

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Location

Francis S. Gabreski Airport (FOK) (Westhampton Beach)
Suffolk County, New York

Proposed Federal Action

The proposed federal action is the Airport Layout Plan (ALP) approval for the lease of land at Francis S. Gabreski Airport (FOK), Suffolk County, New York for the installation of solar photovoltaic (PV) arrays.

Project Description

The proposed action involves the installation of up to 3.1 MW of new ground mounted solar PV panels, including foundations, set at tilt angles and proper azimuths to receive solar energy on approximately 25.8 acres of land in two separate areas; on approximately 18.1 acres to the north of the runways, and on approximately 7.7 acres to the south of the runways. The project also includes trenching for electrical conduits, the installation of DC/AC converters in metal cabinets, and the installation of concrete slabs (approximately 10'x15') for each inverter. The two array fields will be interconnected to and provide energy into PSEG's local distribution grid. All crossings of airport taxiways will be completed through the use of jack and bore techniques and no trenching across taxiways is proposed. The lease payments from the project will go directly to the airport's improvement/management fund.

Background

Suffolk County released its Request for Proposals (RFP) for development, design, construction, operation and maintenance of a solar PV development on Suffolk County Property in October 2013. SunEdison was selected by Suffolk County for the Solar PV Development project at Francis S. Gabreski Airport, which is owned by Suffolk County.

Purpose and Need

The purpose and need of the proposed action is to utilize County property to generate clean energy. Use of solar PV arrays would decrease the demand for, and reliance on, electricity generated by fossil-fuel power plants while contributing to Airport sustainability. The proposed action is also part of the overall initiative by PSEG to support and meet the State's Regional Portfolio Standards, which seek to increase the proportion of renewable electricity used by customers.

Alternatives

In addition to the no action alternative, alternatives were considered that involve the installation of ground mounted solar PV arrays at other sites and with different

configurations. However, these alternate sites generated solar glare that was visible from the airport traffic control tower or moderate glare to an approach to a runway.

Discussion

The attached Environmental Assessment (EA) addresses the effects of the proposed action 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 document.

Air Quality

Because the Airport is located in a non-attainment area for PM_{2.5} and marginal for 8-hour ozone, the project is required to meet General Conformity requirements under the Clean Air Act, including a determination of whether the proposed action would result in emissions that exceed *de minimis* thresholds outlined in 40 CFR 93 Section 153. Additionally, under the National Environmental Policy Act (NEPA), an air quality analysis is generally required to determine whether the proposed action would violate the National Ambient Air Quality Standards (NAAQS). The only expected increase in emissions would result from construction activities related to installing the solar PV panels, which would be temporary, and would remain well below the *de minimis* thresholds for each criteria pollutant. Accordingly, the proposed action is not anticipated to result in adverse impacts to air quality.

Construction Impacts

Limited short-term effects resulting from construction may occur. Specific effects could include noise from construction equipment on the site, fugitive dust, soil erosion, and sedimentation. These impacts will be limited by requiring the contractor to comply with all contract provisions for environmental protection. These short-term construction impacts will not persist beyond the construction period, and no significant long-term construction impacts are expected as a result of this project.

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, 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

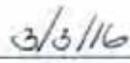
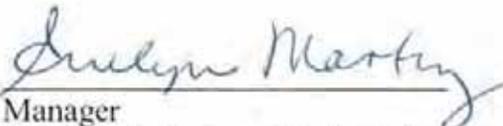
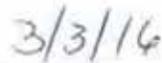
A Notice of Public Availability was published in *The Southampton Press*. The EA was available to any person who requested to review a copy from December 10, 2015 to January 9, 2016. Comments received primarily focused the health effects of solar energy and have been considered and adequately addressed in the EA. None of these comments, when considered individually or aggregately, resulted in significant changes to the proposed project.

Mitigation Measures

1. 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."
2. All necessary permits for construction of the proposed action and associated mitigation shall be obtained prior to construction.

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.

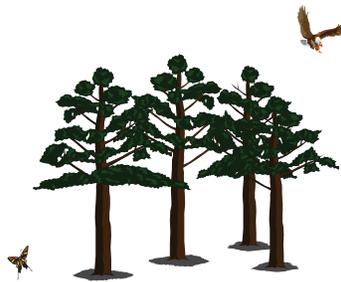
Recommended:	 <hr/> Environmental Specialist New York Airports District Office	 <hr/> Date
Approved:	 <hr/> Manager New York Airports District Office	 <hr/> Date
Disapproved:	<hr/> Manager New York Airports District Office	<hr/> Date



FEDERAL AVIATION ADMINISTRATION

EASTERN REGION
AIRPORTS DIVISION

Short Environmental
Assessment Form
for
AIRPORT DEVELOPMENT
PROJECTS



Airport Name: Francis S. Gabreski Airport

Identifier: FOK

Proposed Project: SunEdison Francis S. Gabreski Solar Installation Project

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



Responsible FAA Official

3/3/2016

Date

Complete the following information:

Project Location

Airport Name: Francis S. Gabreski Airport Identifier: FOK
Airport Address: 150 Riverhead Road
City: Westhampton Beach County: Suffolk State: New York Zip: 11978

Airport Sponsor Information

Point of Contact: Mr. Anthony Ceglie, Airport Manager
Address: 150 Riverhead Road
City: Westhampton Beach State: New York Zip: 11978
Telephone: 631.852.8095 Fax: 631.852.8092
Email: anthony.ceglio@suffolkcountyny.gov

Evaluation Form Preparer Information

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1. Introduction/Background:

SunEdison has been selected by Suffolk County for the development, design, construction, operation and maintenance of a Solar PV Development project (the Project) at the Francis S. Gabreski Airport in the Village of Westhampton Beach, Town of Southampton, Suffolk County, New York. The Francis S. Gabreski Airport, which is owned by Suffolk County, is a general aviation airport located on 1,451 acres on eastern Long Island (Figure 1).

SunEdison is proposing to install up to 3.1 megawatts (MW) of new ground mounted photovoltaic solar modules. The Project will require approximately 25.8 acres of land that will be leased from the Suffolk County Department of Economic Development and Planning. The proposed solar installation project will be located at two separate areas adjacent to existing airport runways at the Airport.

The Project is proposed to be located in two separate areas adjacent to existing airport runways. The proposed sites consist of approximately 25.8 acres of meadow, cleared land and scrub woods with approximately 18.1 acres located to the north of the runways and approximately 7.7 acres to the south of the runways. However, only approximately 0.3 acres of new impervious surfaces will be created. Figure 1 shows the Project location and photographs of the existing sites. The sites proposed for development are currently undeveloped and contain no structures or other airport facilities.

Suffolk County will incur no up-front capital costs, and will receive financial compensation in the form of annual lease payments. In supporting the installation of PV solar generation on county property, the Suffolk

County Department of Economic Development and Planning expects to provide the county with both economic and environmental benefits. The lease payments generated by the construction and operation of the facility will go directly to the airport's improvement/management fund. The system will be connected to the PSEG's grid under PSEG's Clean Solar Initiative Feed-in Tariff II (FIT II) program.

SunEdison proposes to commence on-site construction during the 1st quarter of 2016. Construction of the installations are anticipated to be completed in the 2nd quarter of 2016, with the facility operational and on-line before the end of that year.

2. Project Description (List and clearly describe ALL components of project proposal including all connected actions). **Attach a map or drawing of the area with the location(s) of the proposed action(s) identified:**

Design and Operation

Construction and operation of the Project includes the lease of land at the Gabreski Airport. The leasing of the land constitutes a federal action and triggers the National Environmental Policy Act (NEPA), as the airport is a public use facility overseen by the FAA. The Project will consist of sets (arrays) of ground mounted solar panels that are set at tilt angles and proper azimuths to receive solar energy. The two array fields will be directly interconnected to and provide energy into PSEG's local electric distribution grid. Figures 2 and 3 depict the location of the array and the site plan, respectively. All crossings of airport taxiways will be completed through the use of jack and bore techniques and no trenching across taxiways is proposed.

The north arrays consist of two areas of photovoltaic panels north of runways 15/33 and 6/24. The north arrays are set back 550 feet back from runway centerlines and 220 feet from taxiway centerlines and clear of all runway and taxiway safety and object-free areas. Two inverters are located immediately adjacent to the footprint of the north arrays. The north interconnect, 9ALL798, is located approximately 700 feet off of Airport property near the intersection of Old Main Road and CR 31. A buried electric conduit will connect the inverter to the interconnect: the proposed path runs west and north from the inverter approximately 900 feet, crosses Taxiway N, and proceeds generally north 2,000 feet and crosses North Perimeter Road, exits the airport property and then north approximately 2,000 feet to the interconnect. The depth of the conduit trench is approximately 2 feet and the width depends on the equipment used, not to exceed 1.5 feet.

The south arrays consist of two areas of photovoltaic panels south of runways 15/33 and 6/24. The south arrays are set back 850 feet and 325 feet back from runway and taxiway centerlines, respectively, and clear of all runway and taxiway safety and object-free areas. One inverter is located immediately adjacent to the footprint of the south array. The south interconnect, 9D943, is located approximately 300 feet southeast of Airport property on South Perimeter Road. A buried electric conduit will connect the inverter to the interconnect: the proposed path runs generally southwest from the inverter approximately 650 feet, crosses Taxiway S, and proceeds generally south, east, southeast, and east crossing South Perimeter Road and the railroad right-of-way, approximately 5,100 feet to the interconnect. The depth of the conduit trench is approximately 2 feet and the width depends on the equipment used, not to exceed 1.5 feet.

All setbacks proposed for the solar facility have been reviewed and approved by the Airport Manager. The Airport Manager and his staff have reviewed and approved the solar layout and the revision to the Airport Layout Plan (ALP).

Each DC/AC inverter would consist of electrical equipment fully contained in a metal cabinet. The inverters would be located on a poured in place concrete slab approximately 10' x 15'. The inverters would be located near each array and be constructed during the same period of time the photovoltaic panels are constructed.

The proposed site arrangement has been designed to minimize disturbance to existing green spaces to the extent possible. Unless otherwise indicated by Airport Management, landscaping will include restoring the site to pre-construction conditions, with the exception of installing trees or other landscaping items that would cast shade onto the modules. Through discussion with Airport management the proposed Project will utilize the existing airport perimeter fence for site security. No additional fencing is proposed as the existing airport perimeter fencing will satisfy site security and safety requirements.

In the O&M phase, system performance will be monitored using the SunEdison's Energy & Environmental Data System. Qualified technicians will monitor the system's performance 24 hours per day, seven days per week from the Renewable Operations Center located at SunEdison's headquarters. Through the use of the SunEdison Energy and Environmental Data System (SEEDS), SunEdison is able to remotely perform state-of-the-art O&M services including: remote shutdown of systems' main breakers; grid analysis; trip analysis; reduction and increase of inverter power on-demand based on utility requests (remote curtailment); power factor adjustment; voltage control; Remote Supervisory Control and Data Acquisition operation and control; and dynamic inverter adjustments using closed loop control. In addition, SunEdison will perform regular cleaning and maintenance on-site, typically twice per year utilizing manual and mechanical means. All equipment will be fueled off-site.

Construction

The initial stage of on-site work will include survey and mark-out of existing buried utilities, and foundation and trenching excavation. Preconstruction off-site work will consist of the fabrication of assembly of the strings of solar arrays. Once completed, the string assemblies will be loaded onto a flatbed truck and delivered to the airport sites.

On-site construction activities will include:

- Erection of fencing around each site;
- Clearing and grubbing of onsite vegetation;
- Installation of pilings or pouring of foundations;
- Installation of DC/AC inverters; and
- DC electrical interconnections to inverters.

Simultaneous to the installation of the arrays, PSEG will install the AC interconnections to its local overhead or buried electric distribution system.

Up to 25 craft workers will be on-site during construction; one full time oversight staff person will be assigned to communicate with the air traffic control tower any time construction equipment and/or personnel cross taxiways. Construction equipment will not be permitted to cross runways.

Airport Assessment Committee

In addition to the permits and approvals required for the Project (listed in Section 7, Table 3 of this document), a solar glare analysis was conducted to determine the presence or absence of solar glare and glint potentially generated from the Project in compliance with the FAA's *Interim Policy on Solar Energy Projects at Federally Obligated Airports*. TRC utilized the newly released and FAA endorsed *Solar Glare Hazard Analysis Tool* (SGHAT) to predict when and where glare may occur from a prescribed PV array and will deploy modules on the airport sites that have been designed to lower solar reflectance and therefore produce a reduced occurrence of glare. The results from the Solar Glare Study are submitted to the FAA under separate cover for review and comment.

Please see Figure 1 for the location map and images of the project area.

3. Project Purpose and Need:

Suffolk County released its Request for Proposals (RFP) for Development, Design, Construction, Operation and Maintenance of a Solar PV Development on Suffolk County Property (RFP no. 13032) in October 2013 to facilitate the cost-effective, utility-scale development of solar PV generating systems on county property. In hosting a PV solar project at the county-owned Gabreski Airport, Suffolk County aims to meet the following goals:

- Be part of America’s achievement of reducing greenhouse gases by offsetting the need to build conventional power plants;
- Help the state of New York reach its Regional Portfolio Standards (RPS);
- Improve air quality in Suffolk County, which has received an “F” from the American Lung Association;
- Serve as a demonstration project for other solar projects in the northeast;
- Create construction jobs in the short-term and spur renewable energy industry in Suffolk County; and
- Find new revenue sources for the county, which includes lease payments from solar projects on county-owned properties will provide.

This Project is also part of the overall initiative by PSEG to support and meet the State’s RPS, a policy that seeks to increase the proportion of renewable electricity used by customers. The State’s RPS goal is to annually have 25 percent of the power consumed in-State to be generated by renewable energy resources by 2013. Moreover, PSEG is currently evaluating its own renewable energy resources goal as being 30 percent by 2015 as addressed in its *2009 – 2018 Electric Resources Plan*. This Project will support that effort as well.

The Project will achieve the following PSEG objectives:

- Build upon PSEG’s Clean Energy Initiative and Solar Pioneer programs;
- Diversify PSEG’s on-Island energy resources;
- Increase reliability and security of the PSEG generation and distribution system by using a renewable energy source on distributed sites throughout PSEG’s service territory;
- Reduce PSEG’s dependencies on fossil fuels and its current on-Island fossil fueled electric generation resources; and
- Increase PSEG’s renewable energy portfolio and reduce its carbon footprint.

4. Describe the affected environment (existing conditions) and land use in the vicinity of project:

Land Use

The proposed Project site is entirely within the Gabreski Airport property. The current land use classification, for all of the Gabreski Airport, and thus the Project site, is Transportation. The draft update of the Airport Master Plan was prepared in 2012 (Savik & Murray – DY Consultants, 2012) shows the area surrounding the project sites as ‘tree-areas’ (see Figure 4).

To the north and west of the airport, most of the land is designated as recreation and open space with small areas of residential, institutional and industrial uses interspersed. Recreational and open space also abuts the airport to the east. South of the airport the land use is a mixture of residential (low and medium density), commercial, industrial, recreational and open space, and utility uses, with no single dominant land use. Figure 4 shows existing land use in Suffolk County.

Vegetation and Topography

The proposed Project is to be constructed on land that is previously disturbed by airport operations and of limited value for other applications due to its proximity to the airport runways. The proposed location of the northern solar arrays is within a historically cleared area with rolling topography and predominantly scrub-shrub vegetation. The proposed location of the southern solar arrays is within a flat, previously cleared area primarily comprised of herbaceous and scrub-shrub vegetation and pitch pine and scrub oak saplings. The site proposed for solar development is periodically mowed and managed to prevent vegetation from getting too high and interfering with runway sight lines.

Zoning

The property on which the Project is to be constructed is owned by the County of Suffolk and as such, are under the jurisdictional control of the County. As such it is not subject to local zoning.

Community Facilities

Gabreski Airport is located in the Town of Southampton, which contains over 50,000 people (US Census, 2010). In addition to the airport, Southampton and the County offer a full complement of public facilities and resources to meet the needs of the area’s population. It also contains beaches and facilities that attract visitors from outside the County. In addition to regular police activities, the Southampton Police Department includes a Community Response Unit that provides police services for special events and special traffic enforcement (Southampton, 2014). The Suffolk County Sheriff’s Department maintains an office on airport grounds. Local medical facilities include Southampton Hospital, several medical clinics as well as private medical practices. The northwest corner of the airport property is located in the Village of Westhampton, which is part of Southampton and provides emergency services through a volunteer fire department to the local area.

Cultural Resources

The Project sites do not contain any resources listed in the State or National Registers of Historic Places, nor are they adjacent or substantially contiguous to any such resource. Based on review of <http://nysparks.com/shpo/online-tools> the sites are not situated within an archaeologically sensitive area as identified by the New York Office of Parks, Recreation and Historic Preservation (OPRHP).

Visual Resources

The site of the proposed solar installation is on Gabreski Airport property and immediately adjacent to existing runways and taxiways. Gabreski Airport is an existing general aviation airport with both private use and Air National Guard facilities: airport operations occur throughout the year. The land within the airport property is established for both transportation and commercial use and, in addition to three runways, contains

roads and buildings that support the airport operations. Land immediately surrounding the airport includes open space to the west, north, and east, and developed residential properties to the south.

5. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the “No Action” alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why (attach alternatives drawings as applicable):

Alternatives

The Proposed Action is the Preferred Alternative and consists of constructing a new ground-mounted photovoltaic solar array that could potentially generate up to 3.1 MW of renewable energy. The array would be located on approximately 25.8 acres of leased airport land and adjacent to two runways. Figure 4 depicts the location of the arrays in context to Airport runways and taxiways as well as and affiliated support infrastructure for the Project. (Figure 5)

Other Alternatives were considered and rejected. This includes other on-site ground-mounted PV arrays in locations near the airfield. Three Alternatives were considered for the proposed Project; each alternative was a ground-mounted PV array in the general vicinity of the Preferred Alternative with a different footprint. However, each rejected alternative generated solar glare that was visible from the air traffic control tower or moderate glare to an approach to a runway

No Action Alternative

The No Action Alternative would involve no construction at the airport, including no construction of electric distribution lines to connect to the PSEG grid. Under the No Action Alternative, the County-owned airport site would be expected to remain in its current condition with annual and perennial grasses, open shrub/scrub, and lightly woodland. Under No Action Alternative, none of the benefits of the project would accrue to the area. Suffolk County would not receive the annual lease payments from the Project or achieve its objective of diversifying its energy resources with renewable resources. Similarly, PSEG would not be able to use the electricity generated by the Project to help meet its own or the State’s RPS.

Explanation

Because the No Action Alternative does not achieve the overall environmental and economic benefits of the Proposed Action, it is not the preferred course of action.

6. Environmental Consequences – Special Impact Categories (refer to the Instructions page and corresponding sections in Appendix A of 1050.1E and the Airports Desk Reference for more information and direction. The analysis under each section must comply with the requirements and significance thresholds as described in the Desk Reference).

(A) AIR QUALITY (Please note this analysis must meet requirements for both NEPA review and Clean Air Act (CAA) requirements).

Clean Air Act

(a) Is the proposed project located in a nonattainment or maintenance area for the National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act and does it result in direct emissions (including construction emissions)?(If **Yes**, go to (b), **No**, go to the NEPA section below.

Yes. Suffolk County is presently a nonattainment area for PM_{2.5} and marginal for 8-hour ozone.

(b) Is the proposed project an “exempted action,” under the General Conformity Rule or Presumed to Conform (See FRN, vol.72 no. 145, pg 41565)? (If **Yes**, cite exemption and go to NEPA section below; **No**, go to (c)).

No. The proposed project is not an “exempted action,” under the General Conformity Rule or Presumed to Conform (FRN, vol.72 no. 145, pg. 41565).

(c) Would the proposed project result in a net total of direct and indirect emissions that exceed the threshold levels of the regulated air pollutants for which the project area is in non-attainment or maintenance? (Attach emissions inventory). (If **Yes**, consult with ADO).

No. The proposed project would not result in a net total of direct and indirect emissions that exceed the threshold levels of the regulated air pollutants for which the project area is in non-attainment or maintenance.

NEPA

(a) Is the airport’s activity levels below the FAA thresholds for requiring a NAAQS analysis? (If **Yes**, document activity levels and go to Item 2, **No**, go to (b)).

Yes. The airport’s activity levels -- 62,000 landings and take offs -- are below the FAA thresholds for requiring a NAAQS analysis.

(b) Do pollutant concentrations exceed NAAQS thresholds? (Attach emissions inventory).

No. Pollutant concentrations do not exceed NAAQS thresholds. The estimated construction emissions for the SunEdison Francis S. Gabreski Solar Installation Project are detailed below. The emissions estimates for vehicle exhaust are based on AP-42 Volume 2, Appendix H. Road traffic emissions (emissions of particulate matter from vehicle traffic) are based on Equation (1a) from AP-42, Section 13.2.2-4. Fugitive dust emissions from general construction activities, such as grading, moving soil, digging, etc. are based on Equation A6-3 from The Aviation Emissions and Air Quality Handbook, Version 3. Total project emissions of oxides of nitrogen (NO_x), carbon monoxide (CO) and volatile organic compounds (VOC) are all estimated to be below one (1) ton of each pollutant. Total particulate matter smaller than ten (10) microns (PM₁₀) emissions are estimated to be approximately 71 tons while particulate matter smaller than 2.5 microns (PM_{2.5}) emissions are approximately 7 tons. Table 1 summarizes the short term hourly emissions as well as the total project emissions.

Table 1										
Summary of Air Quality Emissions Inventory.										
Source Description	NO _x		CO		VOC		PM ₁₀		PM _{2.5}	
	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy	lb/hr	tpy
Vehicle Operation	0.44	0.19	1.05	0.66	0.14	0.06	66.30	47.62	6.63	4.76
Construction Activities	-	-	-	-	-	-	12.9	23.22	1.29	2.32
Total	0.44	0.19	1.05	0.66	0.14	0.06	79.20	70.84	7.92	7.08

(c) Is an air quality analysis needed with regard to state indirect source review?

No. An air quality analysis is not needed with regard to state indirect source review.

(B) BIOTIC RESOURCES

Describe the potential of the proposed project to directly or indirectly impact plant communities and/or the displacement of wildlife. (This answer should also reference Section 19, Water Quality, if jurisdictional water bodies are present).

The proposed location of the northern solar arrays is within a historically-cleared area with rolling topography and Dwarf Pine Plains and Pitch-Pine-Oak-Heath Woodland natural communities. Due to Airport regulations that require the removal of trees that obstruct the view of the airport tower, a number of pitch pine were felled by the airport and remain on site. No wetlands or streams are present within or in the vicinity of the proposed northern solar arrays (see Figure 7). The clearing of approximately 0.40 acres of vegetation and trees would occur for the placement of the arrays as well as to reduce shading of the panels by nearby trees. The area of the northern solar arrays was historically cleared during the development of airport facilities, and trees are selectively cut when they reach heights that interfere with views from the air traffic control tower. Therefore, trees in this area do not exceed a height of approximately 15 feet. No potential long-term impacts to vegetation are anticipated because the existing vegetation has been regularly managed.

The proposed location of the southern solar arrays is within a flat, previously cleared area primarily comprised of Pitch-Pine-Oak-Heath- Woodland and Pitch Pine-Oak Forest. The cleared area was treated approximately six years ago and undergoes maintenance clearing once per year to ensure the airport tower has clear site lines of the runway. No wetlands or streams are present within or in the vicinity of the southern solar arrays proposed location (see Figure 7). The clearing of approximately 0.75 acres of vegetation and trees would occur for the placement of the arrays as well as to reduce shading of the panels by nearby trees. The Gabreski Airport Proposed Land Use Plan (2012) has slated the areas if the proposed solar array as “future clearing” as it is important for the air traffic control towers to maintain clear sight lines of the runways. No potential long-term impacts to vegetation are anticipated because the existing vegetation has been regularly managed.

The proposed solar array sites are situated within or adjacent to CEAs designated by Suffolk County and the Town of Southampton including the Central Pine Barrens as designated by New York State under the Long Island Pine Barrens Protection Act (NY ECL Title I of Article 57) (<http://www.pb.state.ny.us>). As shown on Figure 8, the proposed solar sites are located in the CGA and the Dwarf Pine Forest CEA is located approximately 0.5-mile west of the proposed solar arrays.

Consultation with the NYNHP was conducted to determine recorded occurrences of Federal- and State-listed RTE species and natural communities within or in the vicinity of the proposed solar array locations. TRC completed the USFWS New York Field Office on-line project review to determine Federally-listed RTE species with potential to occur within the Gabreski Airport property. Table 2 summarizes the results of the on-line project review. No designated Critical Habitat is located within or in the vicinity of the proposed sites and therefore no direct impact is anticipated.

Table 2. Federally-listed RTE Species in Suffolk County						
Common Name	Taxonomic Name	Federal Status	Potential Habitat Present	Species Present ¹	Habitat Characteristics	Potential for Take
Plants						
Sandplain gerardia	<i>Agalinis acuta</i>	Endangered	No	No	Traditionally a maritime grassland species maintained by fire and grazing; now prefers grasslands in the Pine Barrens with broad, grassy swaths; and other remnant grasslands of the South Fork including around golf courses, and along roadsides and railroads. Needs some disturbance which provides bare soil areas.	Take is not anticipated
Seabeach amaranth	<i>Amaranthus pumilus</i>	Threatened	No	No	Barrier island beaches between the foredune and wrack line, and also open overwash areas behind the foredune.	Take is not anticipated
Animals						
Piping plover	<i>Charadrius melodus</i>	Threatened	No	No	Dry, sandy beaches or areas filled with dredged sand, often near dunes with little or no beach grass.	Take is not anticipated
Roseate tern	<i>Sterna dougallii dougallii</i>	Endangered	No	No	Marine coastal species; salt marsh islands and beaches with sparse vegetation.	Take is not anticipated
Red knot	<i>Calidris canutus rufa</i>	Proposed Threatened	No	No	Coastal marine and estuarine habitats with large areas of intertidal sediments; sandy, gravel, cobble beaches, tidal mudflats, salt marshes, shallow coastal impoundments, lagoons, and peat banks.	Take is not anticipated
¹ Species present determined by consultation with the NYNHP, provided in Appendix B. Source: USFWS. 2014. Species By County Report: Suffolk, NY. Accessed online May 14, 2014 at: http://www.fws.gov/northeast/nyfo/es/section7.htm						

(C) COASTAL RESOURCES

(a) Would the proposed project occur in a coastal zone, or affect the use of a coastal resource, as defined by your state's Coastal Zone Management Plan (CZMP)? Explain.

No. The proposed Project is not located in New York's Coastal Zone Management Plan.

(b) If **Yes**, is the project consistent with the State's CZMP? (If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification).

Not applicable.

(c) Is the location of the proposed project within the Coastal Barrier Resources System? (If **Yes**, and the project would receive federal funding, coordinate with the FWS and attach record of consultation).

No. The location of the proposed project is not within the Coastal Barrier Resources System.

(D) COMPATIBLE LAND USE

(a) Would the proposed project result in other (besides noise) impacts that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

No. There will be no adverse land use or zoning impacts from construction and operation of the solar installation. As shown on Figure 1, the Project site is located entirely on airport property between runways and on land that is currently undeveloped open space. Use of the proposed sites for solar power production will make productive use of land that, given its proximity to active runways, has extremely limited options for some other productive use. The solar installations will not require any new permanent off-site facilities nor will they have any impact on land use adjacent to the airport. During both construction and operation, airport operations will continue normally.

(b) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards On and Near Airports"? Explain.

The proposed project would not be located near nor create a wildlife hazard because the project consists of ground-mounted stationary structures that would not be attractive to wildlife.

(E) CONSTRUCTION IMPACTS

Would construction of the proposed project increase ambient noise levels due to equipment operation; degrade local air quality due to dust, equipment exhausts and burning debris; deteriorate water quality when erosion and pollutant runoff occur; and/or disrupt off-site and local traffic patterns? Explain.

Construction

The Project's construction plan and schedule will be coordinated with Suffolk County and the Airport and will include the following construction-related traffic procedures:

- The solar equipment will be transported to the airport and assembled on-site. Construction equipment that is required at each array site will remain on the site only as long as necessary for the scheduled activity and will then be moved off-site in the overnight or off-peak traffic hours.
- Construction materials, will also arrive on-site overnight and/or during off-peak hours, and will be staged on-site for daytime unloading and installations. Empty delivery vehicles will depart the airport during off-peak hours or overnight. One known exception to this procedure will be the pre-mixed concrete for the array foundations. Concrete to be delivered from local batch pre-mix plants in standard over-the-road pre-mix concrete trucks will be scheduled to arrive in the off-peak weekday hours. Concrete trucks will travel along designated truck routes identified by Suffolk County.
- The number of truck trips to each Project site will be minimal on a daily basis. If two concrete trucks arrive on the same day as well as trucks with electrical equipment, solar modules, and a dumpster, the total number of trips will be 10.

The number of trucks associated with delivery of equipment and materials to the airport sites is limited and estimated as follows:

- Eight concrete trucks;
- One semi-trailer truck with electrical equipment;
- One semi-trailer truck with preassembled solar modules; and
- One dumpster (or less).

The craft labor required for construction, which will number about 10 – 25 workers, will travel to and from the airport via small truck and or automobile, accessing the airport from Old Riverhead Road. It is assumed that 75 percent will drive as individuals; 25 percent will carpool with other site workers. Therefore, the number of round trips associated with craft labor will be approximately 15 to 38 per day, excluding any miscellaneous mid-day travel.

In total, the number of vehicle trips (trucks and craft labor) is expected to be an estimated 25 to 48 trips per day during construction. Given the proposed night-time and off-peak equipment and materials delivery schedule as well as the limited number of weekday and labor trips, there will be no significant adverse traffic impacts associated with Project construction. Construction staging and parking for construction workers will be accommodated on airport property without displacing airport staff and users.

The Proposed Action will not require any changes to the road network outside of the airport; nor any permanent alterations to the interior airport road network. There will be no permanent loss of parking spaces. All interior changes to site driveways and parking areas, if necessary, will be temporary, about five to eight months on average is needed to construct the arrays at each site.

Following construction, there will be only a limited number of vehicle trips associated with the Proposed Action. About twice annually, the panels will be inspected during the spring and fall, and the panels will be cleaned, if needed. The panels may also be cleared of accumulated snow and ice on an as-needed basis during winter months through one of the following methods, based on economics: 1) a hand-held “squeegee,” 2) bobcat-Driven snow blower; 3) let snow/ice remain on the panels. For these maintenance operations, there will be no more than two vehicles and four workers on each site for a maximum of a few days. There may also be other miscellaneous periodic trips to inspect the solar arrays.

To summarize, only a very limited number of vehicle trips will be generated from construction or operation of the Proposed Action, and no significant adverse traffic impacts are anticipated. No mitigation is required.

Noise

During construction, noise will be generated by construction equipment and vehicles, but no significant adverse noise impacts are anticipated from the operation of the solar arrays. In any case, construction noise will not exceed noise from aircraft operations. In 2012, the airport averaged 162 aircraft operations per day (AirNav.com, 2014).

Once installed, there will be no noise generated by the operations of the solar panels which convert sunlight to electricity using photovoltaics, as there are no exterior mechanical or moving components. ‘Crystalline’ PV modules will be used at all of the solar panel installations.

As noted previously, there may be periodic cleaning of the solar panels (up to twice annually, depending on the inspected surface conditions of the panels), and as-required seasonal snow and ice removal. Little noise, if any, will be discernable on and off-site from these temporary maintenance activities.

Mitigation is not required as there will be no significant adverse noise impacts.

(F) SECTION 4(f) RESOURCES

Does the proposed project have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance? (If **Yes**, contact FAA, contact appropriate agency and attach record of consultation).

No. The Proposed Action would only occur on undeveloped land within the existing Airport. The Proposed Action does not have an impact on any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or an historic site of national, state, or local significance. Further, no historic sites exist within the project area. Therefore, the Proposed Action would not result in significant adverse impacts to Section 4(f) resources.

(G) ENDANGERED AND THREATENED SPECIES

(a) Would the proposed project impact any federally or state-listed or proposed, endangered, or threatened species (ESA) of flora and fauna, or impact critical habitat? (Attach record of consultation with federal and state agencies as appropriate).

No. The proposed Project would not impact any federally or state-listed or proposed, endangered, or threatened species of flora and fauna, or impact critical habitat. SunEdison completed the USFWS New York Field Office on-line project review to determine federally-listed RTE species with potential to occur within the Airport property. Tables 3 and 4 summarize the results of the on-line project review. No designated Critical Habitat is located within or in the vicinity of the proposed sites.

Table 3. Federally-listed Rare, Threatened, and Endangered Species in Suffolk County, New York		
Common Name	Taxonomic Name	Federal Status
Plants		
Sandplain gerardia	<i>Agalinis acuta</i>	Endangered
Seabeach amaranth	<i>Amaranthus pumilus</i>	Threatened
Animals		
Piping plover	<i>Charadrius melodus</i>	Threatened
Roseate tern	<i>Sterna dougallii dougallii</i>	Endangered
Red knot	<i>Calidris canutus rufa</i>	Proposed Threatened
Source: USFWS. 2014. Species By County Report: Suffolk, NY. Accessed online May 14, 2014 at: http://ecos.fws.gov/tess_public/countySearch!speciesByCountyReport.action?fips=36103		

Table 4. State-listed RTE Species within 1-mile of the Gabreski Airport		
Common Name	Taxonomic Name	State Status
Plants		
Showy aster	<i>Eurybia spectabilis</i>	Threatened
Animals		
Upland sandpiper	<i>Bartramia longicauda</i>	Threatened
Northern harrier	<i>Circus cyaneus</i>	Threatened
Coastal barrens buckmoth	<i>Hemileuca maia</i>	Special Concern
Source: NYNHP. 2014. Nature Explorer. Accessed online May 15, 2014 at: http://www.dec.ny.gov/natureexplorer/app/		

None of the federal-listed species summarized in Tables 3 and 4 or their critical habitat were observed within the proposed solar array sites during natural resource surveys on May 5, 2014; however, species specific surveys were not conducted. Attachment 1 contains the letters of correspondence regarding federal-listed species consultation.

The Project would involve the permanent removal of a stand of pitch pine (*Pinus rigida*) with an understory of oak species (*Quercus ilicifolia* and *Quercus prinoides*), red maple (*Acer rubrum*), and blueberry species (*Vaccinium sp.*). Trees and shrubs would be prevented from growing in the area of the photovoltaic array to prevent shading of the panels. However, a grassy groundcover layer would be allowed to grow under the panels and support structures. During the construction period, wildlife would be impacted in the short term due to construction activity. Songbirds would access the ground layer inside the fenced area.

(b) Would the proposed project affect species protected under the Migratory Bird Act? (If **Yes**, contact FAA).

Yes. Two species of threatened birds are present on Airport property: the upland sandpiper (*Bartramia longicanda*) and the grasshopper sparrow (*Ammodrammus savannarum*). Both species nest and feed on the ground and would be temporarily impacted during the construction period when the annual and perennial grasses are removed. The northern harrier (*Circus cyaneus*) hunts for prey on the Airport property and would be temporarily affected in the short term during the construction period. The Project would not remove habitat from either species. The presence of the solar arrays would remove approximately 20 acres of hunting habitat from the species.

(H) ENERGY SUPPLIES, NATURAL RESOURCES AND SUSTAINABLE DESIGN

What effect would the proposed project have on energy or other natural resource consumption? (Attach record of consultations with local public utilities or suppliers if appropriate)

The public will benefit from the production of electrical energy without the use of fossil fuels and the emitting of air pollutants. The Proposed Action will not impact existing energy supplies of natural resources. The Project will contribute up to 3.1 MW to the local power grid.

(I) ENVIRONMENTAL JUSTICE

Would the proposed project have a disproportionate impact on minority and/or low-income communities? Consider human health, social, economic, and environmental issues in your evaluation. Explain.

No. As shown on Figure 9, the only potential Environmental Justice area identified by the NYSDEC GIS tool is outside of the 0.5 mile buffer surrounding the airport. The environmental justice community is located more than 0.5 miles west of the airport boundary. Although the Town of Southampton and the Villages of Westhampton Beach and Quogue contain higher percentages of individuals below poverty than the County as a whole, and Southampton and Westhampton Beach contain higher percentages of minority populations than the County as a whole, those municipalities do not contain concentrations of populations within the 0.5 mile buffer zone around the airport that qualify as Environmental Justice populations. In addition, the solar facilities at the airport will not produce any airborne emissions or create noise or traffic during operation that could be hazardous to the health or wellbeing of minority or low income populations if they did occur in Environmental Justice proportions in the area. In summary, the Proposed Action will not create a disproportionate share of negative environmental consequences on minority and low income populations.

(J) FARMLANDS

Does the project involve acquisition of farmland, or use of farmland, that would be converted to non-agricultural use and is protected by the Federal Farmland Protection Policy Act (FPPA)? (If **Yes**, attach record of coordination with the Natural Resources Conservation Service (NRCS), including form AD-1006.)

No. The Project will not involve the acquisition of farmland or use farmland that would be converted to non-agricultural use.

(K) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?

No. The upper reaches of Aspatuck Creek and Quantuck Creek originate near the southern boundary of the airport property and extend south. Neither creek is considered a Wild and Scenic River by the U.S. Department of the Interior (Public Law 90-542; 16 U.S.C. 1271 et. seq.) (NPS, 2014), or a Wild, Scenic, or Recreational River under the New York State WSRR System (6 NYCRR Part 666) (NYSDEC, 2014). The NYSDEC-regulated wetlands and 100-year floodplains associated with Aspatuck Creek and Quantuck Creek are located adjacent to, but outside of, the Francis S. Gabreski Airport to the south and east (see Figure 5).

(b) If Yes, attach the corresponding FEMA Flood Insurance Rate Map (FIRM) and describe the measures to be taken to comply with Executive Order 11988.

Not applicable.

(L) HAZARDOUS MATERIALS

Would the proposed project involve the use of land that may contain hazardous materials or cause potential contamination from hazardous materials? (If **Yes**, attach record of consultation with appropriate agencies). Explain.

No. Based on the review of the Project area, hazardous materials are not expected to be encountered during construction. All Project contractors will be required to comply with applicable state and federal regulations with respect to hazardous materials and any materials required on-site during construction will be handled and/or disposed of according to applicable laws. However, if any contaminated soils are discovered, the SunEdison contractor will be required to follow all applicable federal and state hazardous materials requirements for investigative and remedial work on the site, and the disposal of any such materials.

(M) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL OR CULTURAL PROPERTY

(a) Describe any impact the proposed project might have on any properties in or eligible for inclusion in the National Register of Historic Places. (Include a record of your consultation and response with the State or Tribal Historic Preservation Officer (S/THPO)).

The Proposed Action will cause no direct or indirect impacts to historic properties. There are no known cultural resources within the Airport property and none listed on the State or National Register of Historic Places within 0.5 mile of the proposed photovoltaic sites. Given the low profile of the solar arrays and the existing industrial character of the airport, even if unknown historic properties were present outside the airport boundary, the addition of the solar arrays would not significantly affect the visual context of the area resources. The record of conversation with the agencies is in Attachment 1.

(b) Describe any impacts to archeological resources as a result of the proposed project. (Include a record of consultation with persons or organizations with relevant expertise, including the S/THPO, if applicable).

The Project will cause no direct or indirect impacts to archaeological properties.

(N) INDUCED SOCIOECONOMIC IMPACTS

Would the proposed project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.? Explain.

No. The Project will not cause residents or businesses to relocate because the Project is wholly located on Airport property.

(O) LIGHT EMISSIONS AND VISUAL EFFECTS

Would the proposed project have the potential for airport-related lighting impacts on nearby residents? Explain.

No. The proposed solar installation will be located well within airport property and approximately 0.5 mile from the nearest residence. The solar arrays will be low profile and generally screened from view by existing structures or trees within or adjacent to airport property from viewing locations to the west and north. At a distance of 0.5 mile or more, residences to the south and east of the airport do not have direct views of the installation, but the arrays will viewed at a distance and in the context of the airport. As a result, the solar installation will not be a focal point to viewers and will not change existing views to any significant extent. Given the low profile of the arrays, the distance from which the installation will be viewed from residential areas and the existing character of the airport, the addition of the solar installation should have no impact on surrounding land uses and activities.

(P) NOISE

Will the project, when compared to the No Action alternative for the same timeframe, cause noise sensitive areas located at or above DNL 65 dB to experience a noise increase of at least DNL 1.5 dB? (Use AEM as a screening tool and INM as appropriate. See Airports Desk Reference, Chapter 17, for further guidance).

During construction, noise will be generated by construction equipment and vehicles, but no significant adverse noise impacts are anticipated from the operation of the solar arrays. In any case, construction noise will not exceed noise from aircraft operations. In 2012, the airport averaged 162 aircraft operations per day (AirNav.com, 2014).

Once installed, there will be no noise generated by the operations of the solar panels which convert sunlight to electricity using photovoltaics, as there are no exterior mechanical or moving components. ‘Crystalline’ PV modules will be used at all of the solar panel installations.

As noted previously, there may be periodic cleaning of the solar panels (up to twice annually, depending on the inspected surface conditions of the panels), and as-required seasonal snow and ice removal. Little noise, if any, will be discernable on and off-site from these temporary maintenance activities

(Q) SOCIAL IMPACTS

Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion or decrease in Level of Service?

No. The Project’s construction plan and schedule will be coordinated with Suffolk County and the Airport Section E details the construction-related traffic management procedures to manage surface traffic patterns and surface traffic congestion. A reduction in the Level of Service is not anticipated because of the small number of construction vehicles utilizing surface roadways at peak travel periods.

(R) SOLID WASTE

Would the operation and/or construction of the project generate significant amounts of solid waste? If **Yes**, are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

During construction, any solid waste generated by construction activities or construction labor will be bagged and transported off-site to a licensed landfill or waste repository. During its operation, the Proposed Action will have no direct or indirect impact on water supply, waste water or solid waste infrastructure at the airport.

(S) WATER QUALITY

(a) Does the proposed project have the potential to impact water quality, including ground water, surface water bodies, and public water supply system or federal, state or tribal water quality standards? (If **Yes**, contact appropriate agency and include record of consultation).

No. The Project will not have significant impact to water quality to groundwater, surface water, the public water supply system nor violate water quality standards because the project would not change the quantity or timing of runoff. Grass would be able to grow under the arrays and the only impermeable surfaces would be associated with the footings of each structure and inverter/transformer pads. The grass will be mowed 2-3 times during the growing season. The project will not require the use of area water and will have no direct or indirect impact on water supply.

(b) Is the project to be located over a designated Sole Source Aquifer? (If **Yes**, attach record of consultation with EPA).

There are no wetlands or surface water bodies at the proposed sites or vicinity. The sites are not within FEMA designated floodplains. The Airport is located within the Town of Southampton Aquifer Protection Overlay District (APOD) Critical Environmental Area (CEA) and adjacent to the Suffolk County Special Groundwater Protection Area (SPGA) CEA. The APOD and SGPA CEAs are primarily concerned with groundwater protection. The proposed solar installation should have no effect on groundwater.

The Airport is also located within the Town of Southampton APOD CEA. The APOD is primarily concerned with groundwater protection. Best Management Practices (BMPs) will be implemented during clearing activities as needed to protect area resources.

(T) WETLANDS

(a) Does the proposed project involve federal or state regulated or non-jurisdictional wetlands? (Contact USFWS or state agency if protected resources are affected) (Wetlands must be delineated using methods in the US Army Corps of Engineers 1987 Wetland Delineation Manual. Delineations must be performed by a person certified in wetlands delineation).

No wetlands or streams are present within or in the vicinity of the proposed northern solar arrays (see Figure 5). Neither of the sites is located within federal or NYSDEC wetlands, streams, or Federal Emergency Management Administration (FEMA) designated floodplains. The absence of wetlands and waterways, and predominantly level terrain reduce the potential for sedimentation and erosion. In addition, the limited duration of construction activities will minimize potential impacts to natural resources.

SunEdison will develop a Project-specific SWPPP which will include BMPs to protect surrounding natural resources during construction activities, including clearing. Potential BMPs that may be utilized during

construction include preserving naturally vegetated areas whenever possible, installing erosion and sediment controls such as silt fencing and hay bales, and mulching if appropriate.

(b) If yes, does the project qualify for an Army Corps of Engineers General permit? (Document coordination with the Corps).

(U) WILD AND SCENIC RIVERS

Would the proposed project affect a river segment that is listed in the Wild and Scenic River System or National Rivers Inventory? (If **Yes**, coordinate with the jurisdictional agency and attach record of consultation).

No. The Project is not located near a river segment that is listed in the Wild and Scenic River System.

(V) CUMULATIVE IMPACTS

Discuss impacts from past, present, and reasonably foreseeable future projects both on and off the airport. Would the proposed project produce a cumulative effect on any of the environmental impact categories above? Consider projects that are connected and may have common timing and/or location. For purposes of this Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

No. The proposed solar installation at the Airport is unlikely to contribute to any significant adverse cumulative impacts in the local area. As noted in above sections, it is being developed within land that is previously disturbed and has limited other aviation-related development potential due to its proximity to airport runways. The Project will not require electricity for operation, rather it will contribute energy to the existing PSEG grid. It will not require the use of area water and sewer services nor will it require a significant long-term workforce that could increase growth and impact community facilities and services. As a result, even if other development projects are planned for this area, the small scale of the solar installation and its lack of consumption of public resources indicates that it would not contribute significantly to a cumulative impact in the local area or region. There are no anticipated significant adverse impacts associated with the proposed project area, and therefore no adverse cumulative impacts are expected to result from the implementation of the Proposed Action. There are no foreseeable future projects on and off the Airport that are related to the proposed Project.

7. PERMITS

List all required permits for the proposed project. Has coordination with the appropriate agency commenced and what is the expected time frame of receiving a permit?

SunEdison commenced coordination with the FAA, State, and local agencies regarding the permitting requirements for the Project. The Solar Glare Study will be submitted to the FAA for review in August 2015 with the revision to the Airport Layout Plan and the submission of Form 7460-1, Notice of Proposed Construction to the FAA during the summer of 2015.

SunEdison will prepare a State Pollution Discharge Elimination System General Permit for Construction Notice of Intent and a Stormwater Pollution Prevention Plan based upon the final site plans for the Project. The permit and plans will be submitted to the State for review and comment two months prior to the commencement of construction during the first quarter of 2016.

The State Environmental Quality Review document was submitted to the Suffolk County Department of Economic Development and Planning in June 2014. The Lease Agreement for the Project area was submitted to the Suffolk County Legislature for review during their July 2014 meeting. Site plans and a building permit application will be submitted to Suffolk County for review and approval in the fall 2015.

Required Agency Actions, Permits and Approvals

SunEdison will be required to obtain the following federal, state, and local approvals prior to commencement of construction. Table 5 identifies the required permits, reviews, and approvals needed to construct the proposed project.

Table 5. Required Permits, Approvals, and Reviews	
Federal	
Federal Aviation Administration (FAA)	<ul style="list-style-type: none"> • Revision to Airport Layout Plan • National Environmental Policy Act Review • FAA Form 7460-1, Notice of Proposed Construction • Solar Glare Analysis • Construction Safety Phasing Plan, AC 150/5370-2F
State	
New York State Department of Environmental Conservation (NYSDEC)	<ul style="list-style-type: none"> • State Pollution Discharge Elimination System General Permit for Construction Notice of Intent • Stormwater Pollution Prevention Plan
New York Natural Heritage Program (NYNHP)	<ul style="list-style-type: none"> • Threatened and Endangered Species Review
New York Office of Parks, Recreation, and Historical Preservation (OPRHP)	<ul style="list-style-type: none"> • Section 106 Cultural and Historic Resources Review and Consultation
Suffolk County	
Suffolk County Legislature	<ul style="list-style-type: none"> • Lease Agreement
Suffolk County Department of Economic Development and Planning	<ul style="list-style-type: none"> • State Environmental Quality Review
Suffolk County Department of Public Works	<ul style="list-style-type: none"> • Site Plan Review • Building Permit

In addition to the permits and approvals listed in Table 5, a solar glare analysis was conducted to determine the presence or absence of solar glare and glint potentially generated from the Project in compliance with the FAA's *Interim Policy on Solar Energy Projects at Federally Obligated Airports*. SunEdison used the newly released and FAA endorsed *Solar Glare Hazard Analysis Tool* (SGHAT) to predict when and where glare will occur from each prescribed PV array and deployed modules on the airport sites that have been designed to lower solar reflectance and therefore produce a reduced occurrence

of glare. The results from the Solar Glare Study have been submitted to the FAA under separate cover for review and comment.

8. MITIGATION

Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated.

No mitigation is required because no significant impacts to a resource are anticipated from the construction of the Project.

9. PUBLIC INVOLVEMENT

Describe the public review process and any comments received.

Suffolk County government and the Airport Authority provided comment and recommendations regarding the proposed project in terms of existing biologic resources, vegetative management, access and transportation networks, and airport operations. The Airport Conservation and Assessment Committee, made up of community members, reviewed and commented on the project at a meeting held on July 15, 2014. The committee did not object to the project.

10. LIST OF ATTACHMENTS

- Figure 1: Site Location on Aerial with Photographs
- Figure 2: Site Location on United State Geological Survey Map
- Figure 3: Site Location on Aerial Image
- Figure 4: Existing Suffolk County Land Use Map
- Figure 5: Layout Plan of Solar Arrays
- Figure 6: Road Network for Airport Access
- Figure 7: Wetlands and Streams on the Airport Property
- Figure 8: Critical Environmental Areas (Pine Barrens)
- Figure 9: Environmental Justice Communities

Attachment 1: Correspondence Regarding Federally-Listed Species and Cultural Resources Consultations

Attachment 2: Public Notice in the Southampton Press (December 10, 2015)

Attachment 3: Affidavit for Publication in the Southampton Press

Attachment 4: Public Comment: One letter and Comment/Response Table

References

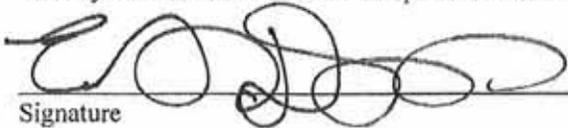
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Project Title: Photovoltaic Array at Francis S. Gabreski

Identifier: FOK

11. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.


Signature

19 NOV 2015
Date

Erin A. Degutis, RLA, AICP
Name

Senior Project Manager / TRC Solutions
Title

SunEdison's Consultant 303.395.4048
Affiliation Phone #

12. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.


Signature

11/20/15
Date

Anthony C. Leglis
Name

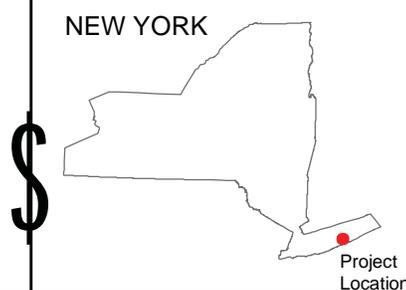
Airport Manager
Title

Francis S. Gabreski Airport (631) 852-8095
Affiliation Phone #



Service Layer Credits: Source: Esri,
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Earthstar Geographics, CNES/Airbus
DS, USDA, USGS, AEX, Getmapping,

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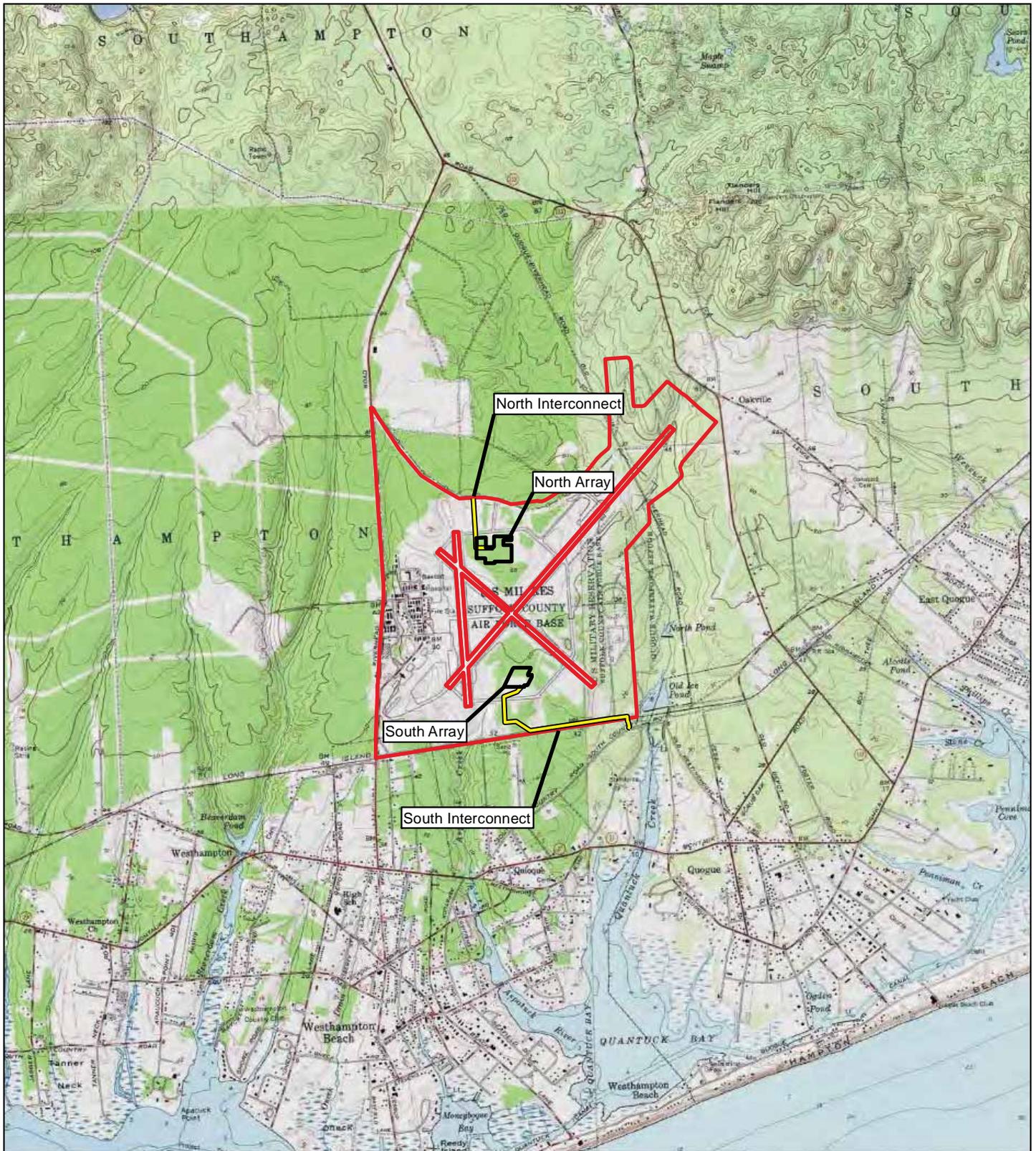


1430 Broadway
New York, NY 10018
212-221-7822

**SITE LOCATION ON
AERIAL PHOTOGRAPH
SUNEDISON GABRESKI AIRPORT
SOLAR INSTALLATION PROJECT
TOWN OF SOUTHAMPTON, NY**

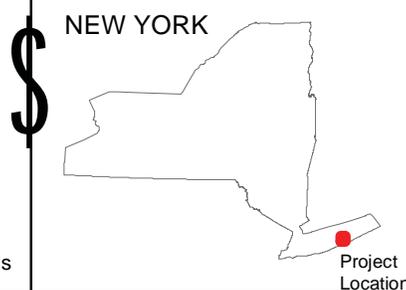
FIGURE 1

JULY 2015



-  Approximate Location of Solar Modules
-  Interconnect Route
-  Approximate Airport Boundary

Service Layer Credits:
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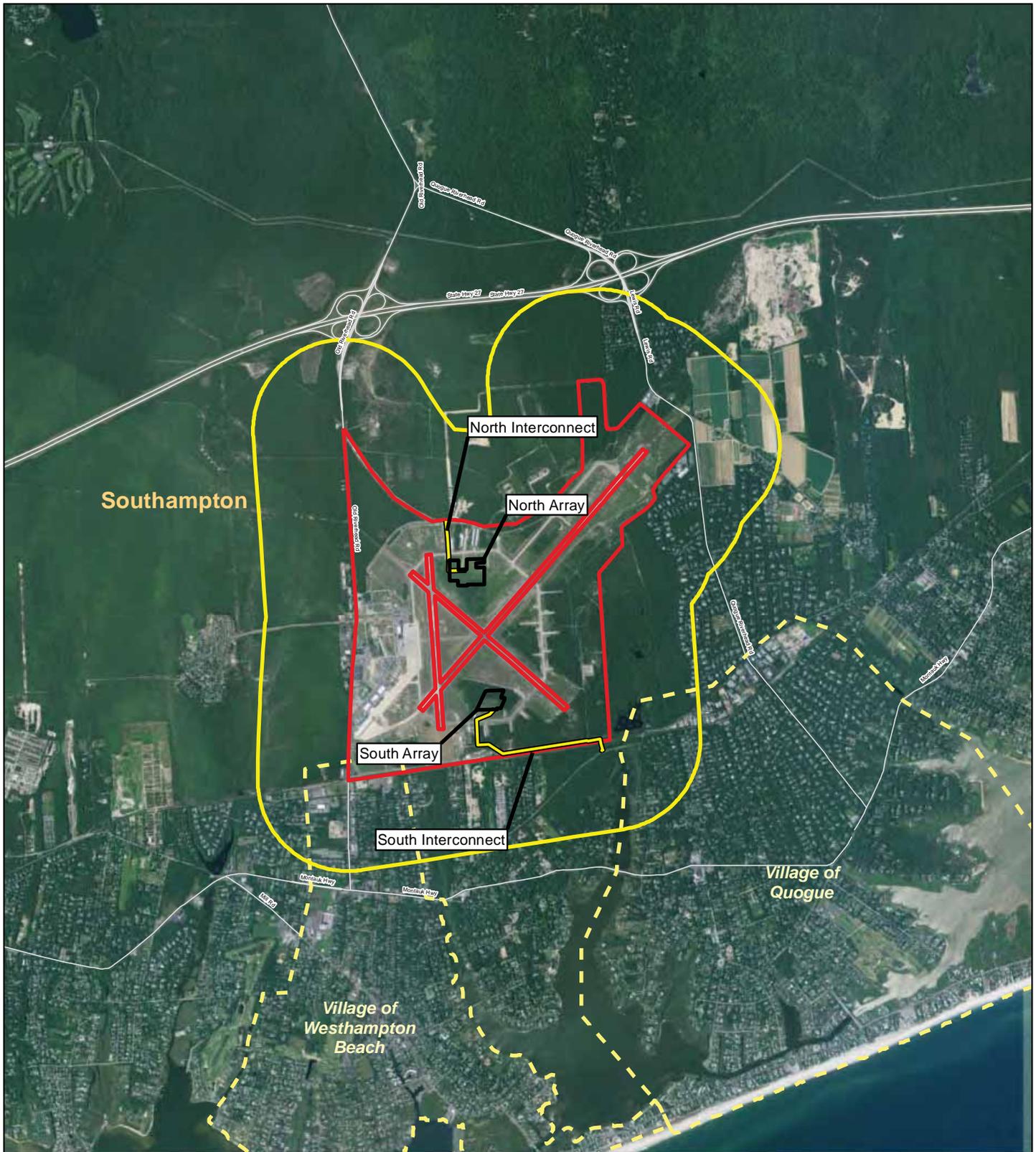


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SITE LOCATION ON UNITED STATES GEOLOGIC SURVEY MAP
SUNEDISON GABRESKI AIRPORT SOLAR INSTALLATION PROJECT
TOWN OF SOUTHAMPTON, NY

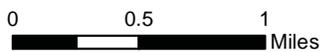
FIGURE 2

JULY 2015

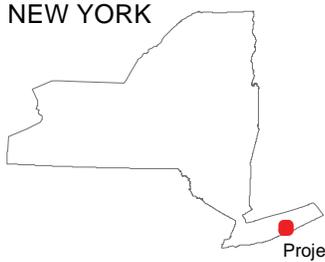


-  Approximate Location of Solar Modules
-  Interconnect Route
-  Half-Mile Site Buffer
-  Village Boundaries
-  NYS Roads

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



NEW YORK



Project Location

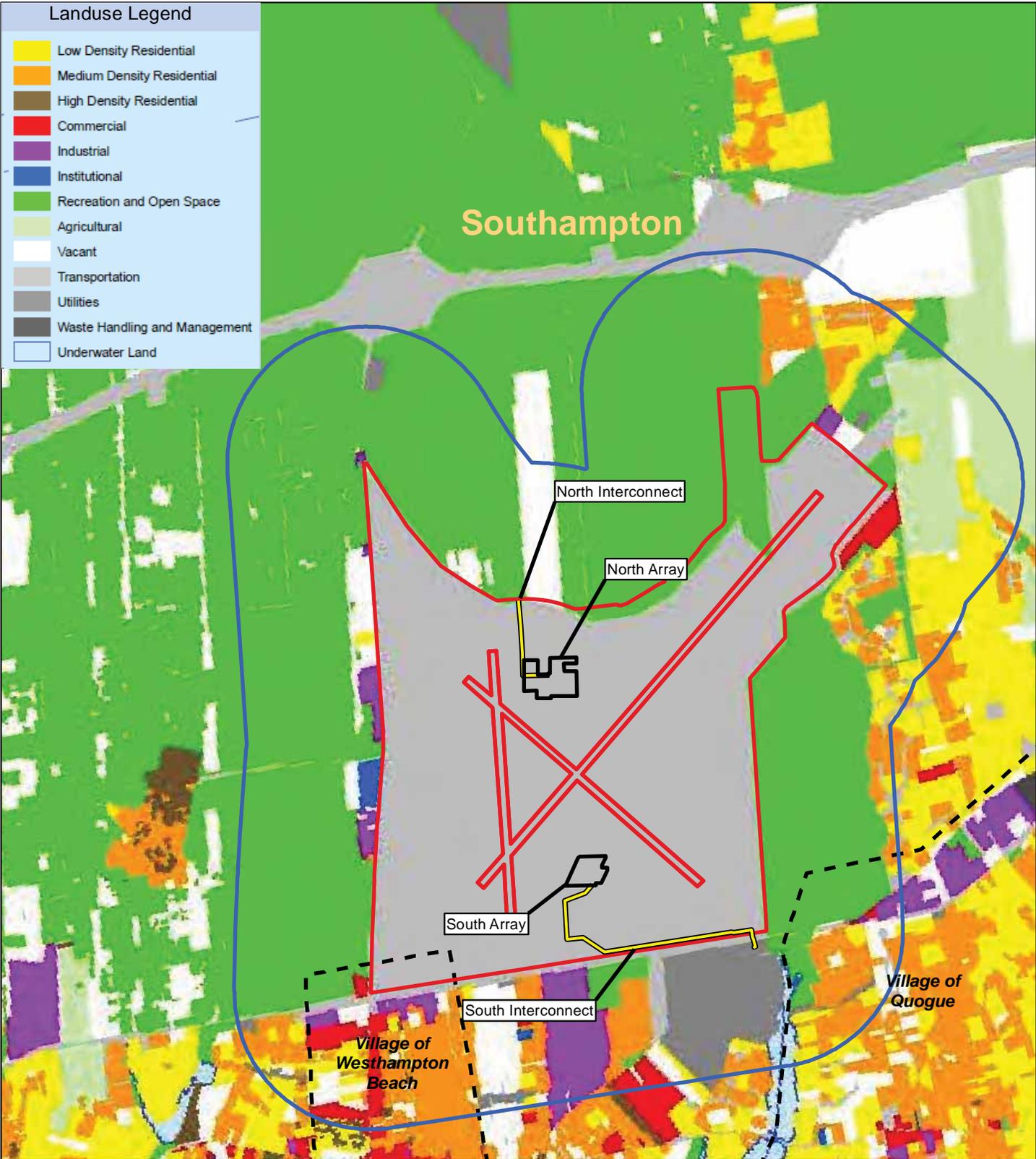


1430 Broadway
New York, NY 10018
212-221-7822

**SITE LOCATION ON AERIAL PHOTOGRAPH
SUNEDISON GABRESKI AIRPORT
SOLAR INSTALLATION PROJECT
TOWN OF SOUTHAMPTON, NY**

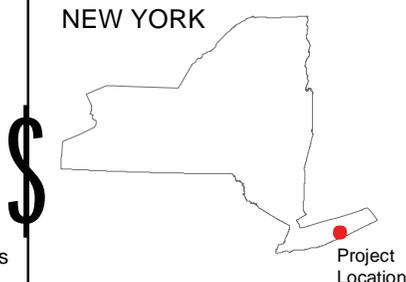
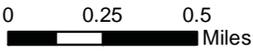
FIGURE 3

JULY 2015



- Approximate Location of Solar Modules
- Interconnect Route
- Half-Mile Airport Buffer
- - - Village Boundaries

Source Data: Suffolk County, New York, 2007



TRC 1430 Broadway
New York, NY 10018
212-221-7822

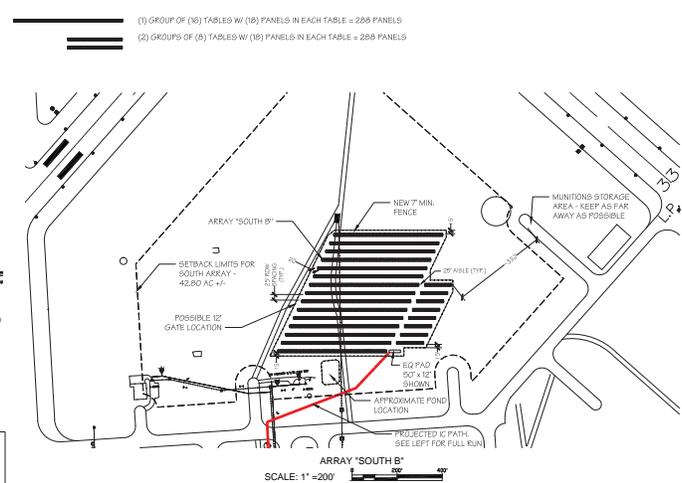
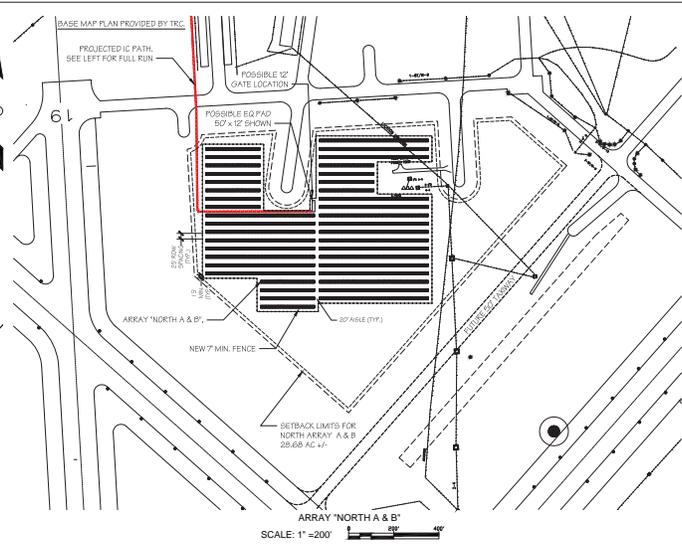
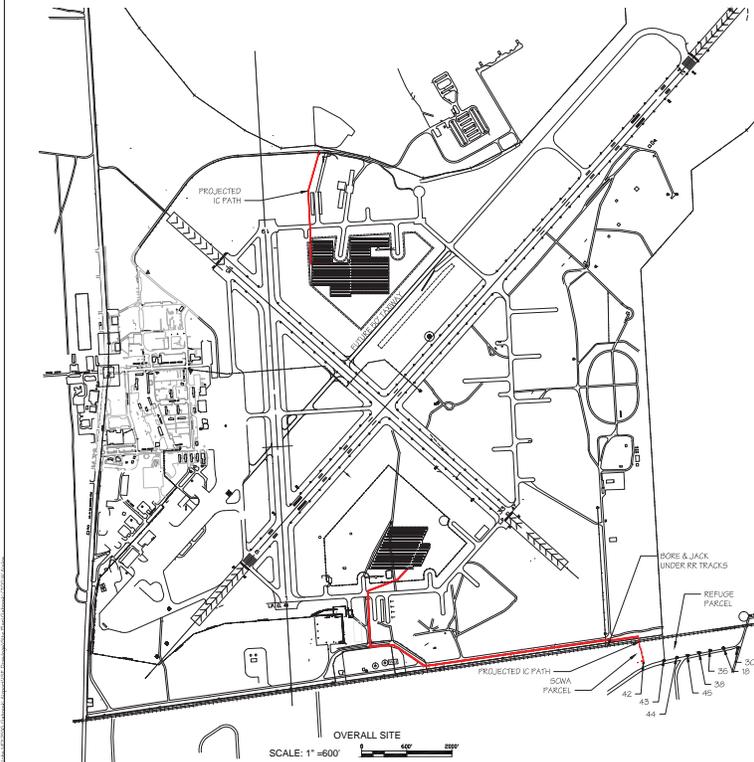
**EXISTING SUFFOLK COUNTY
LANDUSE MAP**
**SUNEDISON GABRESKI AIRPORT
SOLAR INSTALLATION PROJECT**
TOWN OF SOUTHAMPTON, NY

FIGURE 4 **JULY 2015**

SYSTEM DESCRIPTION - "NORTH A & B"		SYSTEM DESCRIPTION - "SOUTH B"	
MODULE TYPE	SUN EDISON SILVANTIS 320W F320ByC	MODULE TYPE	SUN EDISON SILVANTIS 320W F320ByC
MODULE QUANTITY	9,216	MODULE QUANTITY	4,896
SYSTEM SIZE (DC)	2.94912 MW DC	SYSTEM SIZE (DC)	1.56672 MW DC
SYSTEM SIZE (AC)	2.3 MW	SYSTEM SIZE (AC)	1.1 MW
SYSTEM TYPE	FIXED RACK STRUCTURE	SYSTEM TYPE	FIXED RACK STRUCTURE
TIPT ANGLE	28° FIXED TIPT	TIPT ANGLE	28° FIXED TIPT
ROW SPACING	25 FEET	ROW SPACING	25 FEET
ACRES	18.1+ DEVELOPED AREA	ACRES	7.7+ DEVELOPED AREA
INVERTERS	(2) FS1003CU-360	INVERTERS	(1) FS1003CU-360
EQUIPMENT PADS	TBD	EQUIPMENT PADS	TBD
AZIMUTH	180°	AZIMUTH	180°

NOTE:
 SITE MAP IS FROM A CAD FILE PREPARED BY
 TRC AND RECEIVED BY SE-MS, INC. FROM
 SUN EDISON ON DECEMBER 9, 2014

SETBACKS
 50' - E OF TAXWAYS
 549' - E OF RUNWAYS
 500' - E OF RUNWAYS
 48' (7' HIGH PANELS W/ 70') - (1V) TRANSITIONAL SURFACE
 50' - TOTAL SETBACK
 50' - EDGE OF TAXWAY STRIPS



*FAA RUNWAY SETBACK NARRATIVE
 SINCE THE FENCE AND PANELS ARE ELEVATED ABOVE GRADE, THEY MUST ALSO CONFORM TO FEDERAL AVIATION REGULATIONS (FAR) PART 77 (40CFR 77) WHEN CONSIDERING SETBACKS FROM RUNWAYS. THE FAR PART 77 TRANSITIONAL SURFACE BEGINS AT 500 FEET FROM THE CENTERLINE OF A RUNWAY AND EXTENDS OUTWARD AND UPWARD AT A SLOPE OF 7:1 (ONE FOOT RISE FOR EVERY 7 FEET OF RUN). FOR EXAMPLE, A 7 FOOT HIGH SOLAR PANEL WOULD NEED TO ADD 49 FEET (7X7) TO THE 500 FOOT LINE. A 65 FOOT FENCE REQUIRES 42 ADDITIONAL FEET (7X6) ADDED TO THE 500 FOOT LINE.

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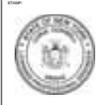
12500 BALTIMORE AVE
 BELTSVILLE, MD 20705
 (410) 309-7200

30 S. MAIN STREET
 BEL AIR, MD 21014
 (410) 399-9844

GABRESKI AIRPORT SOLAR ARRAY
 150 RIVERHEAD RD.
 WESTHAMPTON BEACH, NY 11978

NY-13-0100

PROPOSED
 SITE PLAN
 W/ AISLES



THE INFORMATION ON THE ACCURACY OF THIS PLAN IS THE RESPONSIBILITY OF THE SUBMITTER. THE STATE ENGINEER'S OFFICE DOES NOT GUARANTEE THE ACCURACY OF THIS PLAN. THE SUBMITTER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

NO.	REVISION	DATE
1	ISSUE FOR PERMIT	10/20/15

PROJECT Name: _____

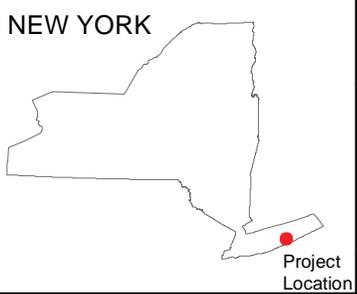
SCALE: AS SHOWN
 ORIGINAL SIZE 24" X 36"

C100



-  Approximate Location of Solar Modules
-  Interconnect Route
-  Approximate Airport Boundary
-  Village Boundaries
-  NYS Roads

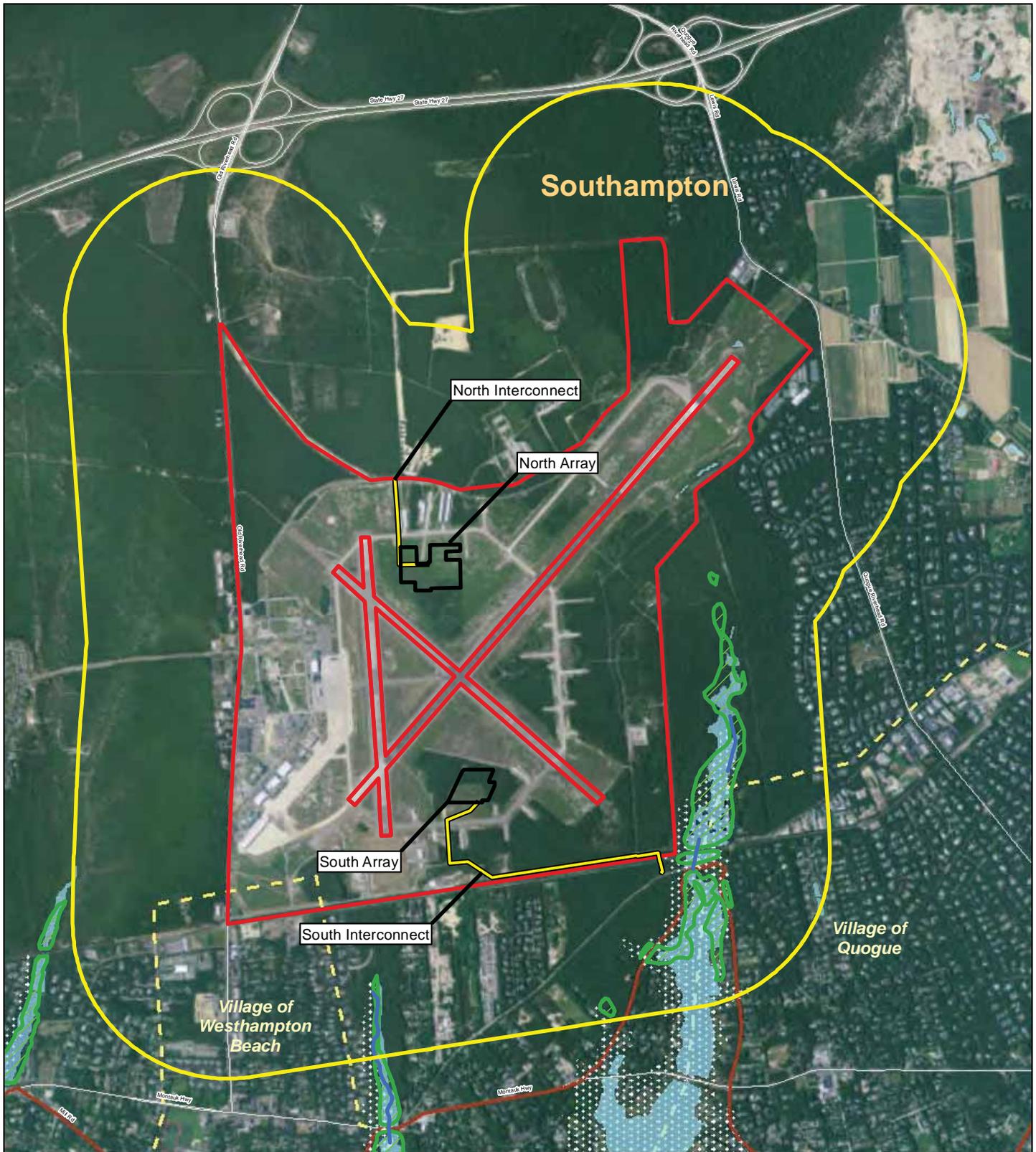
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



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**ROAD NETWORK
FOR AIRPORT ACCESS
SUNEDISON GABRESKI AIRPORT
SOLAR INSTALLATION PROJECT
TOWN OF SOUTHAMPTON, NY**

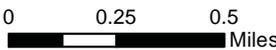
FIGURE 6 **JULY 2015**



- Approximate Location of Solar Modules
- Interconnect Route
- Half-Mile Airport Buffer
- Village Boundaries
- NYS Roads
- Hydrography
- NYS DEC Wetland
- NWI Wetland
- 100-Year Flood Zone
- Coastal Zone Boundary

Source Data: NYS Department of Environmental Conservation, NYS Department of State, National Wetlands Inventory, Federal Emergency Management Agency,

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Geomapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



NEW YORK

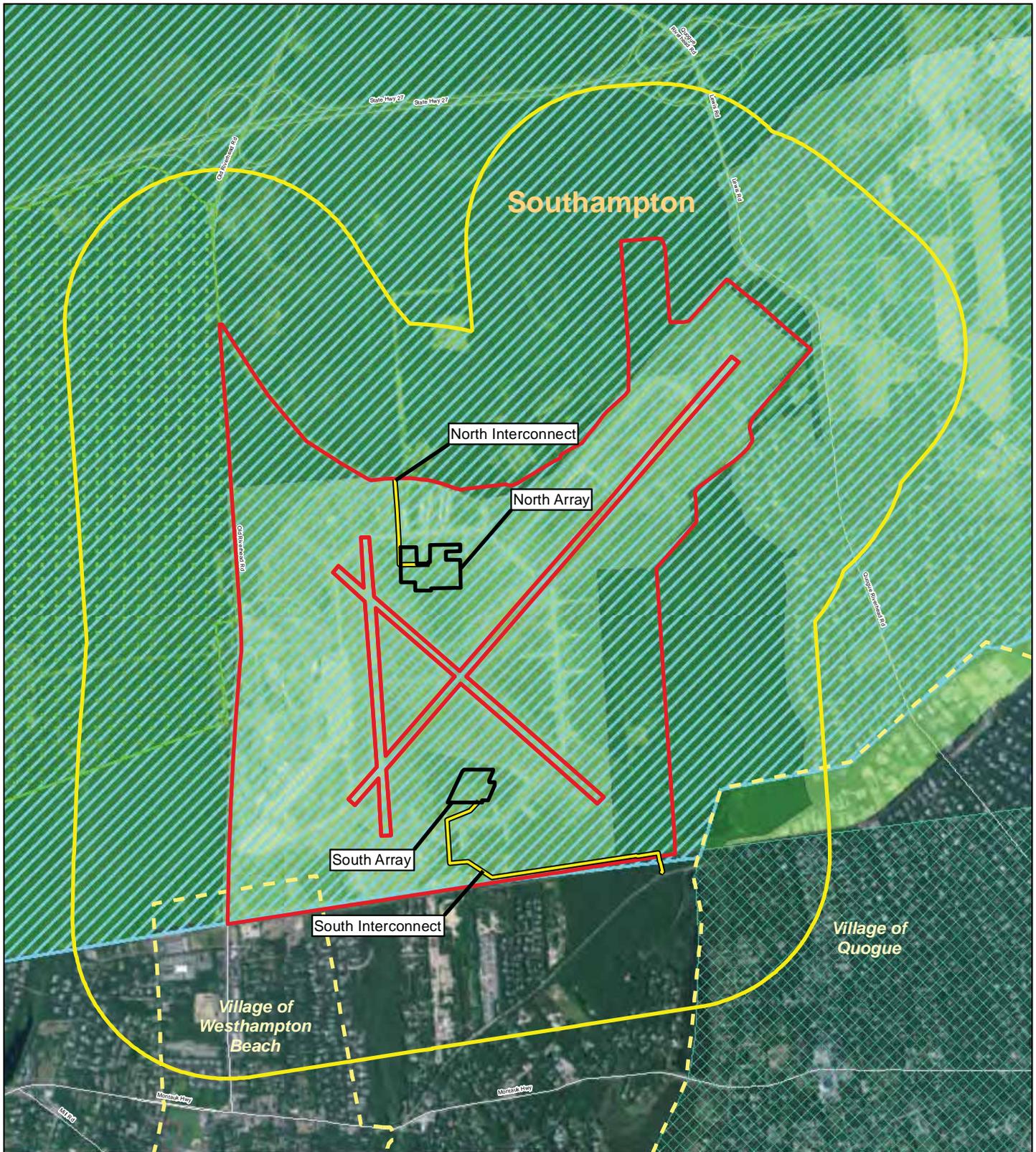


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**WETLANDS AND WATERWAYS
SUNEDISON GABRESKI AIRPORT
SOLAR INSTALLATION PROJECT
TOWN OF SOUTHAMPTON, NY**

FIGURE 7

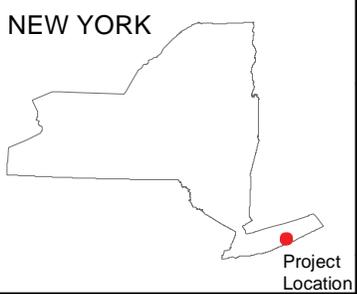
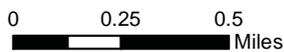
JULY 2015



- Approximate Location of Solar Modules
- Interconnect Route
- Half-Mile Airport Buffer

- Critical Environmental Areas**
- Aquifer Protection Overlay District and Central Suffolk Special Groundwater Protection Area
 - Dwarf Pine Forest
 - Tidal Wetlands

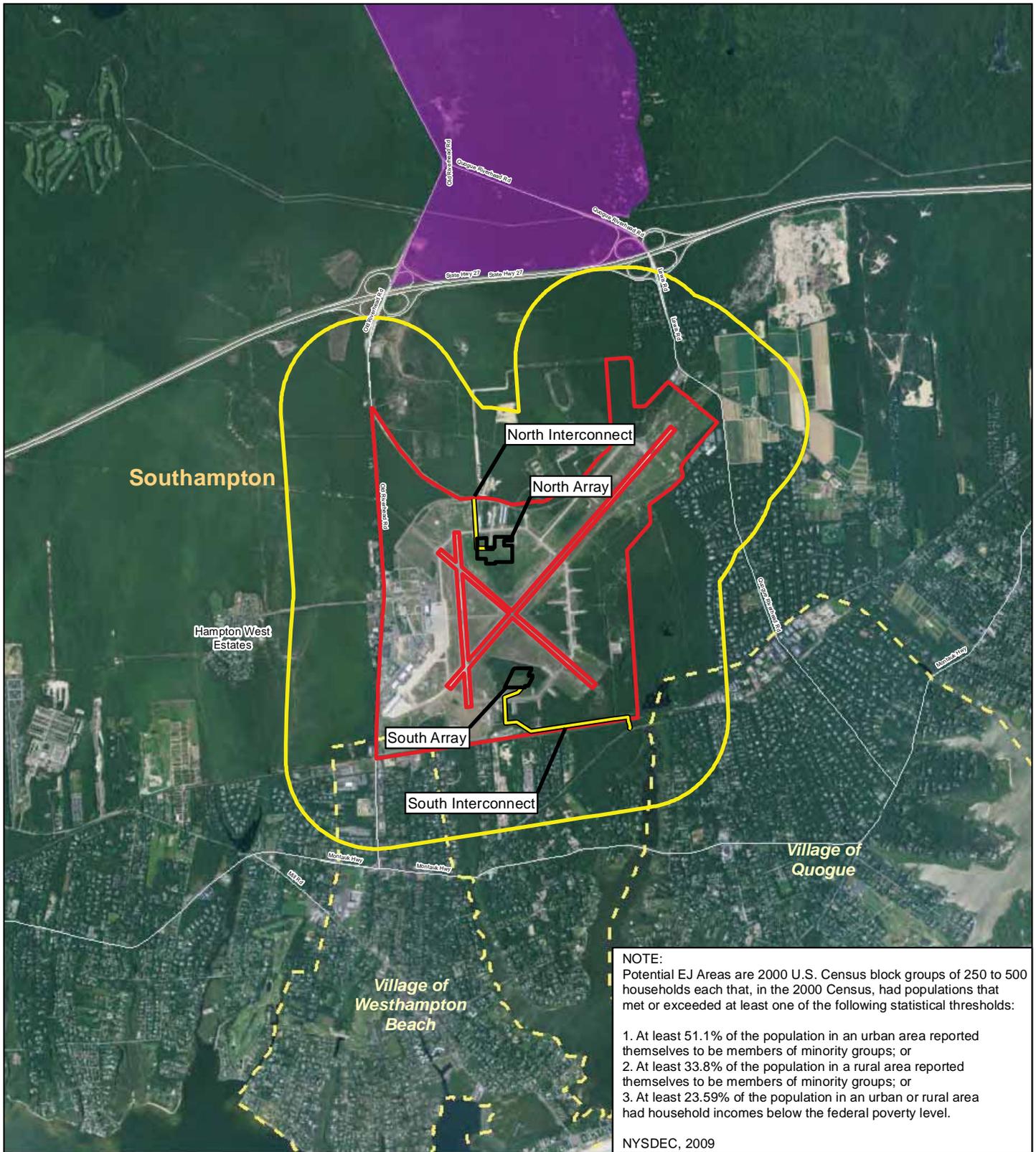
- Central Pine Barrens**
- Core Preservation Area
 - Compatible Growth Area
 - Village Boundaries
 - NYS Roads



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**CRITICAL ENVIRONMENTAL AREAS
SUNEDISON GABRESKI AIRPORT
SOLAR INSTALLATION PROJECT
TOWN OF SOUTHAMPTON, NY**

R:\Projects\GIS_2014\02712_SunEdison\Southampton\mxd\County\CEA_2015-07-09.mxd

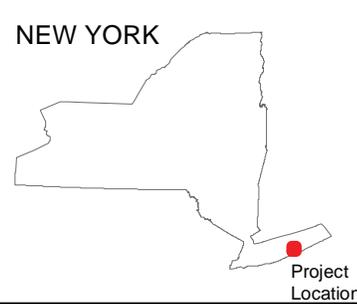
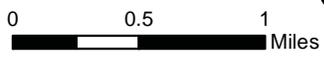


NOTE:
 Potential EJ Areas are 2000 U.S. Census block groups of 250 to 500 households each that, in the 2000 Census, had populations that met or exceeded at least one of the following statistical thresholds:

1. At least 51.1% of the population in an urban area reported themselves to be members of minority groups; or
2. At least 33.8% of the population in a rural area reported themselves to be members of minority groups; or
3. At least 23.59% of the population in an urban or rural area had household incomes below the federal poverty level.

NYSDEC, 2009

- Approximate Location of Solar Modules
 - Interconnect Route
 - Potential Environmental Justice Area
 - Approximate Airport Boundary
 - Half-Mile Airport Buffer
 - Village Boundaries
 - NYS Roads
- Base Map: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and



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POTENTIAL ENVIRONMENTAL JUSTICE LOCATIONS
SUNEDISON GABRESKI AIRPORT SOLAR INSTALLATION PROJECT
TOWN OF SOUTHAMPTON, NY

FIGURE 9 **JULY 2015**

Attachment 1: Correspondence Regarding Federally-Listed Species and Cultural Resource Consultations

- July 15, 2015 letter to New York State Office of Parks, Recreation, and Historic Preservation
- June 22, 2015 letter from the US Fish & Wildlife Service, Long Island Ecological Field Services Office
- July 31, 2015 letter from the New York State Department of Environmental Conservation



Wannalancit Mills
650 Suffolk St., Suite 200
Lowell, MA 01854

978.970.5600 PHONE
978.453.1995 FAX

www.trcsolutions.com

July 15, 2015

Ms. Ruth Pierpont, Deputy Commissioner/Deputy SHPO
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island Resource Center, PO Box 189
Waterford, NY 12188-0189

**RE: Continuing Consultation: Proposed SunEdison Gabreski Airport Solar Installation Project
Southampton, Suffolk County, New York
OPRHP Review No. 14PR02033**

Dear Ms. Pierpont:

SunEdison has refined the design of the proposed solar installation project (Project) at Gabreski Airport in Southampton, Suffolk County. We initially contacted your agency via a letter dated May 22, 2014 and the response was dated June 14, 2014 (OPRHP Review No. 14PR02033). In your previous review of the Project, it was the State Historic Preservation Officer's (SHPO's) opinion the Project will have No Effect upon cultural resource listed in or eligible for inclusion in the National Register of Historic Places. The letter intends to continue consultation with your agency and convey the refinements to the project design.

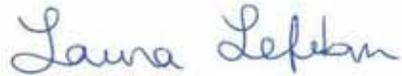
SunEdison intends to install a 3 megawatt (MW) AC new ground mounted photovoltaic (PV) solar modules at the airport. The original proposal was 6 MW AC. The solar array locations will still be two separate areas north and south of the runway; however, the total footprint has been reduced and now consists of 25.8 acres with 18.1 acres north of the runways and 7.7 acres south of the runways.

The location and length of the electrical interconnection route has also been refined from the original design. A buried electric conduit will run 1,900 feet on airport property before exiting the airport property and continuing 700 feet to the interconnection point. The south interconnect location is situated approximately 300 feet southeast of airport property on Old Main Road. The conduit will be buried on airport property along an existing road and railroad right-of-way, and then located on existing poles south of the airport to the interconnection point. Figures 1 and 2 show the proposed locations of the two interconnect routes.

TRC Environmental Corporation (TRC) has been retained by SunEdison to provide environmental review and licensing services in support of the project. The purpose of this letter is to continue consultation with your agency in determining potential impacts to cultural resources that could result from the Project. TRC is providing the attached revised figures depicting the changes to the project design.

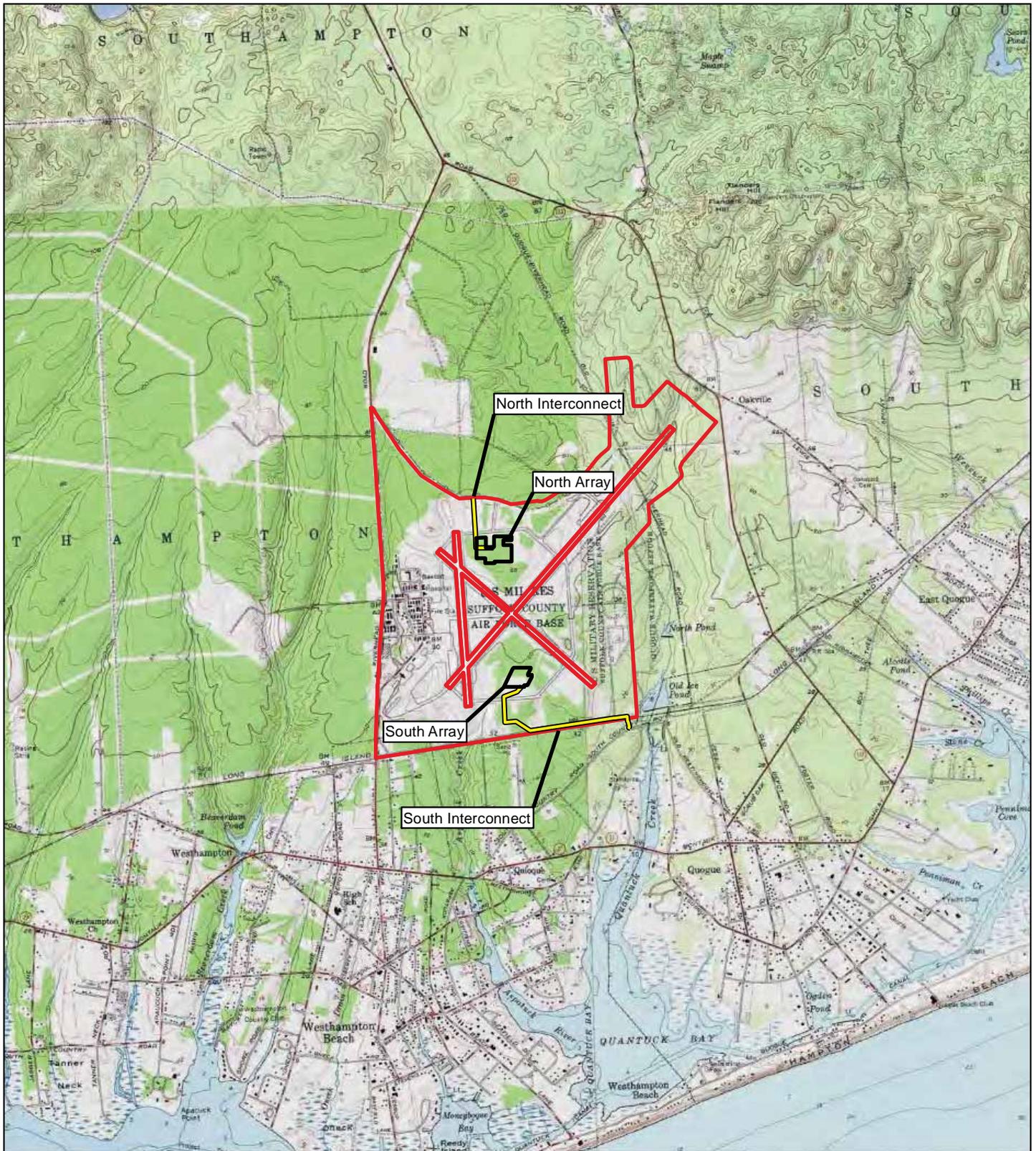
We look forward to receiving your comments regarding the update to the project design. Should you have any questions or require additional information, please do not hesitate to contact Rob Jackson at (978)-656-3609 or rjackson@trcsolutions.com or me at (978) 656-3517 or llefevre@trcsolutions.com

Sincerely yours,



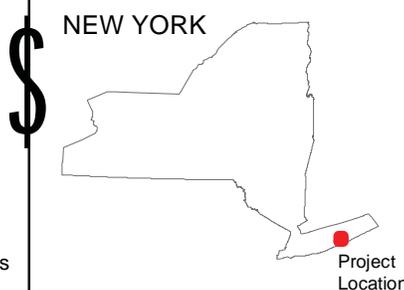
Laura Lefebvre
Senior Project Manager

cc: Lisa Broughton, Suffolk County Department of Economic Development and Planning
Anthony C. Ceglie, Airport Manager
Jason Funk, SunEdison
Rob Jackson, TRC
Erin Degutis, TRC
Timothy R. Sara, TRC



-  Approximate Location of Solar Modules
-  Interconnect Route
-  Approximate Airport Boundary

Service Layer Credits:
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 212-221-7822

SITE LOCATION ON UNITED STATES GEOLOGIC SURVEY MAP
SUNEDISON GABRESKI AIRPORT SOLAR INSTALLATION PROJECT
TOWN OF SOUTHAMPTON, NY

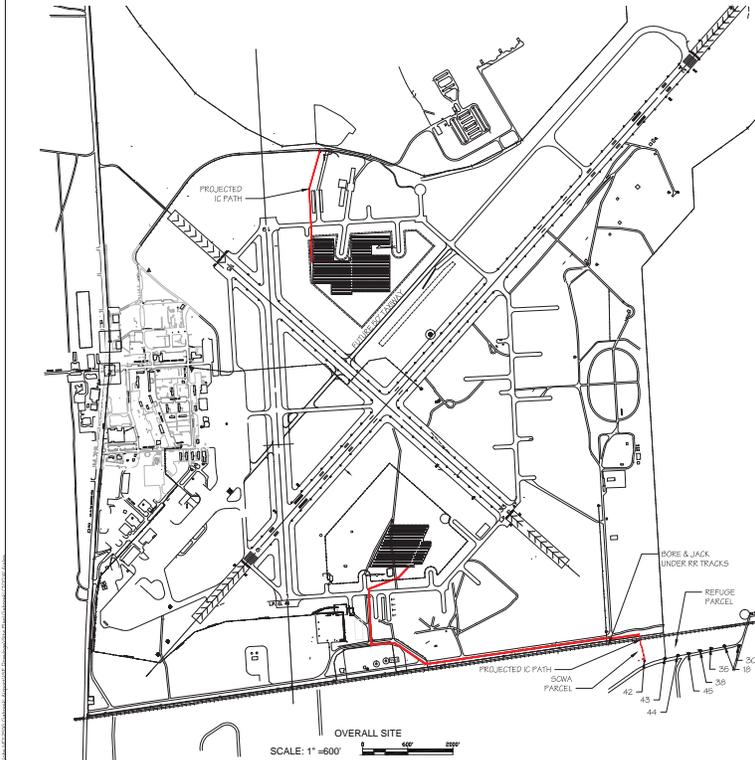
FIGURE 1

JULY 2015

SYSTEM DESCRIPTION - "NORTH A & B"		SYSTEM DESCRIPTION - "SOUTH B"	
MODULE TYPE	SUN EDISON SILVANTIS 320W F320ByC	MODULE TYPE	SUN EDISON SILVANTIS 320W F320ByC
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SYSTEM SIZE (AC)	2.3 MW	SYSTEM SIZE (AC)	1.1 MW
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ROW SPACING	25 FEET	ROW SPACING	25 FEET
ACRES	18.1+ DEVELOPED AREA	ACRES	7.7+ DEVELOPED AREA
INVERTERS	(2) FS1003CU-360	INVERTERS	(1) FS1003CU-360
EQUIPMENT PADS	TBD	EQUIPMENT PADS	TBD
AZIMUTH	180°	AZIMUTH	180°

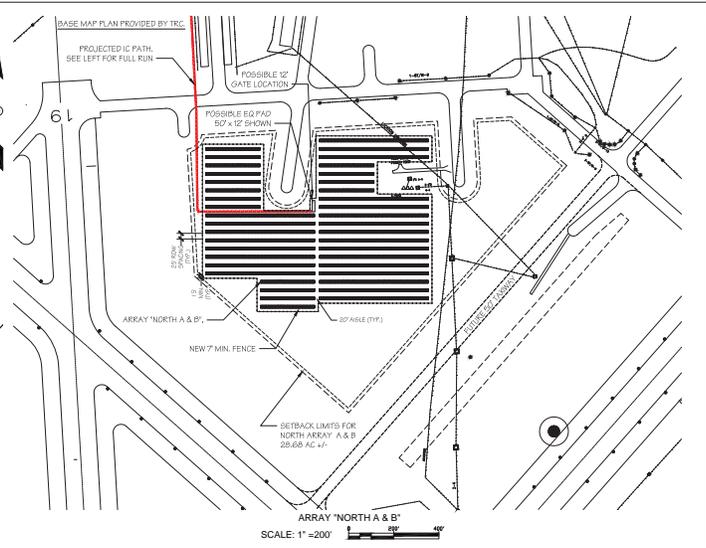
NOTE:
 SITE MAP IS FROM A CAD FILE PREPARED BY
 TRC AND RECEIVED BY SE-MS, INC. FROM
 SUN EDISON ON DECEMBER 9, 2014

SETBACKS
 50' - E OF TAXWAYS
 549' - E OF RUNWAYS 1
 500' - E OF RUNWAYS 2
 489' (7' HIGH PANELS W/ 70') - (1V) TRANSITIONAL SURFACE
 500' TOTAL SETBACK
 50' - EDGE OF TAXWAY STRIPS



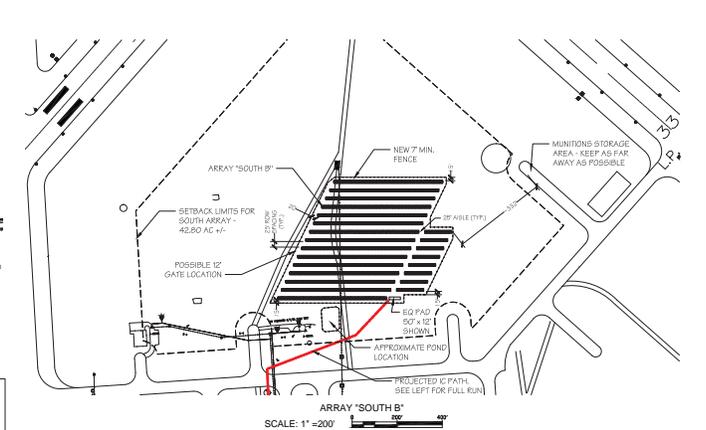
OVERALL SITE
 SCALE: 1" = 600'

*FAA RUNWAY SETBACK NARRATIVE
 SINCE THE FENCE AND PANELS ARE ELEVATED ABOVE GRADE, THEY MUST ALSO CONFORM TO FEDERAL AVIATION REGULATIONS (FAR) PART 77 (40CFR 77) WHEN CONSIDERING SETBACKS FROM RUNWAYS. THE FAR PART 77 TRANSITIONAL SURFACE BEGINS AT 500 FEET FROM THE CENTERLINE OF A RUNWAY AND EXTENDS OUTWARD AND UPWARD AT A SLOPE OF 7:1 (ONE FOOT RISE FOR EVERY 7 FEET OF RUN). FOR EXAMPLE, A 7 FOOT HIGH SOLAR PANEL WOULD NEED TO ADD 49 FEET (7X7) TO THE 500 FOOT LINE. A 65 FOOT FENCE REQUIRES 42 ADDITIONAL FEET (7X6) ADDED TO THE 500 FOOT LINE.



SCALE: 1" = 200'

(1) GROUP OF (6) TABLES W/ (18) PANELS IN EACH TABLE = 288 PANELS
 (2) GROUPS OF (8) TABLES W/ (18) PANELS IN EACH TABLE = 288 PANELS



SCALE: 1" = 200'

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 (410) 309-7200

30 S. MAIN STREET
 BEL AIR, MD 21014
 (410) 399-9844

GABRESKI AIRPORT SOLAR ARRAY
 150 RIVERHEAD RD.
 WESTHAMPTON BEACH, NY 11978

NY-13-0100

PROPOSED
 SITE PLAN
 W/ AISLES

FIGURE 2

DATE: 02/09/15
 DRAWN BY: RLM
 CHECKED BY: GFC
 APPROVED BY: GFC

NO.	REVISION	DATE
1	ISSUE FOR PERMIT	02/09/15

PROJECT NAME:
 AS SHOWN
 ORIGINAL SIZE 24" X 36"

C100



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 SMITH ROAD
SHIRLEY, NY 11967
PHONE: (631)286-0485 FAX: (631)286-4003

Consultation Code: 05E1LI00-2014-SLI-0040

June 22, 2015

Event Code: 05E1LI00-2015-E-00148

Project Name: SunEdison Solar

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having

similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: SunEdison Solar

Official Species List

Provided by:

Long Island Ecological Services Field Office
340 SMITH ROAD
SHIRLEY, NY 11967
(631) 286-0485

Consultation Code: 05E1LI00-2014-SLI-0040

Event Code: 05E1LI00-2015-E-00148

Project Type: DEVELOPMENT

Project Name: SunEdison Solar

Project Description: SunEdison proposes to construct and install seven (7) megawatts of new ground mounted photovoltaic solar modules within the Francis S. Gabreski Airport in Southampton, Suffolk County, New York. The project will be located at two separate areas adjacent to existing airport runways and would require approximately 30 acres of land.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: SunEdison Solar

Project Location Map:



Project Coordinates: The coordinates are too numerous to display here.

Project Counties: Suffolk, NY



United States Department of Interior
Fish and Wildlife Service

Project name: SunEdison Solar

Endangered Species Act Species List

There are a total of 6 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Birds	Status	Has Critical Habitat	Condition(s)
Piping Plover (<i>Charadrius melodus</i>) Population: except Great Lakes watershed	Threatened	Final designated	
Red Knot (<i>Calidris canutus rufa</i>)	Threatened		
Roseate tern (<i>Sterna dougallii dougallii</i>) Population: northeast U.S. nesting pop.	Endangered		
Flowering Plants			
Sandplain gerardia (<i>Agalinis acuta</i>)	Endangered		
Seabeach amaranth (<i>Amaranthus pumilus</i>)	Threatened		
Mammals			
Northern long-eared Bat (<i>Myotis septentrionalis</i>)	Threatened		



United States Department of Interior
Fish and Wildlife Service

Project name: SunEdison Solar

Critical habitats that lie within your project area

There are no critical habitats within your project area.

Table 1.
Species Consultation Table

Common Name	Latin Name	Federal Status	Potential Habitat Present	Species Present ¹	Habitat Characteristics	Potential for Take
Plants						
Sandplain gerardia	<i>Agalinis acuta</i>	Endangered	Yes	No	Traditionally a maritime grassland species maintained by fire and grazing; now survives in grasslands in pine barrens with broad, grassy swaths; and other remnant grasslands on the South Fork (Suffolk County) and Hempstead Plains (Nassau County). Needs some disturbance which provides bare soil areas.	Take is not anticipated ²
Seabeach amaranth	<i>Amaranthus pumilus</i>	Threatened	No	No	Barrier island beaches between the foredune and wrack line, and also open overwash areas behind the foredune.	Take is not anticipated
Animals						
Northern long-eared bat	<i>Myotis septentrionalis</i>	Threatened	No	No	Caves with large passages and entrances, constant temperatures, and high humidity in winter. Mature, unfragmented, forest areas in summer where roosts underneath bark, in cavities, or in crevices of both dead and live trees.	Take is not anticipated
Piping plover	<i>Charadrius melodus</i>	Threatened	No	No	Dry, sandy beaches or areas filled with dredged sand, often near dunes with little or no beach grass.	Take is not anticipated
Roseate tern	<i>Sterna dougallii</i>	Endangered	No	No	Marine coastal species; salt marsh islands and beaches with sparse vegetation.	Take is not anticipated
Red knot	<i>Calidris canutus rufa</i>	Threatened	No	No	Coastal marine and estuarine habitats with large areas of intertidal sediments; sandy, gravel, cobble beaches, tidal mudflats, salt marshes, shallow coastal impoundments, lagoons, and peat banks.	Take is not anticipated
¹ Species present determined by consultation with the NYNHP, provided in Attachment A (Note: all species listed above are also state-listed). ² Although potential habitat for the sandplain gerardia may be present within the vicinity of the Project area, there are no documented occurrences of the species within the vicinity of the Francis S. Gabreski Airport by the NYNHP. Therefore, take of this species is not anticipated. Source: USFWS. 2014/2015. Species By County Report: Suffolk, NY. Accessed online May 14, 2014 and June 22, 2015 at: http://www.fws.gov/northeast/nyfo/es/section7.htm						

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov



Joe Martens
Commissioner

July 31, 2015

Jaime Walker
TRC Environmental Corporation
650 Suffolk Street
Lowell, MA 01854

Re: SunEdison Gabreski Airport Solar Installation Project
Town/City: Southampton. County: Suffolk.

Dear Jaime Walker:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities, which our databases indicate occur, or may occur, on your site or in the immediate vicinity of your site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our databases. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

Nicholas Conrad
Information Resources Coordinator
New York Natural Heritage Program



**The following state-listed animals have been documented
at your project site, or in its vicinity.**

The following list includes animals that are listed by NYS as Endangered, Threatened, or Special Concern; and/or that are federally listed or are candidates for federal listing.

For information about potential impacts of your project on these populations, how to avoid, minimize, or mitigate any impacts, and any permit considerations, contact the Wildlife Manager at the NYSDEC Regional Office for the region where the project is located. A listing of Regional Offices is at <http://www.dec.ny.gov/about/558.html>.

The following species have been documented adjacent to the north section of the project site. Potential onsite and offsite impacts from the project may need to be addressed.

<i>COMMON NAME</i>	<i>SCIENTIFIC NAME</i>	<i>NY STATE LISTING</i>	<i>FEDERAL LISTING</i>
Birds			
Upland Sandpiper <i>Breeding</i>	<i>Bartramia longicauda</i>	Threatened	10923
Northern Harrier <i>Breeding</i>	<i>Circus cyaneus</i>	Threatened	11127

This report only includes records from the NY Natural Heritage databases. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the listed animals in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, and from NYSDEC at <http://www.dec.ny.gov/animals/7494.html>.



The following rare plants, rare animals, and significant natural communities have been documented at your project site, or in its vicinity.

We recommend that potential onsite and offsite impacts of the proposed project on these species or communities be addressed as part of any environmental assessment or review conducted as part of the planning, permitting and approval process, such as reviews conducted under SEQR. Field surveys of the project site may be necessary to determine the status of a species at the site, particularly for sites that are currently undeveloped and may still contain suitable habitat. Final requirements of the project to avoid, minimize, or mitigate potential impacts are determined by the lead permitting agency or the government body approving the project.

The following animals, while not listed by New York State as Endangered or Threatened, are of conservation concern to the state, and are considered rare by the New York Natural Heritage Program.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	HERITAGE CONSERVATION STATUS
Birds			
Chuck-will's-widow <i>Breeding</i>	<i>Antrostomus carolinensis</i>	Protected Bird	Critically Imperiled in NYS
Quogue Northwest Pine Barrens, 2012-06-09: The habitat is a large area of pitch pine-oak forest, with residential areas, near east end of south interconnect.			13918
Moths			
Coastal Barrens Buckmoth	<i>Hemileuca maia ssp. 5</i>	Special Concern	Imperiled in NYS and Globally Uncommon
Dwarf Pine Barrens, 2005-07-29: The moths were captured in an open canopy dwarf forest of <i>Pinus rigida</i> and <i>Quercus ilicifolia</i> , with <i>Gaylussacia baccata</i> , <i>Vaccinium pallidum</i> , <i>Gaultheria procumbens</i> , <i>Arctostaphylos uva-ursi</i> . The substrate has a thin litter layer and is sandy. The northern-most part of the site is shrub savanna with more scattered pines and lichens. The southern-most part of the area was burned in a hot fire in 1995 that killed most of the pines.			38

The following significant natural communities are considered significant from a statewide perspective by the NY Natural Heritage Program. They are either occurrences of a community type that is rare in the state, or a high quality example of a more common community type. By meeting specific, documented criteria, the NY Natural Heritage Program considers these community occurrences to have high ecological and conservation value.

COMMON NAME	SCIENTIFIC NAME	NY STATE LISTING	HERITAGE CONSERVATION STATUS
Upland/Terrestrial Communities			
Dwarf Pine Plains			High Quality Occurrence of Rare Community Type and Globally Rare
Dwarf Pine Barrens: This is a series of large contiguous patch areas. Some portions have little disturbance. Some portions were cleared in the past and are recovering. Patches occur at Gabreski Airport.			4443
Pitch Pine-Oak Forest			High Quality Occurrence
Quogue Northwest Pine Barrens: Development is encroaching from all sides, but portions, especially within the refuge, are in good shape. Patches occur at Gabreski Airport.			5544
Pitch Pine-Oak-Heath Woodland			High Quality Occurrence of Rare Community Type
Dwarf Pine Barrens: This is an excellent example with no development and only minor disturbance. Patches occur at Gabreski Airport.			8060

The following plants are listed as Endangered or Threatened by New York State, and/or are considered rare by the New York Natural Heritage Program, and so are a vulnerable natural resource of conservation concern.

<i>COMMON NAME</i>	<i>SCIENTIFIC NAME</i>	<i>NY STATE LISTING</i>	<i>HERITAGE CONSERVATION STATUS</i>
Vascular Plants			
Showy Aster	<i>Eurybia spectabilis</i>	Threatened	Imperiled in NYS

Dwarf Pine Barrens, 1991-09-11: A mowed field at the south end of main north-south runway in former pine barrens area.

8206

This report only includes records from the NY Natural Heritage databases. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the rare animals and plants in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, from NatureServe Explorer at <http://www.natureserve.org/explorer>, and from USDA's Plants Database at <http://plants.usda.gov/index.html> (for plants).

Information about many of the natural community types in New York, including identification, dominant and characteristic vegetation, distribution, conservation, and management, is available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org. For descriptions of all community types, go to <http://www.dec.ny.gov/animals/29384.html> and click on Draft Ecological Communities of New York State.

Attachment 2: Public Notice in the Southampton Press (December 10, 2015)

The Press Newspaper Group, P.O. Box 1207, Southampton, NY 11969

Account:		Ad ID:	877823
Name:	ERIN A DEGUTIS	Description:	W-8778231210
Company:	TRC SOLUTIONS	Run Dates:	12/10/15 to 12/10/15
Address:	?	Class:	9999
Telephone:	(303) 395-4048	Orig User:	VICKYM
		Words:	456
		Lines:	116
		Agate Lines:	170

Notice on Availability for Comments on the Environmental Assessment for a Proposed 3.1 MW Photovoltaic Solar Array at the Francis S. Gabreski Airport, Westhampton Beach, New York.

Summary: In compliance with the National Environmental Policy Act of 1969, as amended (NEPA), the Francis S. Gabreski Airport and Suffolk County Department of Economic Development and Planning are providing public notification that an Environmental Assessment for a Proposed 3.1 MW Photovoltaic Solar Array is available for public review and comment.

SunEdison has been selected by Suffolk County for the development, design, construction, operation and maintenance of a Solar Photovoltaic Development project (the "Project") at the Francis S. Gabreski Airport (the "Airport") in the Village of Westhampton Beach, Town of Southampton, Suffolk County, New York. The Airport, which is owned by Suffolk County, is a general aviation airport located on 1,451 acres on eastern Long Island.

SunEdison is proposing to install up to 3.1 megawatts (MW) of new ground mounted photovoltaic solar modules. The Project will require approximately 25.8 acres of land that will be leased from the Suffolk County Department of Economic Development and Planning. The proposed solar installation project will be located at two separate areas adjacent to existing airport runways at the Airport. The sites proposed for development are currently undeveloped and contain no structures or other airport facilities.

Suffolk County will incur no up-front capital or construction costs. In supporting the installation of PV solar generation on county property, the Suffolk County Department of Economic Development and Planning expects to provide the county with both economic and environmental benefits. The lease payments generated by the construction and operation of the facility will go directly to the airports improvement/management fund. The system will be connected to the PSEG's grid under PSEG's Clean Solar Initiative Feed-in Tariff II program.

The Environmental Assessment, prepared by SunEdison's consultant TRC Environmental, assesses the potential environmental effects of the construction and operation of the Project in accordance with the requirements of the National Environmental Policy Act (NEPA). A copy of the Environmental Assessment is available in the office of the Airport Manager of Francis S. Gabreski Airport (see address below).

Address: To ensure comments will be considered, the Francis S. Gabreski Airport must receive written comments within thirty (30) days following the date the Suffolk County Aviation Authority publishes its Notice of Availability in the Southampton Press. You may submit comments about the Environmental Assessment by any of the following methods:

Email: Anthony.Ceglio@suffolkcountyny.gov

Fax: 631-852-8092

Mail: Mr. Anthony Ceglio, Francis S. Gabreski Airport, Administrative Building #1, 150 Riverhead Road, Westhampton Beach, NY 11978

For Further Contact: Mr. Anthony Ceglio, Airport Manager, Francis S. Gabreski Airport, Suffolk County Department of Economic Development and Planning, Administrative Building #1, 150 Riverhead Road, Westhampton Beach, NY 11978

W-8778231210

Attachment 3: Affidavit for Publication in the Southampton Press

Notice on Availability for Comments on the Environmental Assessment for a Proposed 3.1 MW Photovoltaic Solar Array at the Francis S. Gabreski Airport, Westhampton Beach, New York.

Summary: In compliance with the National Environmental Policy Act of 1969, as amended (NEPA), the Francis S. Gabreski Airport and Suffolk County Department of Economic Development and Planning are providing public notification that an Environmental Assessment for a Proposed 3.1 MW Photovoltaic Solar Array is available for public review and comment.

SunEdison has been selected by Suffolk County for the development, design, construction, operation and maintenance of a Solar Photovoltaic Development project (the "Project") at the Francis S. Gabreski Airport (the "Airport") in the Village of Westhampton Beach, Town of Southampton, Suffolk County, New York. The Airport, which is owned by Suffolk County, is a general aviation airport located on 1,451 acres on eastern Long Island.

SunEdison is proposing to install up to 3.1 megawatts (MW) of new ground mounted photovoltaic solar modules. The Project will require approximately 25.8 acres of land that will be leased from the Suffolk County Department of Economic Development and Planning. The proposed solar installation project will be located at two separate areas adjacent to existing airport runways at the Airport. The sites proposed for development are currently undeveloped and contain no structures or other airport facilities. Suffolk County will incur no up-front capital or construction costs. In supporting the installation of PV solar generation on county property, the Suffolk County Department of Economic Development and Planning expects to provide the county with both economic and environmental benefits. The lease payments generated by the construction and operation of the facility will go directly to the airports improvement/management fund. The system will be connected to the PSEG's grid under PSEG's Clean Solar Initiative Feed-in Tariff II program. The Environmental Assess-

ment, prepared by SunEdison's consultant TRC Environmental, assesses the potential environmental effects of the construction and operation of the Project in accordance with the requirements of the National Environmental Policy Act (NEPA). A copy of the Environmental Assessment is available in the office of the Airport Manager of Francis S. Gabreski Airport (see address below).

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Email: Anthony.Ceglio@suffolkcountyny.gov
Fax: 631-852-8092

Mail: Mr. Anthony Ceglio, Francis S. Gabreski Airport, Administrative Building #1, 150 Riverhead Road, Westhampton Beach, NY 11978

For Further Contact: Mr. Anthony Ceglio, Airport Manager, Francis S. Gabreski Airport, Suffolk County Department of Economic Development and Planning, Administrative Building #1, 150 Riverhead Road, Westhampton Beach, NY 11978
W-8778231210

State of New York
County of Suffolk

Angela Sanchez

being duly sworn, says s/he is the

ADMINISTRATIVE ASSISTANT

of the SOUTHAMPTON PRESS, WESTERN EDITION, a newspaper published weekly in the Village of Westhampton Beach, Town of Southampton, county and state aforesaid, and that a notice, of which the annexed printed slip is a copy, was published in said newspaper once a week

for 1 consecutive week(s),

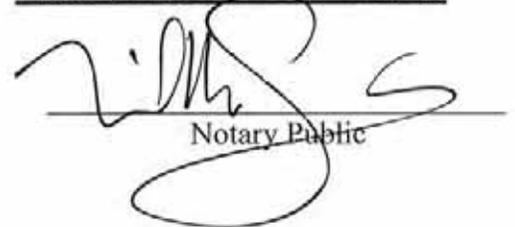
commencing on the 10th day of

December 2015



Sworn to before me this 10th day of

December 2015



Notary Public

NEIL M. SALVAGGIO
Notary Public, State of New York
No. 01SA6082874, Suffolk County
Commission Expires November 4, 2014

8778231210

Attachment 4: Public Comment

- Comment Letter: Exhibit 1
- Comment / Response Table

Degutis, Erin

From: M. Balsamo <mbalsam2@optonline.net>
Sent: Friday, January 08, 2016 3:31 PM
To: Ceglio, Anthony
Subject: Solar Farm Concerns

Importance: High

Dear Mr. Ceglio,

I am writing to voice my concern about the installation of a solar farm at Francis S. Gabreski airport. I was unaware that this has been approved for installation as early as the spring. It is my understanding that the environmental impact study that was completed was done by a company hired by Sun Edison, the company that will installing the panels. I was wondering why there wasn't an independent study done? Is there a plan for an independent study to be done before this project moves ahead? I did some research on line and I became concerned about the concentrated sun radiation in one area. How far reaching are the effects of this radiation? In addition, I am assuming that this will be, in essence, a power plant providing electricity. The article in the Southampton Press states that this electricity will provide electric power for a year for up to 1,000 homes. Do you know which homes will be receiving this electricity? In addition, there have been very few studies on the health effects of living near a solar farm. I am concerned for the residents and businesses, as well as the base in regard to being so close to where this solar farm will be installed. I think more independent research, by experts should be done before this project goes forward. Please let me know if you have any additional information in regard to my concerns that is not provided by the Sun Edison or a company they have hired. Thank you for your attention to this matter.

Sincerely,
MaryLouise Balsamo
15 Baycrest Ave.
Westhampton, NY 11977

Solar Photovoltaic Solar Project at Francis S. Gabreski Airport
 Westhampton, New York
 January 11, 2016

Table 1: Public Comments on Environmental Assessment

Comment Letter ID	Date Received	Commenter	Address	Comment Number	Comment	Resource / Element	Response
1	January 8, 2016 3:31 PM	Mary Louise Balsamo	15 Baycrest Ave Westhampton, NY 11977	1	I am writing to voice my concern about the installation of a solar farm at Francis S. Gabreski airport.	N / A	Thank you for your comments and concerns about the Solar Photovoltaic Solar Project at Francis S. Gabreski Airport ("Project") and participating in the public review and comment process.
				2	I was unaware that this has been approved for installation as early as the spring.	Introduction / Background	The estimated date for the commencement of construction in 2016 is based upon approval of the Environmental Assessment and Suffolk County granting permits for the Project.
				3	It is my understanding that the environmental impact study that was completed was done by a company hired by SunEdison, the company that will installing the panels.	Project Information	TRC Environmental, Inc., an environmental and engineering consulting firm, was retained by SunEdison to develop the Environmental Assessment for the Project.
				4	I was wondering why there wasn't and independent study done?	General	The Environmental Assessment is required by the National Environmental Policy Act (NEPA) because the Project is located at a public-use airport that receives federal funding and the Project's location would revise the Airport Layout Plan. The Project developer, SunEdison, is responsible for the preparation of the Environmental Assessment for the Airport Sponsor, the Francis S. Gabreski Airport, in order to

Solar Photovoltaic Solar Project at Francis S. Gabreski Airport
 Westhampton, New York
 January 11, 2016

Comment Letter ID	Date Received	Commenter	Address	Comment Number	Comment	Resource / Element	Response
							fulfill the requirements of NEPA. The preparation of project documentation was done in accordance with NEPA and the Federal Aviation Administration's Implementation Instructions for Airport Actions (Order 5050.4B). Both documents provide clear guidance and direction for the evaluation of baseline conditions and potential impacts and effects.
				5	Is there a plan for an independent study to be done before this project moves ahead?	General	The Environmental Assessment of the Project is an evaluation and assessment of baseline conditions and potential impacts and effects. The Environmental Assessment fulfills the evaluation and assessment of the Project under NEPA.
				6	I did some research on line and I became concerned about the concentrated sun radiation in one area. How far reaching are the effects of this radiation?	Environmental Consequences Light Emissions	The Project utilizes solar photovoltaic panels, not parabolic troughs which are commonly used in solar thermal collectors. The photovoltaic panels absorb sunlight and incoming solar radiation, and are designed to have minimal glare to increase energy generation efficiency.
				7	In addition, I am assuming that this will be, in essence, a power plant providing electricity. The article in the Southampton Press states that this	Purpose and Need	The energy generated by the Project is fed into the local electric distribution grid of Public Service Electric & Gas (PSEG). The quantity of homes, approximately 1,000, is provided in the

Solar Photovoltaic Solar Project at Francis S. Gabreski Airport
 Westhampton, New York
 January 11, 2016

Comment Letter ID	Date Received	Commenter	Address	Comment Number	Comment	Resource / Element	Response
					electricity will provide electric power for a year for up to 1,000 homes. Do you know which homes will be receiving this electricity?		Environmental Assessment to demonstrate how many homes a project of this size could power at one time. However, the homes in the area and region receive power from other forms of energy generation such as natural gas, combustion turbine, and energy off the immediate transmission network.
				8	In addition, there have been very few studies on the health effects of living near a solar farm. I am concerned for the residents and businesses, as well as the base in regard to being so close to where this solar farm will be installed.	N / A	The World Health Organization, National Institute of Environmental Health Science, the National Cancer Institute, and the National Research Council concluded that evidence does not point to a causal relationship between the existence of health consequences and exposure to low-level electromagnetic fields, such as those generated by a solar photovoltaic project's components.
				9	Please let me know if you have any additional information in regard to my concerns that is not provided by the Sun Edison or a company they have hired.	N / A	Thank you for providing your comments on the Project. The comments and responses will be incorporated into the Final Environmental Assessment document and made part of the Administrative Record.

*PDF of the original Comment Letter is attached as Exhibit 1.
 N / A: Not applicable to a specific section of the Environmental Assessment