STEP 2 – *Identify the airplanes that will require the longest runway lengths at maximum certificated takeoff weight (MTOW). This will be used to determine the method for establishing the recommended runway length.*

Table 1-5 identifies the runway lengths for the critical design family of airplanes/aircraft for takeoff and landing operations. In addition, due to the amount of charter operations at the airport associated with NetJets, Flight Options, and others, the landing lengths required to comply with Federal Aviation Regulations (FAR) Part 135.385[6] operations were included.

TABLE 1-5
RUNWAY LENGTHS FOR FAMILY OF CRITICAL DESIGN AIRPLANES / AIRCRAFT

Aircraft Type	75% or 100% of Fleet	MTOW (lbs.)	Takeoff Lengths	Landing Lengths	Part 135 Landing Lengths	
			Takeoff	Landing	Dry 60% (x1.67)	Wet (x1.97)
Bombarider Challenger 300 [1]	75%	38,500	4,927	2,600	4,342	5,122
Cessna Citation II	75%	14,800	3,655	2,078	3,470	4,094
Cessna Citation V	75%	16,630	3,257	2,230	3,724	4,393
C650 - Cessna III/VI/VII	75%	22,000	5,242	2,388	3,988	4,704
Cessna CitationJet CJ2	75%	12,500	3,520	2,619	4,374	5,159
Cessna CitationJet CJ3	Note listed in table	13,870	3,274	2,411	4,026	4,750
Cessna CitationJet CJ4	Note listed in table	17,110	3,242	2,700	4,509	5,319
Cessna Citation Excel	75%	16,830	3,721	2,909	4,858	5,731
Citation Sovereign	75%	30,300	3,719	2,201	3,676	4,336
Dassault Falcon 20	75%	28,660	5,344	2,570	4,292	5,063
Dassault Falcon 50	75%	39,700	4,844	2,150	2,591	4,236
Dassault Falcon 501	75%	36,500	5,413	2,175	3,632	4,285
Dassault Falcon 2000	100%	40,780	6,000	3,325	5,600	6,400
Dassault Falcon 900 [1]	100%	49,000	5,700	3,725	6,200	7,200
Raytheon Hawker 800 [1]	100%	28,000	5,400	2,700	4,500	5,200

Note: 1 denotes based aircraft
Note: Aircraft runway length's shown in red exceed the existing runway length available at GFL and require the aircraft to operate under operational weight restrictions
Source: 75% of fleet data from JetAdvisors.com or jetav.com (takeoff interpolated for airport elevation of 300' MSL, MGTW, ISA - 59°F); 100% of fleet taken from airplane flight manuals (airport elevation of 328' MSL, MGTW, 77°F, see Appendix F)

STEP 3 – *Using Table 1-1 of the Runway Length Requirements AC and the airplanes identified in Step 2, determine the method that will be used for establishing the recommended runway length.* Table 1-1 categorizes airplanes into three weight categories based on the MTOW as follows:

- Small Airplane – an airplane of 12,500 pounds or less maximum certified takeoff weight (MTOW).
- Large Airplane – an airplane of
  - MTOW over 12,500 pounds, but less than 60,000 pounds
  - MTOW of 60,000 pounds or more, or regional jets

[6] http://www.ecfr.gov/cgi-bin/text-idx?SID=339bb527fbf1fd945ba56a23591fdb55&mc=true&node=se14.3.135_1385&rgn=div8

The family of B-II critical design family of airplanes/aircraft in **Table 1-5** have a MTOW of more than 12,500 pounds but less than 60,000 pounds. As a result, the design approach is to use the family grouping of large airplanes and the design guidelines provided in Chapter 3 of the AC.

STEP 4 – Select the recommended runway length per the process identified in the Runway Length Requirements AC, Chapter 3: Runway lengths for airplanes within a MTOW of more than 12,500 pounds up to and including 60,000 pounds.

The design procedure for this airplane weight category requires the following information:

- Airport elevation above mean sea level – 328 feet
- Mean daily maximum temperature of hottest month – 79° F
- Family of critical design airplanes/aircraft under evaluation – refer to **Table 1-5**. In accordance with the AC, these aircraft have been categorized into "75% of fleet" and "100% of fleet."
- Useful loads of the critical family of airplanes/aircraft – As documented in **Appendix A - Letters of Support**, operators of the family of critical design airplanes/aircraft currently operate under weight restrictions. Based on a review of flightaware.com, 27% of the family of critical design airplanes/aircraft have haul lengths greater than 500 nautical miles (see **Table 1-6** and **Appendix B**). As a result, the 90% useful load factor was selected.

TABLE 1-6
LENGTH OF HAUL FOR FAMILY OF CRITICAL DESIGN AIRPLANES / AIRCRAFT

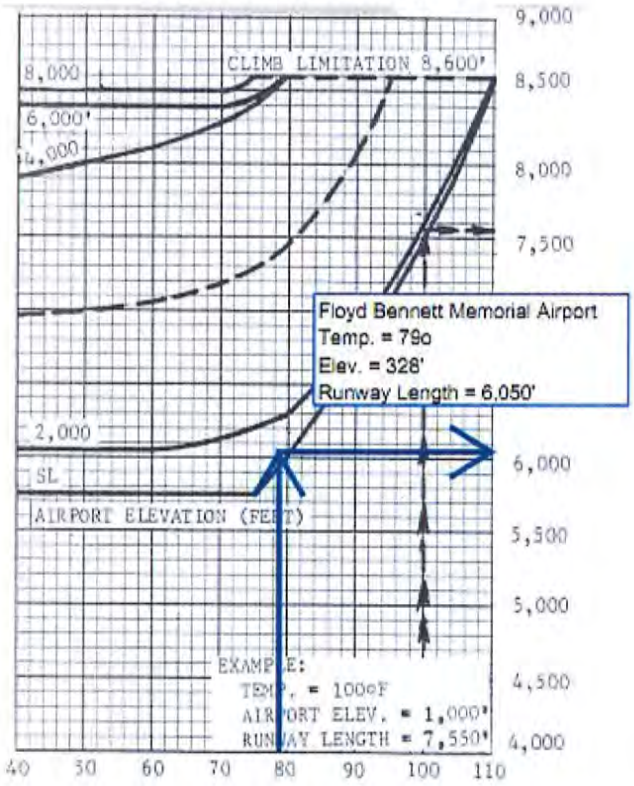
Aircraft Type	Length of Haul			
	< 500 NM	500 - 1,000 NM	1,000 - 1,500 NM	> 1,500 NM
Bombardier Challenger 300 [1]	53	6	13	3
Cessna Citation CJ2	21	9	2	0
Cessna Citation CJ4	10	0	0	0
Cessna Citation Excel	103	12	3	0
Cessna Citation II	2	8	0	0
Cessna Citation III	11	1	0	0
Cessna Citation Sovereign	23	9	0	1
Cessna Citation V	17	3	4	0
Dassault Falcon 20	4	3	3	0
Dassault Falcon 50	0	0	0	1
Dassault Falcon 2000	15	13	0	2
Dassault Falcon 900 [1]	10	3	1	0
Raytheon Hawker 800 [1]	155	14	38	4
Total	**424**	**81**	**64**	**11**

Note: 1 denotes based aircraft

Source: Flightaware data, December 2015-December 2016 (see Appendix B)

With the exception of three airplanes, the family of critical design airplanes/aircraft is categorized as "75% of fleet." Therefore, the recommended runway length to accommodate these aircraft is based on the Runway Length Requirements AC Figure 3-1, 75% of Fleet at 90 Percent Useful Load (refer to **Figure 1-4** and **Appendix F**). Using this figure, the recommended runway length is 6,000 feet.

FIGURE 1-4
RUNWAY LENGTH REQUIREMENT



Sources: Runway Length Requirements AC Figure 3-1, 75% of Fleet at 90 Percent Useful Load; C&S Engineers, Inc.
Note 2: Increase of runway length to allow for aircraft to land within 60% of effective runway length
Note 3: Increase of runway length requirements by 15% to account for wet and slippery conditions

Sources: Runway Length Requirements AC Figure 3-1, 75% of Fleet at 90 Percent Useful Load; Aircraft Airport Planning Manuals; C&S Engineers, Inc (refer to Appendix F)

Based on the information included above, a runway length of 6,000 feet will provide adequate runway length for takeoff to accommodate the family of critical design airplanes/aircraft currently operating at the airport and those anticipated to operate at the airport in the next five years. The Falcon 2000 and Falcon 900 do not have adequate runway length for landing at maximum landing weight (MLW) under Part 135 regulations, however, the 6,000 foot runway will accommodate 96% of landing operations for the family of critical design airplanes/aircraft currently operating at the airport as documented in **Table 1-5**.

TABLE 2-2
ALTERNATIVES EVALUATION SUMMARY

Criteria	Alternatives				
	1	2	3	4	5
Comparitive Costs					
Construction Costs[1,2,3] (in 1,000's)	$0	$7,205	$7,350	$7,350	$9,845
Land Acquisition Costs (in 1,000's)	$0	$3,717	$0	$0	$1,314
Wetland Mitigation Costs[4] (in 1,000's)	$0	$633	$2,328	$2,000	$2,830
Total Costs (in 1,000's)	**$0**	**$11,555**	**$9,678**	**$9,350**	**$13,989**
Environmental Impacts					
Construction					
Excavation / Grading (acres)	0	50.3	64	66.7	87.8
Wetlands					
Filling in Wetlands & Waterways (acres)	0	3.4	12.5	10.57	15.2
Filling in 100' State Wetland Buffer (acres)			13.2	12.2	13.2
Tree Clearing in Wetlands and 100' State Wetland Buffer (acres)	0	0.8	5	5	5
Biotic Communities/Wildlife Resources					
Rare Ecological Community Impacts (acres)	0	0	0.98	0.08	0.98
Trees to be Removed (acres)	0	47.4	23	23	44.3
Ability to Accommodate Family of Critical Design Airplanes/Aircraft	No	Yes	Yes	Yes	Yes
Land / Property Acquisition					
Number of Properties Affected	0	46	0	0	46
Acres of Land Acquisition (Fee Simple)	0	60	0	0	8.6
Acres of Land Acquisition (Avigation Easement)	0	210	0	0	154.3

Notes:
1. Costs include construction, engineering, construction inspection, and FAA reimbursable agreement. Unit prices are based on 2017 dollars.
2. ILS glideslope and localizer costs assume that the existing equipment will be relocated
3. MALSR cost assumes that the existing light stations will be replaced and electronics relocated
4. Does not include cost for land acquisition for off-airport wetland mitigation. Price includes design, monitoring, and engineering fees.

Source: C&S Engineers, Inc.

public-use airports. It also discusses airport development projects (including airport construction, expansion, and renovation) affecting aircraft movement near hazardous wildlife attractants. In addition, projects that involve a change in flight patterns should be reviewed for the potential increase in wildlife hazards.

SIGNIFICANT IMPACT THRESHOLD

Noise compatible or non-compatible land use is determined by comparing the aircraft DNL values at the site to the values in the Part 150 land use compatibility guidelines. Typically, if the noise analysis concludes that there is no significant impact, a similar conclusion may be drawn for compatible land use impacts.

The FAA has not established a significance threshold for land use compatibility related to wildlife hazards.

IMPACTS

No-Action Alternative

No development would occur with this alternative. As a result, there would be no impacts.

Proposed Project

Noise-Related Compatibility

Since the noise analysis concluded that there were no impacts, and surrounding land uses and zoning are considered compatible where the DNL 65 dB contour extends off airport property, there will be no impacts to compatible land uses.

Wildlife Hazards & Compatible Land Use

The Proposed Project involves constructing a 1,000 foot runway extension to Runway 1. The area proposed for development includes approximately 10.57 acres of wetlands and waterways and is adjacent to a large wetlands complex that extends beyond airport property. Based on consultation with USFWS, USACE, and state wildlife agencies, the NYSDEC raised concerns regarding waterfowl strikes, given the current open water, and grassy conditions. No other specific wildlife hazard concerns were identified during project scoping (see **Appendix I**). Since the project will result in wetland impacts requiring compensatory mitigation (see **Appendix N**) Federal Aviation Advisory Circular (AC) 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*, recommends separation distances between an airport's air operations area (AOA) and potential wildlife hazards, including proposed wetland mitigation sites. These siting distances are:

- 5,000 feet of a runway that serves piston-powered aircraft
- 10,000 feet of a runway that serves turbine-powered aircraft
- 5 statute miles if the attractant could cause hazardous wildlife movement into or across the approach or departure airspace

- Free of objects, except for objects that need to be located in the RSA because of their function and are constructed on low impact resistance supports
- Capable of supporting the occasional passage of aircraft, snow removal equipment, and rescue/firefighting equipment

Minimization Measures

Minimization is the reduction of all unavoidable impacts to the maximum extent practicable. Minimization actions may include making a roadway improvement footprint smaller or rearranging the way a project is designed to make the impact area smaller.

Minimization measures that are recommended so the 0.9 acre Marl fen will not be impacted during construction activities include the following:

- Maintaining a 25-foot buffer between construction activities and the 0.9 acre Marl fen. The no disturbance buffer will be clearly identified in the field by staking, flagging, or fencing. Project activity will avoid buffer areas to ensure that the buffer area is not being encroached upon and that effects are being avoided.
- Installing silt fences outside the construction activity areas near the Marl fen. Care will be taken to ensure that the soil is level with grade and pressed against the inside and outside of the silt fence to ensure that trenches or breaches do not occur. Upon completion of work activities, the site will be stabilized and silt fencing will be removed and any trenches will be filled in.
- Constructing infiltration trenches or dry swales to intercept runoff from the new pavements on either side of the new runway extension to minimize particulate-laden run-off. These practices should be located outside of the Runway Safety Area, but upstream of the adjacent wetland areas. By locating these practices in this location, stormwater runoff from the Proposed Project can be intercepted and treated before it reaches the adjacent sensitive Marl fen community located at the west side of the runway extension.
- Locating dry drainage swales on the east side of the runway to avoid impacts to the 0.9 acre Marl fen
- Minimizing the duration of the construction period to the extent possible
- Limiting the number of temporary access roads and vehicle traffic to the extent possible
- Conducting a study of groundwater/hydrology will be conducted during the project design phase. This study will consist of the installation of well points near and around the Marl fen and the measurement of water levels within the well points and near wetlands and drainage features. The resulting measurements will be used to identify groundwater flow direction and estimate the source of water within the Marl fen. If the project construction area appears to be the primary source of groundwater feeding the Marl fen, mitigation measures will be identified and evaluated.
- Where possible restore/maintain the natural hydrology of the fen.
- Avoid permanent flooding of the fen by clearing debris from culverts and removing obsolete, artificial impoundments.

- Control/remove invasive plants in and around the fen, such as common reed grass, buckthorns, and purple loosestrife.
- Minimize actions that will change what water carries and how water travels to this community, both on the surface and underground.

Compensatory Mitigation Measures
Compensatory mitigation is recommended for the loss of the 0.08 acre Marl fen. Compensatory mitigation can include enhancement, restoration, or creation. Enhancement is considered a mitigation activity that improves the size or function of degraded or other existing Marl fen. Restoration is considered a mitigation activity that re-establishes a former Marl fen. Creation is considered a mitigation activity that results in the formation of a new Marl fen. Compensatory mitigation measures that are recommended include the following:

- Enhancing and restoring the 0.90 acre Marl fen community through the removal of all woody vegetation (saplings, shrubs and trees). Long-term control of woody vegetation within this Marl fen community will be required to maintain compliance with Title 14 of the Code of Federal Regulations, Part 77- *Safe, Efficient Use, and Preservation of the Navigable Airspace* (14 CFR Part 77).
- Removal of several beaver dams that have caused prolonged and excessive flooding to the Marl fen community. The removal of the beaver dams may also provide an opportunity for other flooded areas within Wetland A to assume Marl fen community like attributes.
- Transplanting soils and plugs in 0.08 acre Marl fen to an area adjacent to the 0.90 acre Marl fen to facilitate creation of additional Marl fen area
- Enhancing or restoring another Marl fen community in NYS
- Post-construction monitoring for a period of five years
- Permanently protecting portions of two existing northern white cedar swamps (identified as significant by the NYNHP) located on County owned property through the use of a conservation easement, deed restriction, or restrictive covenant

Based on the implementation of the recommended avoidance, minimization, and mitigation measures there will be no impacts to the 0.9 acre Marl fen area, and the recommended compensatory mitigation measures will compensate for the loss of the 0.08 acre Marl fen.

Ecological Communities
The following mitigation measures are recommended to minimize effects on ecological communities (vegetative cover types) adjacent to construction activities:

- Felling trees away from adjacent wetland resources in order to avoid additional impacts.
- Minimizing grading slopes and maintaining hydrologic links, such as culverts and outlets associated with those areas where construction is proposed within or immediately adjacent to wetlands.
- Maintaining existing drainage patterns as much as possible, and avoid altering hydrology of adjacent wetland resources.

TABLE 4-5
FEDERAL WETLANDS AND WATERWAYS IMPACTS

Impact Type	Permanent (acres)	Temporary (acres)
Filling/grading in regulated wetlands	9	
Filling/grading in non-regulated wetlands	1.4	
Filling/grading in Tributary 1	0.17	
Vegetation Removal		3.4
Total	**10.57**	**3.4**

Source: C&S Engineers, Inc.,

State Wetlands

One federal wetland (Wetland A) is also regulated by the NYSDEC. This wetland is part of the NYSDEC wetland identified as HF-3. Permanent impacts to the state wetland will result from filling/grading activities related to constructing the runway/taxiway extension, removing terrain penetrations, relocating lighting and navigational aids, and complying with federal grading standards. In addition, there will be a permanent cover-type conversion from forested wetlands to emergent/scrub-shrub wetlands as a result of the removal of 3.4 acres of vegetation.

In addition, one waterway (Tributary 1) that flows within the wetland area is also protected by Article 24 Freshwater Wetlands Act Title 23 of Article 71 of the New York State Environmental Conservation Law and will be impacted by placement of fill and culverting. As such, the impact to waterways is included in this section.

Lastly, NYSDEC also regulates a 100-foot buffer area associated with each wetland. These buffer areas are uplands that are regulated under Article 24 as well. Permanent impacts within the 100-foot buffer area will result from filling/grading activities related to constructing the runway/taxiway extension, removing terrain penetrations, relocating lighting and navigational aids, and complying with federal grading standards. Temporary impacts will also occur in the buffer area as a result of vegetation removal. Impacts to state-regulated wetlands and waterways are summarized in **Table 4-6** and shown on **Figure 4-7.**

TABLE 4-6
STATE WETLANDS AND WATERWAYS IMPACTS

Impact Type	Filling (acres)	Vegetation Removal (acres)
State Wetlands		
Filling/grading in wetlands	9	
Filling/grading in Tributary 1	0.17	
Vegetation removal in wetlands		3.4
Total Wetland Impacts	**9.17**	**3.4**
State Wetlands Buffer Area		
Filling/grading in buffer area	12.2	
Vegetation removal in buffer area		1.6
Total Buffer Area Impacts	**12.2**	**1.6**

Source: C&S Engineers, Inc.

Other impacts that could occur to the federal and state wetlands within and immediately adjacent to the project include the following:

- The existing topography being modified due to the on-site excavation and filling could modify drainage patterns which could result in changes in the hydrology of neighboring wetlands
- Sedimentation from silt laden storm water runoff

AVOIDANCE, MINIMIZATION, AND MITIGATION

The following avoidance, minimization, and mitigation measures are recommended to compensate for the loss of federal and state wetlands. These measures were developed based on meetings held with the NYSDEC and ACOE on July 29, 2010, November 12, 2014, December 1, 2014, February 17, 2015, and February 22, 2016 and email communications between McFarland Johnson, the NYSDEC, and ACOE on February 23 and 29th, and March 7 to March 17, 2016. (see **Appendix W, Agency Meetings** and **Appendix I**).

Avoidance Measures

The Proposed Project cannot completely avoid permanent impacts to wetlands. The preferred alternative was modified by relocating the glide slope antenna to the east side of the runway in order to avoid impacting the 0.9 acre Marl fen (NYS rare ecological community) located directly west of the existing Runway 1 end. As a result, the largest and best quality Marl fen within the project area is preserved. However, the remaining wetland impacts could not be avoided since the runway/taxiway extension, approach lighting (MALSR and shelter) and navigational aids

Public Participation

The public participation program has included two public informational meetings. The first meeting included an overview of the environmental assessment process, the proposed project, purpose and need, runway length analysis, alternatives, potential impacts and mitigation measures. The second public meeting included the same information, however, the focus was on the alternatives that were developed for the updated Airport Reference Code of B-II and some new alternatives that were evaluated. A third public meeting was held in 2014 that included a 30-day public review and comment period and transcripts of the meeting. Lastly a public hearing was held in April 2017 that included a 60 day public review and comment period and transcripts of the hearing. The public participation that has taken place is summarized below:

January 30, 2010	Notice of public information meeting
February 9, 2010	Public information meeting held
Not Available	Notice of public information meeting (did not obtain proof of publication at time of meeting and newspaper does not maintain records dating back two years)
November 10, 2010	Public information meeting held to discuss alternatives
Not Available	Due to an administrative error, a notice was not published in the newspaper for the September 20 through November 3, 2014 public review and comment period or the public hearing. This was not identified until after the public hearing was held, transcripts were completed, and public comments were received.
September 20 – November 3, 2014	Public review and comment period
October 23, 2014	Public meeting to present the Proposed Project, potential environmental impacts, and proposed mitigation measures. The public meeting had approximately 66 people in attendance based on the sign in sheets (see **Appendix W**).
February 18, 2017	Notice of availability published in the Sun Community News and The Post-Star for a 60-day public review and comment (see **Appendix W**)
February 18 – April 15, 2017	Public review and comment period
April 5, 2017	Public hearing to present Proposed Project, potential environmental impacts, and proposed mitigation measures. The public hearing had

approximately 97 people in attendance based on the sign in sheets (see **Appendix W**).

Response to Public Comments

Public comments are summarized in **Table 4-7** and a detailed list of comments by subject and commenter are provided in **Appendix X** along with the response to comments.

TABLE 4-7
SUMMARY OF PUBLIC COMMENTS

Commentator	Verbal/Written	Date	Supports Runway Extension	Against Runway Extension	Wetlands / Mari Fen	Noise	Purpose and Need	Airport Operations	Economic Benefits	Safety	Project Costs	Cumulative impacts	Public Participation	DEC Permit Requirements
Tom Clements	V	10/23/2014, 4/5/17	x							x	x			
Mike Parwana	V	10/23/2014	x						x		x			
Mike Quindazzi	V	10/23/2014		x					x		x			
Rick Garrand	V	10/23/2014			x		x				x			
Jack Currie	V	10/23/2014		x	x		x				x			
Ron Ball	V	10/23/2014, 4/5/17		x										
Mike McCabe	V	10/23/2014, 4/5/17		x	x			x	x		x			
Harrison Freer	V/W	10/23/2014, 11/3/14, 4/12/17	x		x	x	x		x	x	x			
Craig Sweet	V	10/23/2014, 4/5/17		x	x						x			
Peter Brothers	V/W	10/23/2014, 4/5/17, 4/14/17		x					x		x			
Doug Beaty	V	10/23/2014, 4/5/17		x	x				x	x				
Myron Bisyk	V	10/23/2014		x			x				x			
John Salvador	V	10/23/2014		x					x					
David Schwenker	V	10/23/2014, 4/5/17	x		x		x		x	x				
Thomas Longe	V	10/23/2014	x						x					
Gary Lougdrey	V	10/23/2014, 4/5/17		x			x		x	x				
Christopher Lynch	V/W	10/23/2014, 4/5/17, 4/13/17		x	x		x		x	x	x		x	x
Janet McMillan	V/W	9/18/14, 10/23/2014		x			x		x	x	x			x
Richard Saunders	V/W	10/23/2014, 10/30/14, 4/5/17	x		x	x	x			x				
Dr. Paul Alagna	V	10/23/2014, 4/5/17		x	x		x		x	x				
Maureen Lynch	V	10/23/2014, 4/5/17		x	x		x		x		x		x	
Glen Lunt	V	10/23/2014		x										
Janice Casey	V	10/23/2014		x										
Marna Osterberg	V	10/23/2014		x	x									
Supervisor Westcott	V/W	10/23/2014, 4/5/17, 4/6/17		x	x		x		x	x	x			x
Travis Whitehead	V/W	10/23/2014, 10/29/14, 10/30/14, 11/3/14, 4/5/17, 4/6/17		x	x		x	x	x	x	x	x	x	x
Robert Singer	W	10/20/2014	x							x				
Neal Van Dorsten	Written	10/21/2014, 4/14/17	x								x			
John Strough	V/W	10/23/2014, 10/28/14, 4/5/17	x		x		x		x	x	x			
Philip Morse	W			x					x		x			
David Morrissey	V/W	10/27/2014, 4/5/17	x				x			x	x			
Jerry Caruso	W	10/30/2014	x						x	x	x			
Harold Kilburn	W	10/31/2014, 4/7/17	x		x				x		x			
Tom Cahill	V/W	11/3/2014, 4/5/17, 4/13/17	x						x	x	x			
Tom Jr. Cahill	W	11/3/2014, 4/14/17	x						x					

Source: C&S Engineers, Inc.

TABLE 4-7
SUMMARY OF PUBLIC COMMENTS (CONTINUED)

Commentator	Verbal/Written	Date	Supports Runway Extension	Against Runway Extension	Wetlands / Mari Fen	Noise	Purpose and Need	Airport Operations	Economic Benefits	Safety	Project Costs	Cumulative impacts	Public Participation	DEC Permit Requirements
Edward Bartholomew	W	11/3/2014	x						x					
Tara Kilmartin	V	4/5/2017			x									
John Caffrey, Big Cedar Swamp Coalition	V	4/5/2017		x	x		x	x			x			
Ava Ashendorff	V	4/5/2017		x					x		x			
John Currie	V	4/5/2017		x		x				x	x			
Sheryl Webster	V	4/5/2017		x					x					
Clint Braidwood	V	4/5/2017		x				x			x			
Sharon Lowell	V	4/5/2017		x										
Rachel Seeber	V	4/5/2017		x			x							
Claudia Braymer	V	4/5/2017			x						x			
Gary Schmidt	V	4/5/2017		x					x					
Phil Underwood	V	4/5/2017		x					x	x	x			
Dennis Kelly	V	4/5/2017		x	x	x		x						
Brad McGowan	V	4/5/2017		x	x									
Jane LaBombard	V	4/5/2017			x				x	x				
John Webster	V	4/5/2017		x						x				
John Kearney	W	4/6/2017		x							x			
Kathryn Clarke	W	4/12/2017		x										
Marcia Collins	W	4/12/2017		x										
Jim Mackey	W	4/7/2017		x										
Richard O' Connor	W	4/6/2017		x					x		x			
Steve Ramant	W	4/6/2017		x							x			
Chris Wettersten	V/W	4/6/2017, 4/12/17		x										
Fred Carvin	W	4/6/2017		x					x					
Diane Cowan	W	4/12/2017		x					x					
Stephen Collins	W	4/6/2017		x										
Christopher Aiken	W	4/7/2017		x			x							
Charla Jennings	W	4/7/2017	x											
Carl Rudio	W	4/12/2017		x		x								
Gail Solomon	W	4/12/2017		x	x					x				
Kevin Bliss, NYSDEC	W	4/13/2017			x		x							

Source: C&S Engineers, Inc.