disposal of excess and surplus real property at the former Griffiss AFB in accordance with the decisions indicated in this ROD. All practicable means to avoid or minimize environmental harm from the alternative selected have been adopted as noted in this ROD.

V. DECISION

The disposal of the airfield property at the former Griffiss AFB is in accordance with the provisions of the Defense Base Realignment and Closure Act of 1990 (Public Law 101-510, Title XXIX) and recommendations of the Defense Secretary's Commission on Base Realignment and Closure. Based upon consideration of the FSEIS and other relevant factors, I have decided to proceed with the disposal of the airfield property at the former Griffiss AFB in accordance with the approaches analyzed in the FSEIS and set forth in this ROD, as amended.

_____ Date

_____ NELSON F. GIBBS

2003 FAA Record of Decision (ROD) for the Disposal and Reuse of Former Griffiss Air Force Base Airfield

Department of Transportation
Federal Aviation Administration

Record of Decision

Approval of Surplus Property Transferred for

Aeronautical Use and Related Actions

Former Griffiss Air Force Base

Oneida County, New York

FAA New York Airports District Office

December 2003

1. PURPOSE:

This Record of Decision documents the Federal Aviation Administration's (FAA) decision to approve the transfer of surplus federal property (Public Benefit Transfer [PBT]) at the former Griffiss Air Force Base to Oneida County for use as a civil airport and in support of other related aeronautical activities. The transfer of this property, depicted on the September 16, 2003 approved Airport Layout Plan (ALP) would involve approximately 1,447 acres of land with improvements of the 1497-acre Parcel A.

2. BACKGROUND:

Griffiss Air Force Base (AFB) was recommended for closure and realignment by the 1993 Defense Base Realignment and Closure (BRAC) Commission under the Defense Base Realignment and Closure Act of 1990 (Public Law 101-510 XXIX). Disposal of a majority of Griffiss AFB occurred on September 30, 1995. At the time of the disposal, the airfield property at Griffiss AFB was realigned as a minimum essential airfield maintained by the New York Air National Guard. Subsequently, the 1995 BRAC Commission recommended that the airfield be closed and that airfield equipment and functions be transferred to the newly expanded Wheeler-Sack Airfield at Fort Drum, New York.

As part of the closure process, the U.S. Air Force prepared a Final Environmental Impact Statement (FEIS) Disposal and Reuse of Griffiss AFB, New York in November 1995 and a Partial Record of Decision (PROD) was issued in June 1996. A Final Supplemental Environmental Impact Statement (FSEIS), Disposal and Reuse of Griffiss AFB, New York, was issued in September 1999. The FSEIS analyzed the potential consequences of the disposal and the reasonable alternatives for reuse of the airfield property. The U.S. Air Force issued a Supplemental Record of Decision (SROD) in September 2003 that detailed environmental and other considerations given to decisions on the airfield of the former Griffiss AFB should be disposed.

A public involvement program was carried out during FSEIS development. The FSEIS also included a review and coordination process involving applicable State, Federal, and local government agencies. The public review and comment period for the draft FSEIS began on November 13, 1998 with a Notice of Availability published in the Federal Register. A public hearing on the draft FSEIS was held on December 9, 1998 in Rome, New York. The public review and comment period ended on December 28, 1998.

In compliance with the Council on Environmental Quality (CEQ) regulations, the FAA acted as a cooperating agency with the Air Force in the preparation of the FSEIS. CEQ regulations specify that those agencies with special expertise, cooperate with other agencies in preparation of an EIS.

3. LOCATION:

The former Griffiss AFB is located in the central part of New York, adjacent to the city of Rome and approximately 40 miles east of Syracuse. Airfield land uses consist of approximately 1,680 acres, including runways, taxiways, aprons, various navigation instruments and support structures, all or portions of several buildings and structures, the apron, the primary surface, clear zones, and various navigation aids.

4. FAA ROLE AND APPROVAL ACTIONS:

The most critical FAA action is the determination under the surplus property provisions of Public Law 103-272 (Title 49 U.S.C. Sec 47151, 47152, and 4713) regarding the utility of the airport to serve the needs of civil aviation.

Pursuant to the surplus property provisions of Public Law 103-272, if federal property could be used by a local government for a public airport, the FAA must make a recommendation to the disposing agency regarding the aviation utility of the airport. The FAA approves of the transfer if it is determined that the property (including property needed for revenue) is "essential, suitable, or desirable" for a public airport.

In order to provide a recommendation to the Air Force on the utility of the former Griffiss AFB as a civil airport, the potential acquiring agency, in this case Oneida County, must have a FAA approved Airport Layout Plan (ALP). An ALP shows the layout of runways, taxiways, aprons, runway access and land uses within the airport property. It graphically depicts existing and forecasted airport development and compatible land uses needed to support the airport. It also depicts airport facilities, natural and man-made features, revenue producing non-aviation-related property, and proposed development anticipated over the next 20 years.

An approved ALP is also required as a term and a condition of a surplus property transfer to receive financial assistance under the terms of the Airport and Airways Improvement Act, as amended. An ALP was developed as part of the Base Reuse Plan and an Airport Feasibility Study. The FAA conditionally approved this ALP on September 16, 2003. The conditional approval represents general acceptance of the location of future facilities depicted. The ALP was approved subject to the condition that airport development items depicted on the ALP may not be undertaken without the appropriate environmental review and written environmental finding by the FAA. In addition, the airport sponsor is required to submit for future FAA approval actual building locations heights, and exterior finishes of structures that could affect the safety efficiency and utility of the airport. Approval of the ALP does not constitute a commitment on the part of the United States to participate in any recommended development.

The former Griffiss AFB has been included in the FAA's National Plan of Integrated Airport Systems (NPIAS) as Griffiss Airfield, New York. This site was included in the NPIAS as a general aviation airport. Inclusion of this site in the NPIAS indicates that the

airport is critical to the national, state and local transportation systems and should be maintained for use as an airfield to fill this role.

Under the National Environmental Policy Act (NEPA), the FAA is responsible for addressing the environmental impact(s) of federal actions affecting the quality of the human environment. FAA's recommendation to the Air Force on reuse and disposal of the former Griffiss AFB is such an action and must comply with NEPA as implemented in CEQ regulations, FAA Order 1050.1D, Policies and Procedures for Considering Environmental Impacts, and FAA Order 5050.4A, Airport Environmental Handbook.

The FAA considered environmental effects, aviation safety, system capacity, and economic and political factors in the decision-making regarding the following federal action:

RECOMMENDATION TO THE AIR FORCE FOR THE REUSE AND DISPOSAL OF SURPLUS PROPERTY:

In making its decision, the FAA considered the FEIS, FSEIS, and the ALP approved by the FAA on September 16, 2003 and its responsibilities under the FAA Act of 1958, Public Law 85-726. As a cooperating agency, the FAA had substantial input in the development of the aviation related portions of the FEIS and FSEIS. FAA's independent review of the FEIS and FSEIS confirms their adequacy, therefore, the FAA adopts the FEIS and FSEIS documents for the purposes of recommending the transfer of surplus property and to permit reuse of the former Griffiss AFB as a public use airport. The FEIS, FSEIS, PROD, and SROD are hereby made a part of this document.

The FAA has determined that the property, real and personal, requested in the Oneida County PBT Application, dated December 10, 2003, is essential and suitable for the operation and maintenance of a public use airport and, therefore, is appropriate for transfer under the surplus property provisions of Public Law 103-272. This PBT application represents essentially the FSEIS proposed action alternative and operations to be gained from the closure of the Oneida County Airport.

Contained in the PBT application and Air Force property conveyance instruments are covenants and conditions that provide for the safe and serviceable operation of the airport for the use and benefit of the public on fair and reasonable terms, without unjust discrimination. These covenants and conditions also protect airport property and associated airspace (Federal Aviation Regulation, Part 77). In addition, these covenants and conditions remain with the property regardless of future ownership and require that any real property designated under this PBT (designated as airport property) may only be transferred to successors and assigns of Oneida County with the approval of the FAA.

Furthermore, all transfers must ensure that necessary remedial actions can still be performed on these properties, either by retaining access easements or by restricting usage of the property transferred until remedial action has been taken, or both. Until Air Force property can be transferred by deed, the Air Force may execute leases to allow

reuse to begin as quickly as possible, provided such actions will not hinder compliance with applicable laws and regulations. However, it is the Air Force's intent to dispose of such property, by lease during the transition period, by deed conveyance, or by other applicable disposal methods, at the earliest feasible date. Because of site contamination issues, the land cannot yet be officially transferred. Until such time when the contamination issues are addressed, the airport would be operated under a lease between Oneida County and the Air Force. The government assumes no liability to the lesee or sublesee should implementation of hazardous waste cleanup requirements interfere with the use of leased premises.

Pursuant to the SROD, it is our understanding that upon compliance with Section 120(h) of the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) of 1980, as amended, (42 U.S.C. 9620) and other legal and policy requirements, the government intends to convey to Oneida County by one or more quitclaim deeds, the property identified in the application of acceptance, subject to certain reservations, restrictions, conditions, and exceptions, for the purpose of developing a civil airport facility and Oneida County has agreed to accept such conveyance or covenants.

Additionally, disposal and reuse activities may be affected by current and future work under the Installation Restoration Program (IRP). The Air Force is committed to continue IRP activities at Griffiss AFB under the Defense Environmental Restoration Program, CERCLA, as amended, and the Federal Facility Agreement between the U.S. Air Force, U.S. EPA, Region II and the State of New York. Permanent transfer of a parcel may not occur until the extent and type of contamination at IRP sites has been assessed and current and future IRP remediation activities are completed, or until an approved remedial action is demonstrated to the EPA Administrator to be operating properly and successfully. When the Air Force transfers property, it will do so in compliance with Section 120(h)(3) of CERCLA; deeds of transfer will contain all appropriate covenants under the provisions of Section 120(h).

The FAA recommends that all covenants and conditions related to aeronautical operations and airport property at the former Griffiss AFB, as detailed in the PBT application and Air Force property conveyance instruments, be fully instituted in this PBT.

5. ALTERNATIVES CONSIDERED:

The FSEIS considers four alternative actions, including a no action alternative. These alternatives are summarized as follows:

1. The Proposed Action Alternative. The proposed action alternative involves the development of an aircraft maintenance facility and a commercial airport. All commercial and general aviation operations currently based at Oneida County Airport would be relocated to the former Griffiss AFB airfield property. Parcels adjacent to the airfield would be used for aviation support uses, including aircraft

maintenance facilities and construction of a passenger terminal complex. Industrial land uses are proposed for the area west of the southern end of the runway for the Bulk Fuel Storage Area located south of State Route 49 and North of the NY State Barge Canal. The area at the end of each runway would be maintained as open space for safety purposes. Two offsite communications parcels, totaling approximately 12 acres, are designated for agricultural uses. A total of 56,385 square feet of facilities would be demolished, 565,166 square feet of existing facilities retained, and 220,000 square feet of new facilities constructed.

2. Private Airfield Alternative. The private airfield alternative was developed to provide an analysis of airfield uses if the Oneida County Airport were not moved to the former Griffiss AFB. With this alternative, the former Griffiss AFB airfield property would be marketed for aircraft maintenance operations and some general aviation uses. Aviation support and non-aviation-related land uses would be the same as the proposed action. A total of 57,385 square feet of facilities would be demolished, 565,266 square feet of existing facilities retained, and 160,000 square feet of new facilities constructed.

3. Non-Aviation Alternative. The non-aviation alternative was developed to provide an analysis of non-aviation uses at the airfield property. With this alternative, the airfield would be converted to commercial, industrial, manufacturing, recreational, and agricultural uses. Some property would also be left as open space. A total of 88,672 square feet of facilities would be demolished, 533,879 square feet of existing facilities retained, and 1,542,400 square feet of new facilities constructed.

4. No Action Alternative. The no action alternative would result in the U.S. Government retaining ownership of all the airfield property. Caretaker activities would consist of base resource protection, ground maintenance, maintenance and operation of existing utilities, and building care, as necessary. No improvements would be made to the existing facilities or infrastructure, beyond that necessary to ensure public safety.

6. ENVIRONMENTAL ISSUES:

A. Proposed Action: Many environmental factors were analyzed and presented in the FEIS and FSEIS for Griffiss AFB. These factors include land use and aesthetics, transportation, utilities, hazardous materials management, hazardous waste management, the Installation Restoration Program, storage tanks, asbestos, pesticide usage, polychlorinated biphenyls, radon, medical/bio-hazardous waste, ordnance, lead-based paint, soils and geology, water resources, air quality, noise, biological resources, and cultural resources.

B. Closure and Redevelopment of Oneida County Airport: The Proposed Action calls for the relocation of all airport activities at Oneida County Airport to Griffiss AFB. The Oneida County Airport will be closed eventually with this action and approximately 2,000 acres of land vacated by the closure of the Oneida County Airport at its present site would become available for redevelopment. Because no definite plans for the redevelopment of the Oneida County Airport exist, the impacts of redevelopment have not been assessed. Redevelopment of the Oneida County Airport will require further assessment of environmental impacts as project details become known.

FAA concludes that the FEIS and FSEIS adequately disclose and address the environmental impacts and form the basis to make a reasoned decision concerning approval of the public benefit transfer of property.

7. AVIATION ISSUES:

The Airport Master Plan and conditionally approved Airport Layout Plan provide a 20-year plan for development at the airfield. The Master Plan identifies existing aviation activity, forecasted demand, facility requirements to meet the demand, and a preferred alternative.

The ALP illustrates development necessary to bring the airfield up to FAA standards and to provide facilities to meet aviation demand anticipated over planning period. The ALP also identifies areas, which are not required for the operation of an airfield, which may be developed for non-aviation related uses with the consent of the FAA.

8. ECONOMIC ISSUES:

The socioeconomic impacts of the Proposed Action contained in the FEIS and FSEIS projects that implementation of the proposed action would increase 8,629 full and part time employees over the closure baseline by the year 2016. Nearly all the direct jobs would be associated with operations and activities in and around the airport.

Additional employment and earnings are expected from the additional commercial service operations gained from the closure of the Oneida County Airport.

9. DECISION:

Having carefully considered the aviation system and economic benefits of the proposed civil airport at the former Griffiss AFB, as well as being properly advised as to the probable environmental impacts, under the authority of the Administrator delegated to me, I hereby concur with the Air Force's FEIS and FSEIS and adopt these documents and their findings as FAA's document and findings. I recommend to the Air Force the

transfer of that parcel of land of the former Griffiss Air Force Base, identified as Parcel A in the FSEIS and SROD, to Oneida County for use as a public use airport including non-aviation uses in designated areas as specified in the ALP.

Construction on property transferred for future long-term development and redevelopment of the Oneida County Airport will require further assessment of environmental impacts as project details become known.

I also find that the federal actions stated herein are reasonably supported and should be processed for FAA consideration for Federal assistance and the subsequent procedures involving grant application, grant offer, and grant acceptance, and for approval of associated safety actions

Philip Brito

Philip Brito, Manager
New York Airports District Office
Federal Aviation Administration

12/23/03
Date

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2009 FAA Finding of No Significant Impact (FONSI) for the Lease/Release of Property at the Closed Oneida Airport

U. S. Department
of Transportation

**Federal Aviation
Administration**

New York Airports District Office
600 Old Country Rd, Suite 446
Garden City, New York 11530
Telephone: 516-227-3800
Fax: 516-227-3813

ONEIDA COUNTY
AUG 31 2009
DIV. OF ENGINEERING

August 27, 2009

Mr. Mark Laramie
Deputy Commissioner, Division of Engineering
Oneida County Department of Public Works
600 Airport Road
Oriskany, NY 13424

Re: Oneida County Airport (UCA – closed)
Lease/Release of Airport Property
Environmental Determination

Dear Mr. Laramie:

The Federal Aviation Administration (FAA) has recently approved the Environmental Evaluation Form C/Environmental Assessment (Form C/EA) and Finding of No Significant Impact (FONSI) for the Lease/Release of property at the closed Oneida County Airport, New York. A copy of the FONSI signed by the Approving Official and the Form C/EA signature page signed by the Responsible FAA Official are attached.

This Federal environmental approval is a determination by the Approving Official that the requirements imposed by applicable environmental statutes and regulations have been satisfied by a FONSI. However, it is not an approval of the Federal action approving the funding of eligible items for this project, nor approval of the air space review, nor approval of the revision to the Airport Layout Plan (ALP) to show these projects.

In compliance with Council on Environmental Quality (CEQ) regulations 1501.4(e)(1) and 1506.6, we require that your office make the final EA with Signature Page and FONSI available to the affected public, and announce such availability through appropriate media in the area. The announcement shall indicate the availability of the document for examination and note the appropriate location of general public access where the document may be found (i.e., your office, local libraries, public buildings, etc.). We request that a copy of such announcement be sent to the NYADO when it is issued.

Finally, your attention is directed to the mitigating measures that were made a condition of approval of the FONSI. Please be reminded that these measures must be taken by the airport sponsor in order to meet the terms of the Form C/EA and FONSI.

The process of making these environmental determinations is that of a partnership between yourself, as airport sponsor, and the other contributing parties, both public and private. We thank you for your effort and cooperation.

Please contact our office if you have any questions.

Sincerely,

Steven M. Urlass, Manager
New York Airports District Office

Enclosures (2)

cc: R. Napolitano, C&S Engineers
R. Redman, C&S Engineers

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location
Oneida County Airport (UCA – closed)
Oriskany, New York

Proposed Federal Action
The proposed federal action is the lease/release of airport property from the closed Oneida County Airport to the New York State Office of Homeland Security for the long term goal of developing the property into the State Preparedness Training Center.

Project Description
The proposed project involves the lease/release of approximately 723 acres of airport property for the following:

- Conversion of the former terminal building to the Emergency Operations Center;
- Security, paving, signage and drainage upgrades to the front entrance;
- Construction of an Emergency Vehicles Operations Course;
- Construction of a Weapons Training Complex;
- Establishment of an Open Space Training Area;
- Conversion/Renovation of hangars to create a Simulated Exercise Complex; and
- Demolition, conversion/renovation of the former ARFF station and hangars to create maintenance and storage facilities.

Purpose And Need
With the closure of Oneida County Airport (UCA) and the relocation of all aircraft operations to Griffiss Airfield (RME) there is a lack of need for the airport property for aviation use. Given this, the County plans to utilize the vacated property to generate revenue by selling or obtaining a lease agreement for the property with the revenue from the sale and/or lease to offset operational and capital improvement costs at Griffiss Airfield (RME).

Alternatives
The No Action alternative would leave the property in its current condition as idle with no revenue generating uses. Continuing the use of the airfield for aviation purposes was considered but dismissed as there is insufficient aviation demand and resources (personnel and equipment) for the County to maintain two airports. The preferred alternative (proposed project) meets the purpose and need in which the land is sold or leased for uses that are compatible with those of the surrounding community and to generate revenue for the County to be utilized to offset operations and capital improvement costs at RME. The proposed project is the only proposal received by the County for potential development of the airport property.

Background
The Oneida County Airport (UCA) was closed with all aircraft operations and aviation facilities being relocated to Griffiss Airfield (RME) in accordance with a Terminal Area Plan and subsequent Environmental Assessment and Finding of No Significant Impact issued by the FAA December 2006.

Discussion
The attached Environmental Evaluation Form "C" EA dated June 2009 addresses the effect of the proposed project on the quality of the human and natural environment, and is made a part of this finding. The following impact analysis highlights the more thorough analysis presented in the EA.

Noise
There are no anticipated noise impacts as a result of the proposed action as the airport is no longer used for aviation purposes. The firing ranges at the weapons training complex will be surrounded by a barricade and are located in an area that is surrounded by trees and natural noise barriers. Vehicle training will occur during daytime hours. There are no plans by the OHS to use the facility for helicopter training. Accordingly, the proposed project will not result in adverse noise impacts.

Social Impacts
The proposed project may result in increases in the levels of surface traffic along Airport Road during peak morning and evening hours from shift changes made by employees and trainees. Upon completion of the training facility, the maximum capacity of trainees and employees is 400 people. The estimated average number of people at the facility during the daytime for training exercises is 150 trainees and 15 full time employees. The existing roadway networks are capable of handling the small increase in traffic. The expected traffic levels are less than those that existed when the airport was operating.

Water Quality
Wetlands have been identified on and adjacent to the airport property. No construction or development activities will involve work in or adjacent to wetlands. Open space training activities located adjacent to wetlands will not transgress wetland areas.

All firing ranges within the weapons training complex will be equipped with lead collection and containment systems. Lead collection systems consist of a concrete pad or geotextile surface that covers the entire shot-fall area and drainage collection system. These systems eliminate the potential for harmful lead to leach into surrounding soils and reach existing waterways. Based on the above, the project will not result in adverse impacts to water quality.

Other Impact Categories
The impacts of the proposed Federal action on air quality, noise, land use compatibility, social, induced socioeconomic impacts, water quality, DOT Section 4(f), biotic communities, endangered species, historic or cultural resources, coastal zones, floodplains, coastal barriers, prime and unique farmland, energy supply and natural resources, light emissions, solid waste impacts, construction impacts, environmental justice, and cumulative impacts were evaluated in the EA. It is the FAA's finding that the proposed action will not have any significant effect on any of the above noted categories.

Public Involvement
Public comment was solicited by Public Notice published in *The Observer Dispatch* and the *Rome Sentinel* on April 17, 2009. This Public Notice announced a public comment period from April 17, 2009 through May 17, 2009. Copies of the EA and its attachments were available for review at the Oneida County Offices. No public comments were received.

Mitigation Measures
1) All necessary permits for construction of the proposed action shall be obtained prior to construction.

2) Construction contract provisions shall contain the provisions of AC 150/5370-10A, "Standards for specifying construction of Airports" item P-156, temporary air, water pollution, soil erosion and siltation control and AC 150/5320-5B, "Airport Drainage."

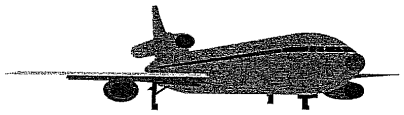
CONCLUSION AND APPROVAL:
After careful and thorough consideration of the facts contained herein, the undersigned finds the federal action is consistent with existing national environmental policies and objectives as set forth in section 101 (a) of the National Environmental Policy Act of 1969 (NEPA) and it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to section 102(2)(c) of NEPA.

Recommended: _____ Environmental Specialist, New York ADO — 8/27/09 Date

Approved: _____ Manager, Airports Division — 8/27/09 Date

rec 6/24/09

ENVIRONMENTAL EVALUATION FORM "C" (Short Environmental Assessment) for AIRPORT DEVELOPMENT PROJECTS



~ Aviation in Harmony with the Environment ~

FEDERAL AVIATION ADMINISTRATION
EASTERN REGION
AIRPORTS DIVISION

Airport Name: Oneida County Airport

Proposed Project: Airport Land Release

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official: _____ Date: 8/27/09

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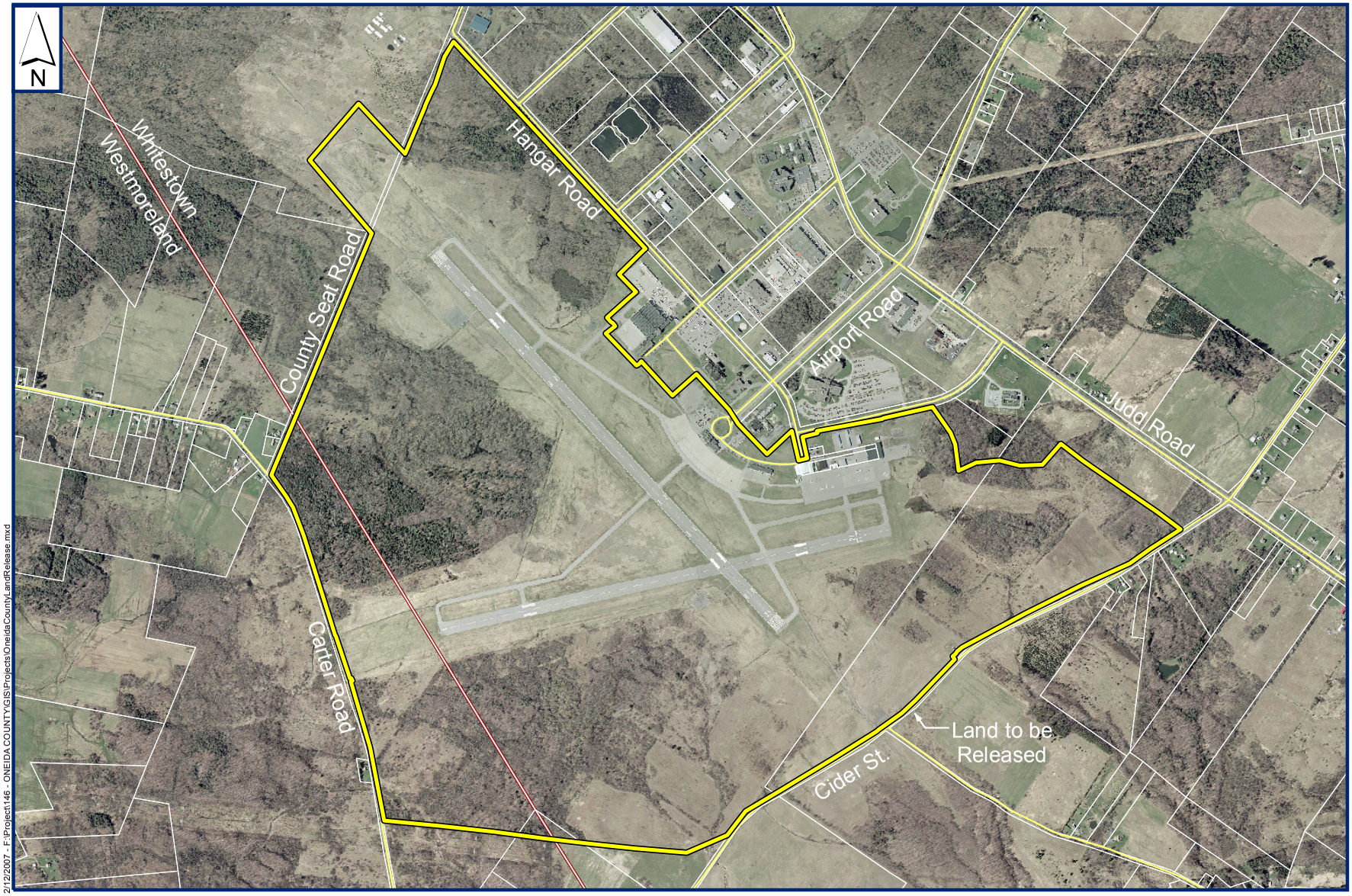
2007 LAND RELEASE APPLICATION

APPENDIX A

1. **GRAPHIC OF PROPERTY TO BE LEASED**
2. **GRAPHIC OF PROPOSED USES FOR PROPERTY**
3. **EXISTING AIRPORT PROPERTY/ACQUISTION HISTORY MAP**
4. **MEETS AND BOUNDS DESCRIPTION OF PROPERTY TO BE RELEASED**
5. **MEMORANDUM OF UNDERSTANDING**



2/12/2007 - F:\Project\146 - ONEIDA COUNTY\GIS\Projects\OneidaCountyLandRelease.mxd

ONEIDA COUNTY NEW YORK

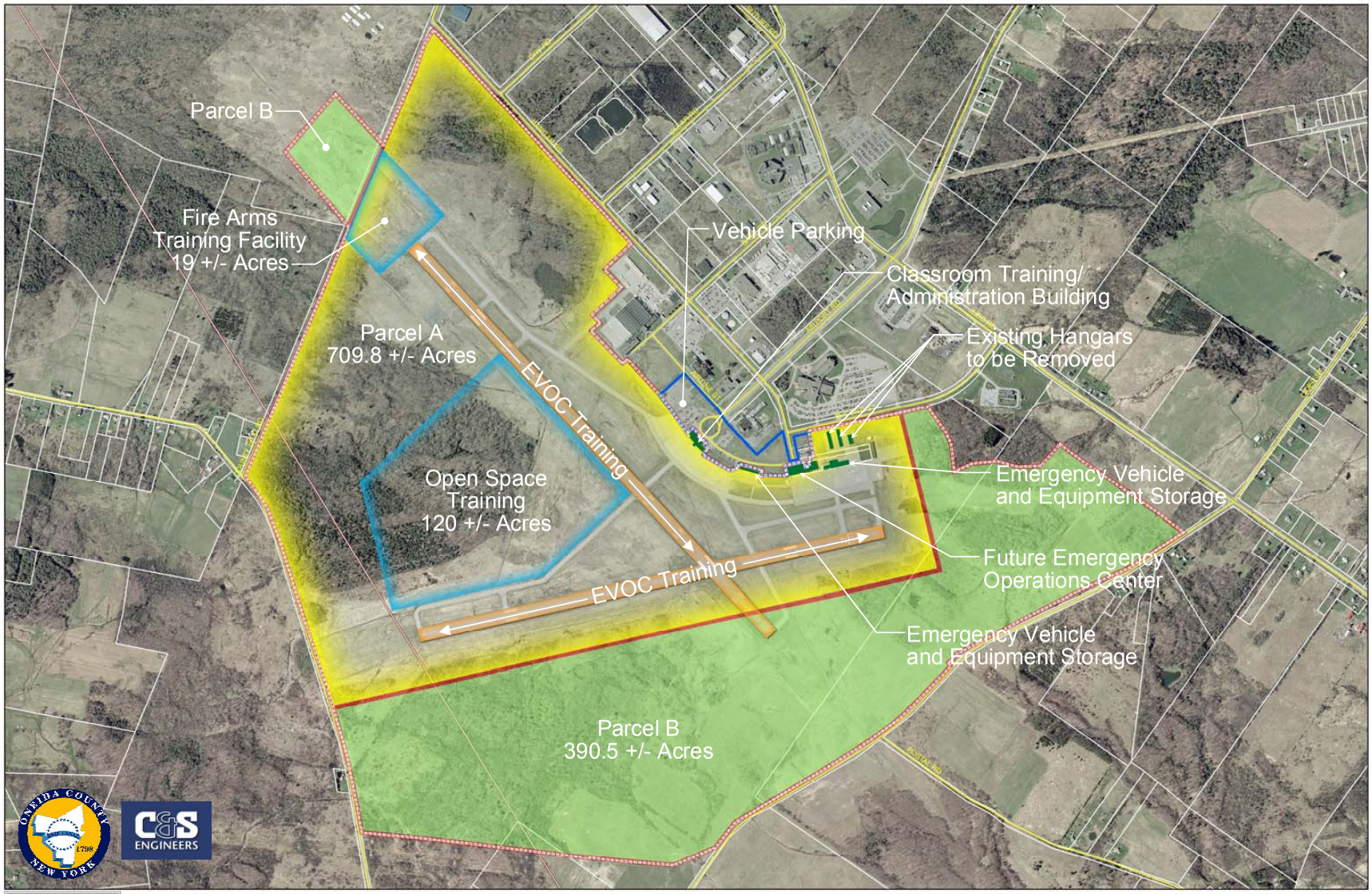
C&S COMPANIES
ENGINEERS
DESIGN BUILD
TECHNICAL RESOURCES
OPERATIONS

Municipal Boundary
Parcels
Proposed Land Release
Roads

0 750 1,500 3,000 Feet

Source: Data obtained from Herkimer-Oneida Counties Comprehensive Planning Program; Date of aerial imagery: April 2003.

Oneida County Airport
Proposed Land Release Boundary



Legend

- Municipal Boundary
- Property Area of Interest
- Type
  - County Option to Retain
  - Homeland Security
  - Fence Line/Secure Area
  - Parcels
  - Terminal Front Property
  - Roads

This information has been compiled for planning purposes and may not be reproduced or transmitted for commercial purposes or for any other purpose without the prior approval of the Herkimer Oneida Counties Comprehensive Planning Program (HOCCPP). The HOCCPP shall not be liable for any misuse or misrepresentation of this information. The HOCCPP makes no claim as to the completeness or accuracy of the data contained hereon.

C:\AVPROJ\AirportFenceUpdate_031306\MapDoc\BoundaryUpdate_083006_Csize

Date of Imagery: April 2003

N

750 1,500 3,000
Feet

Oneida County Airport

Proposed NYS Homeland Security Property Re-Use Plan

Figure 1-2

RE-USE PLAN

NOTES

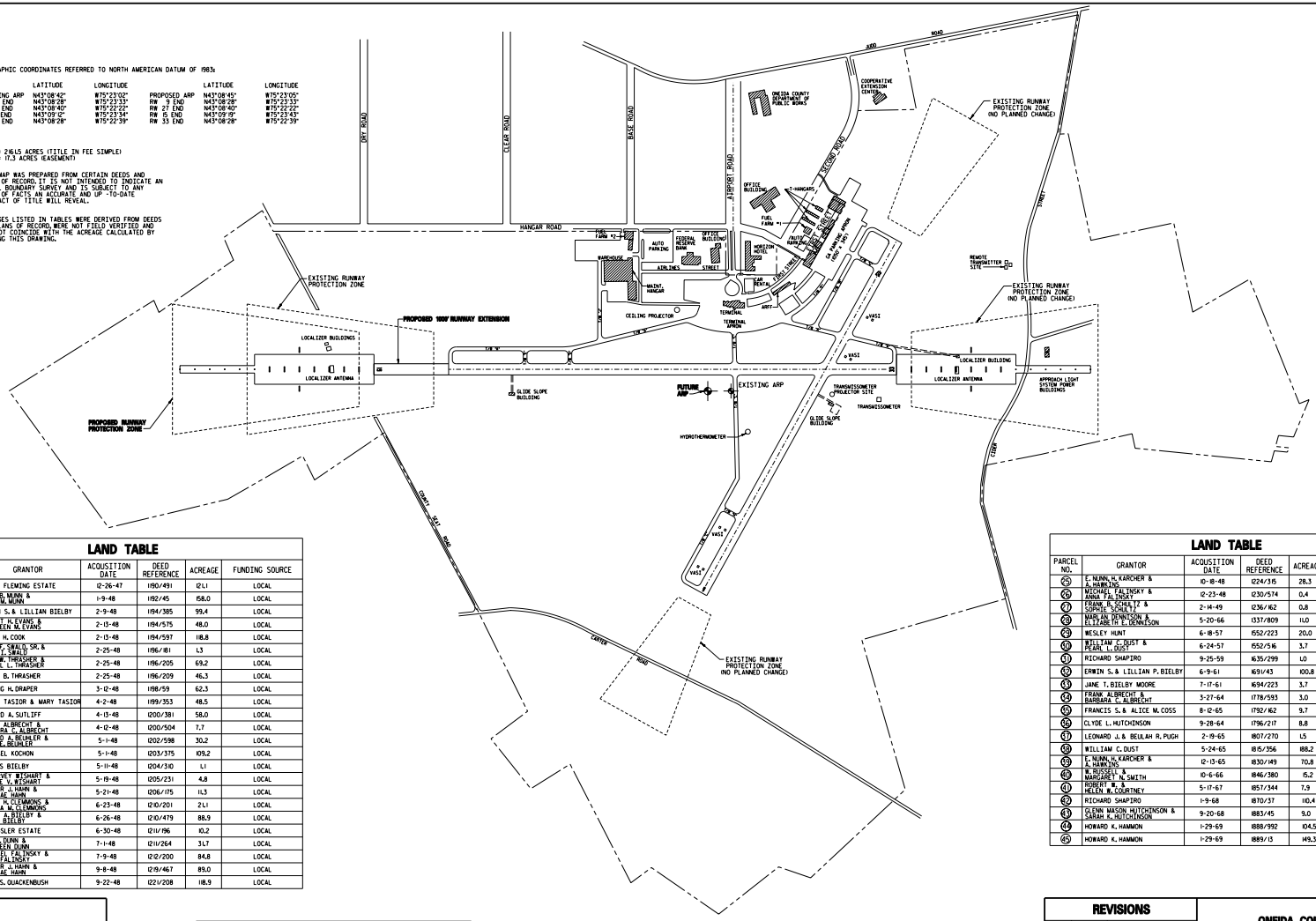
1. GEOGRAPHIC COORDINATES REFERRED TO NORTH AMERICAN DATUM OF 1983.

	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE
EXISTING ARP	N43°08'42"	W75°23'02"	PROPOSED ARP	N43°08'45'	W75°23'05"
RW 9 END	N43°08'28"	W75°23'33"	RW 9 END	N43°08'28"	W75°23'33"
RW 27 END	N43°08'40"	W75°22'22"	RW 27 END	N43°08'40"	W75°22'22"
RW 15 END	N43°09'12"	W75°23'34"	RW 15 END	N43°08'19"	W75°23'43"
RW 33 END	N43°08'28"	W75°22'39"	RW 33 END	N43°08'28"	W75°22'39"

2. AREA = 216.45 ACRES (TITLE IN FEE SIMPLE)
   AREA = 17.3 ACRES (EASEMENT)

3. THIS MAP WAS PREPARED FROM CERTAIN DEEDS AND PLANS OF RECORD. IT IS NOT INTENDED TO INDICATE AN ACTUAL BOUNDARY SURVEY AND IS SUBJECT TO ANY STATE OF FACTS AN ACCURATE AND UP -TO-DATE ABSTRACT OF TITLE WILL REVEAL.

4. ACREAGES LISTED IN TABLES WERE DERIVED FROM DEEDS AND PLANS OF RECORD, WERE NOT FIELD VERIFIED AND MAY NOT COINCIDE WITH THE ACREAGE CALCULATED BY SCALING THIS DRAWING.



LAND TABLE

PARCEL NO.	GRANTOR	ACQUISITION DATE	DEED REFERENCE	ACREAGE	FUNDING SOURCE
1	JAMES FLEMING ESTATE	12-26-47	1190/491	12.1	LOCAL
2	JOHN D. MUNN & ANNA M. MUNN	1-9-48	1192/45	158.0	LOCAL
3	ERWIN S. & LILLIAN BIELBY	2-9-48	1194/385	99.4	LOCAL
4	ROBERT H. EVANS & KATHLEEN M. EVANS	2-13-48	1194/575	48.0	LOCAL
5	HELEN H. COOK	2-13-48	1194/597	18.8	LOCAL
6	JOHN F. SWALD, SR. & ANNA T. SWALD	2-25-48	1196/181	1.3	LOCAL
7	JOAN W. THRASHER & ISABEL L. THRASHER	2-25-48	1196/205	69.2	LOCAL
8	GLENN B. THRASHER	2-25-48	1196/209	46.3	LOCAL
9	IRVING H. DRAPER	3-12-48	1198/59	62.3	LOCAL
10	JACOB TASIOR & MARY TASIOR	4-2-48	1199/353	48.5	LOCAL
11	EDWARD A. SUTLIFF	4-13-48	1200/381	58.0	LOCAL
12	FRANK ALBRECHT & BARBARA C. ALBRECHT	4-12-48	1200/504	7.7	LOCAL
13	ARNOLD A. BEUHLER & JOAN D. BEUHLER	5-1-48	1202/598	30.2	LOCAL
14	MICHAEL KOCHON	5-1-48	1203/375	109.2	LOCAL
15	JULIUS BIELBY	5-11-48	1204/310	1.1	LOCAL
16	W. HARVEY WISHART & JESSIE V. WISHART	5-19-48	1205/231	4.8	LOCAL
17	PALMER J. HAHN & ELLAMAE HAHN	5-21-48	1206/175	11.3	LOCAL
18	FRANK H. CLEMMONS & REGINA M. CLEMMONS	6-23-48	1210/201	2.1	LOCAL
19	JAMES A. BIELBY & HELEN BIELBY	6-26-48	1210/479	88.9	LOCAL
20	A. BASSLER ESTATE	6-30-48	1211/196	10.2	LOCAL
21	LEO J. DUNN & KATHLEEN DUNN	7-1-48	1211/264	3.7	LOCAL
22	MICHAEL FALINSKY & ANNA FALINSKY	7-9-48	1212/200	84.8	LOCAL
23	PALMER J. HAHN & ELLAMAE HAHN	9-8-48	1219/467	89.0	LOCAL
24	FRED S. QUACKENBUSH	9-22-48	1221/208	118.9	LOCAL

LAND TABLE

PARCEL NO.	GRANTOR	ACQUISITION DATE	DEED REFERENCE	ACREAGE	FUNDING SOURCE
25	E. NUNN, H. KARCHER & A. HAWKINS	10-18-48	1224/315	28.3	LOCAL
26	MICHAEL FALINSKY & ANNA FALINSKY	12-23-48	1230/574	0.4	LOCAL
27	FRANK B. SCHULTZ & SOPHIE SCHULTZ	2-14-49	1236/162	0.8	LOCAL
28	MARIAN DENNISON & ELIZABETH E. DENNISON	5-20-66	1337/809	11.0	LOCAL
29	WESLEY HUNT	6-18-57	1552/223	20.0	LOCAL
30	WILLIAM C. DUST & PEARL L. DUST	6-24-57	1552/516	3.7	LOCAL
31	RICHARD SHAPIRO	9-25-59	1635/299	1.0	LOCAL
32	ERWIN S. & LILLIAN P. BIELBY	6-9-61	1691/43	100.8	LOCAL
33	JANE T. BIELBY MOORE	7-17-61	1694/223	3.7	LOCAL
34	FRANK ALBRECHT & BARBARA C. ALBRECHT	3-27-64	1778/593	3.0	LOCAL
35	FRANCIS S. & ALICE M. COSS	8-12-65	1792/162	9.7	LOCAL
36	CLYDE L. HUTCHINSON	9-28-64	1796/217	8.8	LOCAL
37	LEONARD J. & BEULAH R. PUGH	2-19-65	1807/270	1.5	LOCAL
38	WILLIAM C. DUST	5-24-65	1815/356	188.2	LOCAL
39	E. NUNN, H. KARCHER & A. HAWKINS	12-13-65	1830/149	70.8	LOCAL
40	W. RUSSELL & MARGARET N. SMITH	10-6-66	1846/380	15.2	LOCAL
41	ROBERT W. & HELEN W. COURTNEY	5-17-67	1857/344	7.9	LOCAL
42	RICHARD SHAPIRO	1-9-68	1870/37	110.4	LOCAL
43	GLENN MASON HUTCHINSON & SARAH K. HUTCHINSON	9-20-68	1883/45	9.0	LOCAL
44	HOWARD K. HAMMON	1-29-69	1888/992	104.5	LOCAL
45	HOWARD K. HAMMON	1-29-69	1889/13	149.3	LOCAL

TRUE NORTH

600 0 600 1200FT.
600'

LAND DISPOSITION TABLE

PARCEL NO.	GRANTEE	DISPOSITION DATE	DEED REFERENCE	ACREAGE
1	ONEIDA COUNTY INDUSTRIAL DEVELOPMENT CORPORATION	11-1-67	1817/99	5.8
2	ONEIDA COUNTY INDUSTRIAL DEVELOPMENT CORPORATION	11-1-67	1867/33	5.8
3	VALLEY AIRCRAFT INC.	9-13-72	1956/499	2.7

REVISIONS

BY	DATE	CHANGE

ONEIDA COUNTY AIRPORT

UTICA, NEW YORK — ONEIDA COUNTY

AIRPORT PROPERTY MAP

DESIGNED: DE — DRAWN: JVT — SHEET 8 OF 8

CHECKED: DE — DATE: JULY 1996

PROJECT FILE NO.: H6.007 — CADD FILE NO.: 222pm146

C&S Engineers, Inc.
SYRACUSE • BUFFALO • BINGHAMTON

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Oneida County Airport Land Release Request
Oneida County
Oriskany, New York

Meets and Bounds Survey of Property to be Release

Prepared by C&S Engineers, Inc.
February, 2007

All that tract or parcel of land situate in the Towns of Whitestown and Westmoreland, County of Oneida and State of New York, being part of Lots 7, 8, 16 and 24 of Coxe's Patent and part of Great Lots 4, 5, 6 and 7 of the Oriskany Patent, First Allotment in said towns, being part of lands acquired by the County of Oneida formerly known as the Oneida County Airport and other adjacent lands acquired by said county and being more particularly described as follows:

Beginning at the point of intersection of the southeasterly boundary of County Seat Road with the southwesterly boundary of Hangar Road;

running thence southeasterly along said southwesterly road boundary, a distance of about 3380 feet to its intersection with a line drawn parallel with and 15 feet distant southeasterly, measured at right angles, from a chain link fence;

thence southwesterly along said line drawn parallel, a distance of about 350 feet to its intersection with a line drawn parallel with and 15 feet distant northeasterly, measured at right angles, from said chain link fence;

thence southeasterly along said line drawn parallel, a distance of about 300 feet to its intersection with a line drawn parallel with and 15 feet distant southeasterly, measured at right angles, from said chain link fence;

thence southwesterly along said line drawn parallel, a distance of about 600 feet to its intersection with a line drawn parallel with and 15 feet distant northeasterly, measured at right angles, from said chain link fence;

thence southeasterly along said line drawn parallel, a distance of about 100 feet to its intersection with a line drawn parallel with and 15 feet distant southeasterly, measured at right angles, from said chain link fence;

thence southwesterly along said line drawn parallel, a distance of about 100 feet to its intersection with a line drawn parallel with and 15 feet distant southwesterly, measured at right angles, from the southwesterly face of a former Maintenance Hangar;

thence southeasterly along said line drawn parallel, a distance of about 500 feet to its intersection with the southwesterly prolongation of the northwesterly boundary of Base Road;

thence southeasterly, a distance of about 100 feet to the point of intersection of the southwesterly prolongation of the southeasterly boundary of Base Road with a line drawn parallel with and 15 feet distant northeasterly, measured at right angles, from an existing chain link fence;

thence southeasterly along said line drawn parallel, a distance of about 500 feet to its intersection with a line drawn parallel with and 15 feet distant northwesterly, measured at right angles, from the northwesterly edge of an existing paved parking area;

thence northeasterly along said line drawn parallel, a distance of about 300 feet to its intersection with a line drawn parallel with and 50 feet distant southwesterly, measured at right angles, from the centerline of Airlines Street;

thence southeasterly along said line drawn parallel, a distance of about 500 feet to its intersection with the southwesterly prolongation of the northwesterly boundary of Airport Road;

thence southeasterly, a distance of about 100 feet to the most westerly corner of lands conveyed by Airport Road Properties Real Estate, Inc. to Oriskany Hotel Corp. by deed dated February 16, 2004 and recorded in the Oneida County Clerk's Office February 19, 2004 as Instrument 2004-3786;

thence southeasterly along the southwesterly boundary of said lands, a distance of about 481 feet to the most southerly corner thereof;

thence northeasterly along the southeasterly boundary of said lands, a distance of about 400 feet to the most easterly corner thereof and the westerly boundary of Hangar Road;

thence southerly along said road boundary, a distance of about 530 feet to the southwesterly corner thereof;

thence easterly along the southerly boundary of said road, a distance of 100 feet to the southeasterly corner thereof;

thence northerly along the easterly boundary of said road, a distance of about 425 feet to its intersection with the southerly boundary of Second Street;

thence easterly along said road boundary, a distance of about 1600 feet to its intersection with a line draw parallel with and 15 feet distant easterly, measured at right angles, from a chain link fence;

thence southerly parallel with and 15 feet distant easterly, measured at right angles, from said fence, a distance of about 800 feet to a line drawn parallel with and 15 feet distant northerly, measured at right angles, from said fence at an acute angle point therein;

thence easterly parallel with and 15 feet distant northerly, measured at right angles, from said fence as it winds and turns, a distance of about 1400 feet to a line drawn parallel with and 15 feet distant northeasterly, measured at right angles, from said chain link fence;

thence southeasterly along said line drawn parallel, a distance of about 1700 feet to its intersection with the northerly boundary of Cider Street;

thence westerly along said road boundary, a distance of about 6800 feet to its intersection with the northerly boundary of a 300 foot wide Permanent Easement acquired for utility purposes;

thence westerly along said northerly boundary, a distance of about 3900 feet to its intersection with the easterly boundary of Carter Road;

thence northerly along said road boundary, a distance of about 4300 feet to its intersection with the southeasterly boundary of County Seat Road;

thence northeasterly along said road boundary, a distance of about 3000 feet to its intersection with the southeasterly prolongation of the division line between lands of the County of Oneida on the northeast and lands now or formerly of Daniel and Rita Hammon on the southwest;

thence northwesterly along said prolongation, a distance of about 50 feet to its intersection with the northwesterly boundary of County Seat Road;

thence northeasterly along said road boundary, a distance of about 60 feet to its intersection with a line drawn parallel with and 15 feet distant southwesterly, measured at right angles, from a chain link fence;

thence northwesterly along said line drawn parallel, a distance of about 1000 feet to its intersection with a line drawn parallel with and 15 feet distant northwesterly, measured at right angles, from said chain link fence;

thence northeasterly along said line drawn parallel, a distance of about 900 feet to its intersection with a line drawn parallel with and 15 feet distant northeasterly, measured at right angles, from said chain link fence;

thence southeasterly along said line drawn parallel, a distance of about 800 feet to its intersection with the southeasterly boundary of County Seat Road;

thence northeasterly along said road boundary, a distance of about 1400 feet to the point of beginning, containing approximately 1150 acres.

Subject to an actual instrument boundary survey.

Subject to leases, agreements, and easements of record.

Subject to any state of facts an accurate and up-to-date abstract of title may reveal.

Subject to the rights of the public in and to First Street and County Seat Road.

MEMORANDUM OF UNDERSTANDING

NYS Office of Homeland Security Use of Oneida County Airport

Whereas, Governor George E. Pataki announced that the Oneida County Airport has been selected as the site of the New York State Preparedness Training Center to be the nation's first State Preparedness Training Center, centrally located in the Mohawk Valley, will serve as the hub for emergency response training for natural, technological and terrorism related disasters for first responders at all levels of government, and;

Whereas, the Oneida County Airport site was selected after an exhaustive assessment process of more than seven months during which prospective sites were weighed against the following criteria:

- Capacity of facility that could accommodate 500-600 training slots simultaneously;
- Immediate availability of space for classrooms and potential for future expansion;
- Cost-effective capital investments required to establish the initial facility in keeping with environmental and potential health concerns;
- Security of location and seclusion of site;
- Open space that would be required for real-life training and exercises including the establishment of an emergency vehicle operations course;
- Potential for future expansion of the training facility as the State curriculum evolves as well as the construction of a state-of-the-art emergency operations center in the Mohawk Valley;
- Proximity to transportation infrastructure;
- Availability of lodging and dining for trainees;
- Recurring operational costs; and
- Site closest to becoming a turn-key operation, and;

Whereas, training at the state-of-the-art facility is scheduled to begin in mid-2006. The terminal at the county airport will house classroom and administration space and allow for future expansion. Other existing buildings may be used to house research and development facilities, and have space for operational training to include WMD, response, prevention and recovery along with a partnership with the City of Utica Fire Department to provide hazardous materials and technical rescue training. The location will serve as the site for an emergency vehicle operations course that can be utilized by both State and local first responders. The Center's security perimeter and secluded location are ideal for conducting "real time" training exercises without impacting surrounding neighbors, and;

Whereas, future plans at the former airport location include the construction of a state-of-the-art emergency operations center for Oneida County and New York State agencies; the operations center, also known as a command center, will provide a practical classroom setting for first responders across the State. Additionally, it could be utilized by Oneida,

neighboring counties and State agencies in the event a catastrophic event or disaster occurs in the central part of the state, and;

Whereas, the Governor has made available $1 million for the State Office of Homeland Security's development of the Center's overall concept along with a statewide training and exercise strategy that will ensure a comprehensive approach to raising the level of awareness and preparedness in the ranks of the state's first responders, and;

Whereas, the Office of Homeland Security chaired a steering committee of State agencies which developed the strategy and are participating in the planning of the new training center. Those agencies include State Emergency Management Office, Division of State Police, Department of Health, Division of Criminal Justice Services, and the Office of Fire Prevention and Control, and;

Whereas, in addition to the selection of the airport facility, the Office of Homeland Security has had discussions with the four area colleges - Utica College, The State University of New York Institute of Technology (SUNYIT), Herkimer County Community College and Mohawk Valley Community College - to explore a partnership in developing a regional approach for delivering preparedness training. OHS has had similar discussions with 4-year and community colleges around the state.

Now, therefore, the State of New York Office of Homeland Security (OHS) and the State of New York State - Office of General Services (OGS) have discussed this project with Oneida County (County) and agreed on the following:

- OHS desires to have classroom space in the main terminal (lobby) area of the airport for use by others on or about June 14, 2006 (copy of drawing attached).

- To facilitate this early access, the County will draft a Temporary License Agreement for this use. The Temporary License Agreement shall authorize OGS/OHS personnel and/or their designated agents to enter the Main Terminal premises for purposes of constructing two (2) classrooms in the lobby area and a related standalone armory. The Temporary License Agreement shall be executed as soon as possible, but no later than April 1, 2006. The Temporary License Agreement should also reference sufficient office space for six (6) people and a separate temporary space for computer equipment to support office, classroom and training activities.

  Attached hereto and made a part hereof is an OHS Training Academy Timeline containing a description of planned activities and timeline for such. County acknowledges that OHS has developed a Training Academy Timeline and agrees to assist, cooperate and use due diligence to accomplish the tasks delineated in the timeline in accordance with the schedule contained therein., Any environmental reports, assessments or studies which may be required by the County or the FAA shall be at the sole cost and expense of County. Any environmental reports,

assessments or studies which may be required by OGS/OHS shall be at the sole cost and expense of OGS/OHS.

- Attached hereto and made a part hereof is an aerial photograph showing the portion of the area, including a minimum set back of five hundred feet (500) from the runway plus an 10-12 ft berm, to be returned to the County for development at a future date. At the time these areas are returned to the County, the County will, at its cost, relocate the existing fence that will serve as a demising line of the properties. Fence relocation and berm costs to be paid by County at time of reallocation request. Fence design, manufacture and installation shall match in-kind or of similar nature the original security fence. The location of the relocated fence shall be mutually agreed upon by the parties prior to installation.

- County shall work with the FAA and all others so as to terminate all airport activities as soon as possible, but in any event, no later than May 1, 2007.

- County shall obtain as soon as possible, two (2) Fair Market Value (FMV) appraisals for the property at the County's sole cost and expense. County agrees to provide copies of said appraisals to OGS and OHS upon receipt.

- OHS will provide Homeland Security training at no charge to first-responders from throughout Oneida County. County will provide OHS with number of personnel expected to require such training.

- OGS, OHS and the County shall, with FAA consent, proceed with formalizing a lease. Options which may be included within the lease, with the concurrence of Oneida County, are an option to purchase and/or a right of first refusal to purchase. The Base Rent of the lease agreement shall be mutually agreed upon between the parties after receipt and review by OGS/OHS of the two (2) FMV appraisals for the Demised premises and after taking into consideration all relevant factors including the purposes of the property, development costs, estimated economic impact upon the surrounding community, the impact upon regional business, academic interests and training initiatives and opportunities for the County and Federal government agencies.

COUNTY OF ONEIDA	NYS-OFFICE OF GENERAL SERVICE	NYS-OFFICE OF HOMELAND SECURITY
By:	By: Robert J. Fleury, First Deputy Commissioner	By: James W. McMahon, Director
3/31/06 DATE	DATE	DATE

2006 Oneida County Airport Appraisals

POMEROY APPRAISAL ASSOCIATES, INC.
Real Estate Appraisers – Consultants
POMEROY PLACE, 225 WEST JEFFERSON ST., SYRACUSE, N. Y. 13202
TELEPHONE: 315-422-7106
FAX: 315-476-1011
E-MAIL: info@pomeroyappraisal.com
http://pomeroyappraisal.com

July
Twelve
2006

Mr. Jeffrey Duda
Assistant Civil Engineer
Oneida County Department of Public Works
6000 Airport Road
Oriskany, New York 13424

Re: Oneida County Airport
5900 Airport Road
Towns of Whitestown and Westmoreland
Oneida County, New York 13424

Dear Mr. Duda:

At your request a Complete Appraisal was made of the above property, described in more detail in the attached Self-Contained Appraisal Report.

Based on an inspection of the property and consideration of the many influencing factors, the Market Values of the fee simple interest as of June 16, 2006 are estimated as:

Market Value As If Vacant Land- 1,100.3± Acres:	**$11,000,000**
Market Value As Improved- 709.8± Acres:	**$8,600,000**
Market Rent As If Improved- 709.8± Acres:	**$1,083,000/yr. (net basis)**
Market Value Vacant Excess Land- 390.5± Acres:	**$4,100,000**

This valuation report contains a description of the property, a summary of significant factors, the computations employed in arriving at the value estimate, the definition of market value and market rent, the Underlying Assumptions and Limiting Conditions, and appraisers' qualifications.

Thank you for your confidence in our services. If you have any questions or comments, please call at your convenience.

Respectfully submitted,

POMEROY APPRAISAL ASSOCIATES, INC.

Eriksen E. Stropp, MAI
NYS Certified General Appraiser #46-4452

Richard J. Stropp III, MAI
NYS Certified General Appraiser #46-4433

CERTIFICATION

OWNER	Oneida County	ADDRESS:	5900 Airport Road, Tns.Whitestown & Westmoreland, Oneida Cty., NY

I, THE UNDERSIGNED, DO HEREBY CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute, which include the *Uniform Standards of Professional Appraisal Practice.*
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- Past experience includes appraisals of this property type and purpose.
- As of the date of this report I have completed the requirements under the continuing education programs of the Appraisal Institute and the State of New York.
- No one provided significant professional assistance to the person(s) signing this report except as stated.
- I have made a personal inspection of the property that is the subject of this report.

It is my judgment that as of JUNE 16, 2006 the requested values of the subject property are:

Market Value As If Vacant Land- 1,100.3± Acres:	**$11,000,000**
Market Value As Improved- 709.8± Acres:	**$8,600,000**
Market Rent As If Improved- 709.8± Acres:	**$1,083,000/yr. (net basis)**
Market Value Vacant Excess Land- 390.5± Acres:	**$4,100,000**

ERIKSEN E. STROPP, MAI
NYS Certified General Appraiser #46-4452

RICHARD J. STROPP III, MAI
NYS Certified General Appraiser #46-4433
POMEROY APPRAISAL ASSOCIATES, INC.

Date of Preparation: June-July 2006

SUMMARY OF IMPORTANT CONCLUSIONS

Property Location:	5900 Airport Road, Towns of Whitestown and Westmoreland, Oneida County, New York
Type/Use of Property:	Oneida County Airport
Building Improvements:	Decommissioned airport consisting of 12 buildings containing a combined total area of 150,918± sq.ft. and nearly 12,000 l.f. of runways.
Total Land Area:	1,100.3± Acres
Highest and Best Use:	Two Economic Units: (1) 709.8± Acres including all improvements, (2) 390.5± Acres of vacant land suitable for industrial development
Zoning:	Airport District (A)
Client/Intended User:	Jeffrey Duda/Oneida County Department of Public Works, other government-related parties, and its assigns
Purpose/Intended Use:	To estimate market value as if vacant of the 1,100.3± Acres site (land only); the market value as improved of the 709.8± Acre site; market rental as improved of the 709.8± Acre site; and market value of the 390.5± Acres of vacant excess land
Property Rights Appraised:	Fee Simple
Extraordinary Assumptions:	None
Hypothetical Conditions:	The valuation is based on the assumption that subject is uncontaminated and environmentally unimpaired. This valuation also assumes the airport will be decommissioned in the upcoming months. Also it is assumed for the first valuation (1,100.3± Acres) that no contributory or negative value is associated with the improvements
Defined Value:	"Market Value As If Vacant Land"; "Market Value As Improved" and "Market Rent As Improved"
Date of Value Estimate:	June 16, 2006
Date of Preparation:	June-July 2006
Estimated Marketing Period:	One to three years
Estimated Exposure Time:	One to three years
Final Market Value:	
Market Value As If Vacant Land- 1,100.3± Acres:	**$11,000,000**
Market Value As Improved- 709.8± Acres:	**$8,600,000**
Market Rent As Improved- 709.8± Acres:	**$1,083,000/yr. (net basis)**
Market Value of Vacant Excess Land- 390.5± Acres:	**$4,100,000**

HIGHEST AND BEST USE

PARCEL "C" 1100 Vacant Acres

Parcel "A" (709.8 Acres) Highest and Best Use (As Vacant)

The Highest and Best Use of the Subject is considered to be as a commercial/industrial park with subdivided lots ranging in size from 20 to 100+ acres that can be subdivided by a single-user and sold as sites for distribution centers, business offices and manufacturing facilities.

Parcel "B" (390.5 Acres) Highest and Best Use (Vacant)

The Highest and Best Use of the Subject is considered to be as a commercial/industrial park with subdivided lots ranging in size from 10 to 20+ acres that can be subdivided by a single-user. The area closest to the Industrial Park is more suitable for commercial uses. The portion in the Town of Westmoreland is more suitable for residential uses.

Conclusion: Parcel "C" (1,100 Vacant Acres) Highest and Best Use

The Highest and Best Use of the Subject is considered to be a combination of the uses described for "A" and "B". However, larger end-user parcels can be developed and access to the public services could be more readily utilized. The larger parcel provides more flexibility for large projects and greater, multiple road access.

DIRECT SALES COMPARISON APPROACH TO VALUE

PARCEL "C" (1100 Acre Site, Vacant)

Depending upon the needs of the end-user, the existing runway improvements may, or may not, add value to the property value. The runways may have value for use as container storage, trailer storage, etc.

	Acres	Per Acre	Total Value
Parcel "A"	709.8	$8500	$6,050,000
Parcel "B"	390.5	$5,000	$1,950,000
	1,100.3	$7,271	$8,000,000

If the total acreage of the Parcels "A" and "B" and the estimated market values of the acreage, as vacant, are combined, the weighted average is $7,271 per acre. However, the larger parcel (Parcel "C") has greater potential for future development than either of the smaller parcels, separately. Also, due to the greater acreage and frontage, the runway improvements can be better utilized for alternative uses.

Parcel "C" (1100.3 Acres)

Conclusion-Direct Sales Comparison (as vacant)

Based on the foregoing analysis, I have estimated the Market Value of the Subject parcel, as vacant, to have an overall value equal to $7,500 per acre for a total Market Value of $8,300,000.

1100.3 x $7,500/acre = $8,252,250 **(R) = $8,300,000**

RECONCILIATION

In reconciling these value differences I have reviewed the Direct Sales Comparison Approach, The Cost Approach and the Income Approach to Value utilized in this analysis. The quality and quantity of data available as well as the suitability of each approach has been considered

	Parcel "A" 709.8 A	Parcel "B" 390.50 A	Parcel "C" 1,100 A
Income Approach:	$5,100,000	N/A	N/A
Cost Approach:	$10,600,000	N/A	N/A
Direct Sales Comparison:			
Whole Property	$6,950,000		
Land Only	$6,050,000	$1,950,000	$8,300,000

Parcel "A" 709.8 Acres
All three approaches were considered and have been given equal weight. The Cost Approach was considered due to the "Special Purpose" aspects of the Subject property as an airport.

Parcel "B" 390.5 Acres
As vacant land, only the Direct Sales Comparison Approach was considered.

Parcel "C" 1,100.3 Acres
As a vacant land analysis, the Direct Sales Comparison Approach was considered.

CONCLUSION of VALUE

Based on the foregoing analysis, the Market Value of the Fee Simple Interest of the Subject property, as of July 12, 2006, is fairly represented in the amounts as follows:

Parcel "A" 709.8 Acres	$7,500,000	Land and Buildings
	$6,050,000	Land, as vacant
Parcel "B" 390.5 Acres	$1,950,000	Land
Parcel "C" 1,100.3 Acres	$8,300,000	Land

Respectfully Submitted,

Edward J. Gallacher
NYS Certified General Appraiser (ID # 46-21039)

CERTIFICATION

I certify to The County of Oneida and the People of the State of New York, that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and is our personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice.*
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant real property appraisal assistance to the person signing this certification.

Subject Property:

Date of Value:

Edward J. Gallacher
NYS Certified General Appraiser
ID # 46-21039

July 15, 2006
Date of Report

UNDERLYING ASSUMPTIONS AND LIMITING CONDITIONS

This appraisal report has been made with the following assumptions and limiting conditions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.

2. The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.

3. Responsible ownership and competent management are assumed.

4. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.

5. All engineering is assumed to be correct. The plot plans and illustrative material in this report are included only to assist the reader in visualizing the property.

6. We assume that after a visual inspection there are no hidden or unapparent conditions of the property, including the mechanical equipment, subsoil or structures which would render the property more or less valuable. We assume no responsibility for such conditions or for engineering that might be required to discover such factors.

7. It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and laws unless noncompliance is stated, defined, and considered in the appraisal report.

8. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless nonconformity has been stated, defined, and considered in the appraisal report.

9. It is assumed that all the required licenses, certificates of occupancy, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.

10. It is assumed that the utilization of land and improvements is within the boundaries or property lines of the property described and that there is no encroachments or trespass unless noted.

11. We assume no responsibility for economic or physical factors, which may affect the opinions herein stated, which may occur at some date after the date of value.

12. We reserve the right to make such adjustments to the valuation herein reported, as may be required by the consideration of additional data or more reliable data that may become available.

13. Where discounted cash flow analyses have been undertaken, the discount rates utilized to bring forecast future revenues back to estimates of present value, reflect both our market investigations of yield anticipation from comparable sales, and our judgment as to risks and uncertainties in the subject property and the consequential rates of return required to attract an investor under such risk conditions.

14. Our forecasts of future events, which influence the valuation process, are predicated on the continuation of historic and current trends in the market.

15. No opinion is expressed as the value of sub-surface oil, gas or mineral rights, or whether the property is subject to surface entry for the exploration or removal of such materials except, as is expressly stated.

16. Based on visual inspection, there appear to be no conditions of the property, including but not limited to the mechanical equipment, sub-soil, structures, or presence of chemical/toxic substances, which would render the property more or less valuable, except as noted. Unless otherwise stated in this report, the existence of hazardous material was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. Furthermore, the appraiser is not qualified to detect such substances. The presence of hazardous substances may affect the value of the property. Unless stated otherwise in this report the value estimate is predicated on the assumption that there is no such substance on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in that field.

17. Possession of this report or a copy thereof does not carry with it the right of publication nor may it be used for any purpose by any, but the client, without the previous written consent of the appraiser of the client and, then, only with proper qualification.

18. The appraiser, herein, by reason of this appraisal, is not required to give future consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been made previously therefore.

19. Any distribution of the total valuation in this report between land and improvements applies only under the stated program of utilization. The separate valuations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.

20. Unless otherwise stated, personal property has not been included in this report.

21. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser or the firm which he or she is connected) shall be disseminated to the public through advertising, public relations, news, sales or other media without the prior written consent and approval of the author.

22. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey and analysis of this property to determine whether or not it is in conformity with the various detailed requirements of the ADA. Since compliance can be based on each owner's financial ability to cure the property's non-complying physical characteristics, this report does not comment on compliance to ADA. It is possible that a compliance survey of the property, together with a detailed analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this fact could have a negative effect upon the value of the property. Since we have no direct evidence relating to this issue, we did not consider possible noncompliance with the requirements of ADA in estimating the value of the property.

COMPETENCY

I, Edward J. Gallacher, have been actively involved in various aspects of the real estate industry since 1971. My experience includes brokerage, franchising, land development, equity syndication, finance, property management, investment property consulting, marketing and real estate education.

Since 1991, I have been primarily engaged in the appraisal of real estate, specializing in commercial and investment property. I am currently licensed by the State of New York as a Certified General Appraiser (Certification #46-21039). I meet the requirements relating to the appraisal of all types of real estate. I am certified by NY State to instruct licensing-related appraisal courses. I am also licensed in the State of New York as a Real Estate Broker.

I am familiar with properties such as the Subject and I am qualified to complete this assignment.