

OKC Outer Marker/Localizer Outer Marker (OM/LOM)

NW 3rd Street

Oklahoma City, Oklahoma 73127

Phase I Environmental Due Diligence Audit



Prepared For:

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1.0 SUMMARY

Lockheed Martin (NISC III), in support of the Federal Aviation Administration (FAA), presents this Phase I Environmental Due Diligence Audit (EDDA) report for the former OKC Outer Marker/Localizer Outer Marker (OM/LOM) located north of NW 3rd Street in Oklahoma City, Oklahoma 73127. The former OKC OM/LOM has been decommissioned and was located on an approximately 0.27 acre parcel of land and includes a deeded roadway easement for an access drive. This parcel and any buildings, structures, and improvements on the parcel are hereafter referred to as the "Subject Property" for the purposes of this report. The parcel of land is owned by The United States of America and used by the FAA.

Records were obtained from various agencies to gather historical information and documentation pertaining to potential environmental liabilities associated with the subject and surrounding properties. A database search of federal and state environmental records was performed to determine if neighboring or adjacent properties have the potential to adversely affect the Subject Property.

Details of the findings associated with the Subject Property are provided in Section 8.0 of this report. This Phase I EDDA has revealed no recognized environmental conditions (as defined by ASTM Standard E1527-13) in connection with the Subject Property.

2.0 INTRODUCTION

The Subject Property has been decommissioned and is excess real property. This Phase I EDDA was requested to facilitate the sale of the Subject Property.

2.1 Purpose

This serves as documentation of a Phase I EDDA for the Subject Property. The purpose of this Phase I EDDA is to identify, to the extent feasible and subject to the limitations discussed in this report, recognized environmental conditions and historical recognized environmental conditions related to the Subject Property. According to ASTM E1527-13, the term "recognized environmental conditions" is defined as follows:

the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.

The purpose of this audit is to assist the FAA in exercising due diligence by evaluating potential environmental liabilities associated with the Subject Property. This was performed in accordance with and within the guidelines set forth in FAA Order 1050.19B, Environmental Due Diligence Audits in the Conduct of FAA Real Property Transactions and ASTM E1527-13 Standard Practice for Environmental Site

Assessments: Phase I Environmental Site Assessment Process.

2.2 Detailed Scope of Services

A detailed site inspection was conducted on March 10, 2015. The inspection consisted of a visual survey of all property grounds, and immediate surrounding areas to identify recognized environmental conditions. The purpose of the site inspection was to identify areas such as manufacturing and process areas; chemical storage areas; waste storage areas; suspected disposal areas; subsurface structures (such as drains, sumps, septic systems, and tanks); fuel storage areas; electrical equipment which may contain polychlorinated biphenyls (PCBs); evidence of historical uses; and evidence of spills or potential releases of hazardous substances (such as stressed vegetation and soil staining). Records were obtained from various agencies to gather historical information and documentation pertaining to potential environmental liabilities associated with the Subject Property and surrounding properties. A database search of federal and state environmental records was performed to determine if neighboring or adjacent properties have the potential to adversely affect the Subject Property.

2.3 Significant Assumptions

There are no significant assumptions associated with this Phase I EDDA.

2.4 Limitations and Exceptions

This Phase I EDDA was performed in accordance with the ASTM Standard E1527-13 and FAA Order 1050.19B. The methodologies contained in these standards and orders include, among other things, interviews with individuals familiar with the Subject Property, site reconnaissance, and historical records review. Information obtained during the interviews and site reconnaissance was recorded and reviewed before it was included in this Phase I EDDA report. All information that was obtained during the site investigation and subsequently included within this Phase I EDDA is assumed to be reliable. Not all such information, however, is susceptible to independent verification. Data from additional government databases was obtained and reviewed using accepted industry standards and practices. The conclusions summarized herein are based on the limited observations and review described within this submittal at the time the Phase I EDDA was conducted. Future events at the Subject Property or the surrounding properties may alter these findings.

Performing a Phase I EDDA in accordance with ASTM Standard E1527-13 and FAA Order 1050.19B is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions in connection with a property, and both practices recognize reasonable limits of time and cost.

2.5 Special Terms and Conditions

The environmental professional is not aware of any special terms or conditions.

2.6 User Reliance

The environmental professional is not aware of any user reliance issues.

3.0 SITE DESCRIPTION

The former OKC OM/LOM has been decommissioned and is located on an irregular shaped parcel of approximately 0.27 acre. The Subject Property includes a 20 foot wide deeded roadway easement from NW 3rd Street for an access drive. The Subject Property is located north of NW 3rd Street in Oklahoma City, Oklahoma. The topography of the Subject Property and the surrounding area is relatively flat. The Subject Property is immediately surrounded by railroad tracks and an industrial park consisting of light industrial and warehouse properties.

Site aerials of the subject and immediate adjoining properties are provided in Section 16.4.2. Additionally, a site plan is provided in Section 16.2.

3.1 Location and Legal Description

Location:

	Decimal	Degrees
Latitude (North):	35.4715	35 ⁰ 28' 17.40"N
Longitude (West):	97.6054	97 ⁰ 36' 19.44"W
Elevation:	1211 ft. above sea level	

Legal Description:

Tract I:

A part of Lot 1, Block 5 Installment 3, Metropolitan Industrial Park-North a subdivision being a part of the East ½ of Section 34, Township 12 North, Range 4 West of the I.M. Oklahoma County, Oklahoma City, Oklahoma, being more particularly described as follows:

Beginning at the Northwest corner of Lot 1, Block 5 of said Installment 3, Metropolitan Industrial Park-North; thence N84⁰36'32"E; thence Southeasterly along a curve to the right whose tangent bears S69⁰28'44"E and whose central angle is 10⁰12'12" and whose radius is 374.557 feet for a distance along said arc of 66.70 feet; thence S37⁰08'01"E a distance of 65.49 feet; thence S89⁰37'47"W 181.83 feet to a point of the west line of said Lot 1; thence N00⁰06'18"W 74.42 feet to the Point of Beginning and containing 0.27 acre, more or less.

Tract II:

A 20-foot access roadway easement described as being 10 feet each side of a line described as follows: A part of Lot 1, Block 5 Installment 3, Metropolitan Industrial Park-North a subdivision being a part of the East ½ of Section 34,

Township 12 North, Range 4 West of the I.M. Oklahoma County, Oklahoma City, Oklahoma, being more particularly described as follows:

Commencing at the Northwest corner of Lot 1, Block 5 of said Installment 3, Metropolitan Industrial Park-North; thence $S00^{\circ}16'18''E$ along the west line of said Lot 1 74.42 feet; thence $N89^{\circ}37'47''E$ 169.37 feet to the Point of Beginning, the roadway centerline; thence $S37^{\circ}08'01''E$ 186.95 feet to the end point, said point being $N34^{\circ}55'14''E$ 60.00 feet from the radius point of a curve #4 as shown on the recorded plat thereof and containing 0.08 acre, more or less.

The title is provided in Section 16.4.1.

3.2 Site and Vicinity General Characteristics

The vicinity of the Subject Property includes industrial parks consisting of warehouses light industrial properties. Directly north are railroad tracks and directly east is an abandoned railroad spur. Also, directly to the west is retention pond used for collection of runoff from surrounding properties.

3.3 Current Use of the Property

The Subject Property is vacant and is no longer used by the FAA. The property will be sold.

3.4 Description of Structures, Roads, Other Improvements on the site

The Subject Property is vacant and covered with gravel and dirt. The property is relatively flat. Access to the site is from a gravel access drive along a deeded easement from NW 3rd Street. See Site Plan in Section 16.2 and Site Photos in Section 16.3.

3.5 Current Uses of the Adjoining Properties

A review of topographic maps, aerial photographs, site reconnaissance, and interviews revealed that the areas immediately surrounding the Subject Property include railroad tracks and industrial parks consisting of warehouses and light industrial properties. The following boxed text describes the areas located north, east, south, and west of the Subject Property.

Neighboring Properties	
North	Property directly north is a set of railroad tracks. Beyond the railroad tracks are light industrial and warehouse buildings.
East	Property directly east is an abandoned railroad spur beyond which is a warehouse and distribution building.
South	Property directly south is a light industrial and warehouse building.
West	Property directly west is a retention pond used for collection of runoff from surrounding properties.

4.0 USER PROVIDED INFORMATION

The following sections describe the historical and present ownership of the Subject Property and its previous uses.

4.1 Title Records

The Subject Property is on an approximately 0.27 acre parcel of land. Also included is an approximately 0.08 acre roadway easement. The title is provided in Section 16.4.1.

4.2 Environmental Liens or Activity and Use Limitations

There are no known environmental liens or activity and use limitations associated with the Subject Property.

4.3 Specialized Knowledge

No specialized knowledge or experience that is material to recognized environmental conditions in connection with the Subject Property was communicated by the FAA as part of this EDDA.

4.4 Commonly Known or Reasonably Ascertainable Information

Records were obtained from various agencies to gather historical information and documentation pertaining to potential environmental liabilities associated with the subject and surrounding properties. A database search of federal and state environmental records was performed to determine if neighboring or adjacent properties have the potential to adversely affect the Subject Property.

4.5 Valuation Reduction for Environmental Issues

It is unknown whether the Subject Property values have been reduced due to environmental issues on-site or on adjacent properties.

4.6 Owner, Property Manager, and Occupant Information

The parcel of land is owned by The United States of America and used by the FAA. The Subject Property is managed by FAA personnel at the Southwest Oklahoma System Support Center (SSC).

4.7 Reason for Performing Phase I

The FAA requested a Phase I EDDA based on the expectation to sell the Subject Property.

4.8 Other

Not Applicable.

5.0 RECORDS REVIEW

Records were reviewed from various federal, state, and local agencies to obtain information on potential environmental concerns that could impact the Subject Property. A discussion of the federal, state, and local records review is provided in the following sections. Refer to Section 16.5 for the Environmental Data Resources, Inc. (EDR), Report.

5.1 Standard Environmental Record Sources

Federal and State Records

Based upon the records review and personal interviews, no potential environmental concerns were identified with respect to the Subject Property. The findings from the information reviewed for this EDDA include the following:

- No documented releases at Subject Property
- No hazardous waste generators on the Subject Property

The databases listed below were among those searched by EDR for this EDDA. Detailed information contained in these databases and a complete list of all databases searched is included in the EDR Report in Section 16.5.

Database Search	Results
AST – Aboveground Storage Tanks	None
Brownfield Sites	None
CAT – Cleanup Started and/or Completed Sites	None
CERCLA – Comprehensive Environmental Response, Compensation, and Liability Act	None
CERCLIS – Comprehensive Environmental Response, Compensation, and Liability Information System	None

Database Search	Results
CERCLIS NFRAP – No Further Remedial Action Planned	Two sites
CORRACTS – RCRA Corrective Action Sites	None
ENG CONTROLS – Engineering Controls	None
FINDS – Facility Index Systems	None
FUDS – Formerly Used Defense Sites	None
HMIRS – Hazardous Materials Incident Report System	None
INST CONTROL – Institutional Controls (Legal or Administrative Restrictions)	None
LUST – Leaking Underground Fuel Storage Tanks	Two sites
Mining, Oil and Gas Operations	None
MLTS – Material Licensing Tracking System	None
NPL – National Priorities List	None
RCRA – Resource Conservation and Recovery Act - Generators of hazardous waste	None
RCRA Non-Generators of hazardous waste / No Longer Regulated	Four sites
SHWS – State Hazardous Waste Sites (SHWS)	None
Solid Waste and Recycling Facilities (SWRCY)	None
SRP – Site Remediation Program (Illinois)	None
TRIS – Toxic Chemical Release Inventory System	None
TSCA – Toxic Substances Control Act	None
TSD – Treatment, Storage, and Disposal	None
UST – Underground Storage Tank	One site
VCP – State Voluntary Cleanup Program Sites	None

Two CERCLIS NFRAP Sites within 0.5 mile of Subject Property:

Both sites had been evaluated for inclusion on the National Priority List (NPL) and were determined to not meet the criteria for listing and given the status of No Further Remedial Action Planned (NFRAP). Considering their proximity and status, these sites likely do not present a risk to the Subject Property.

- D & K Plating, 4600 NW 7th, (0.205 miles NE of Subject Property). Facility Status: 12/01/88 – NFRAP – Site does not qualify for the NPL based on existing information.
- Magnetic Peripherals, Inc., 76 S Meridian Avenue, (0.480 miles SSE of Subject Property). Facility Status: 05/01/80 – NFRAP – Site does not qualify for the NPL based on existing information.

Two LUST Sites within 0.5 mile of Subject Property:

Both sites have the status of closed and do not indicate off-site impacts. Therefore these sites likely do not present a risk to the Subject Property.

- Oklahoma Spec 6, 4680 NW 3rd Street, (0.066 miles SE of Subject Property). Facility Status: Closed 02/08/1991.
- Armstrong Transportation & Storage Co., Inc., 5001 NW 4th Street, (0.435 miles WSW of Subject Property). Facility Status: Closed 03/14/2000.

Four RCRA Non-Gen Sites within 0.25 mile of Subject Property:

All four sites are non-generators of hazardous waste and likely do not present a risk to the Subject Property.

- Former MFI Corp., 4633 NW 3rd, (0.066 miles SE of Subject Property). Facility Status: Non-Generator – Former Conditionally Exempt Small Quantity Generator (CESQG).
- Emergent Fulfillment Solutions, 397 Harvard, (0.120miles ESE of Subject Property). Facility Status: Non-Generator.
- D&K Plating, 4600 NW 7th, (0.205 miles NE of Subject Property). Facility Status: Non-Generator.
- General Medical Clinic, 403 N Meridian, (0.241 miles E of Subject Property). Facility Status: Non-Generator – Former CESQG.

One UST Site within 0.25 mile of Subject Property:

- Oklahoma Spec 6, 4680 NW 3rd Street, (0.066 miles SE of Subject Property). Facility Status: Permanently out of use. One 700 gallon diesel UST. This site likely does not present a risk to the Subject Property.

EDR Exclusive Records:

EDR US Hist Auto Stat: Potential gas station / filling station / service station sites.

Three sites are identified within 0.25 miles from Subject Property. These sites are small automotive repair facilities and do not present a risk to the Subject Property.

Orphan Sites:

There are three listings for orphan sites in the EDR Report. The locations of these sites were not mapped due to poor or inadequate address information. With further research the locations and conditions for these sites were determined. One site is a culvert along West Reno Avenue and is over three miles SW of the Subject Property. This site was evaluated for inclusion on the NPL however did not qualify and has a status of NFRAP. The second site is a medical waste transfer facility and is also over three miles SW of the Subject Property. This site was identified due to an ownership transfer and the need for a surety bond from the new owner. The required documentation was received and accepted 10/16/2013. The final site is over nine miles east of the Subject Property. It is the location of a former municipal waste incinerator and is no longer active. Due to the proximity and status of the listed orphan sites, it is determined they do not present a risk to the Subject Property.

5.2 Additional Environmental Record Sources

Local Records

Lockheed Martin (NISC III) reviewed pertinent local files and conducted interviews with FAA personnel. Other information was compiled using Internet sources as described in this section.

National Wetlands Inventory and Flood Insurance Rate Maps

A wetlands map was obtained from the National Wetlands Inventory (NWI) website (<http://www.fws.gov/wetlands/>). Refer to Section 16.4.4 for the NWI map. A review of the NWI Map indicates that wetlands are not located on the Subject Property. The nearest wetland is a freshwater pond and freshwater emergent wetlands approximately 0.5 miles northwest of the Subject Property.

The Flood Insurance Rate Map (FIRM) was obtained from the Federal Emergency Management Agency (FEMA) website (<https://msc.fema.gov/>). Refer to Section 16.4.5 for FIRM. According to the map (40109C0280H dated December 18, 2009), the Subject Property lies partially within Zone X, which are areas outside the 0.2% annual chance floodplain. Part of the Subject Property and the access road easement are within Zone A, which are Special Flood Hazard Areas (SFHAs) subject to inundation by the 1% annual chance flood with no base flood elevations determined.

A review of information provided in the Natural Resource Conservation Web Soil Survey website (<http://websoilsurvey.nrcs.usda.gov/>), indicate the soils for the Subject Property consist primarily of silty clay soils. Section 5.4 of this report provides a more detailed discussion on the soils of the Subject Property.

5.3 Physical Setting Source(s)

The properties immediately surrounding the Subject Property consists of railroad tracks, a runoff retention pond and light industrial and warehouse properties. The Subject Property is relatively flat. Elevations in the vicinity of the Subject Property range from 1200 to 1250 feet above sea level.

See Section 16.4.3 for Historical Topographical Maps and 16.3 for Site Photos.

5.4 Historical Use Information on the Property

Prior to being developed the Subject Property had been agricultural use. The site was first developed sometime between 1941 and 1951 and based on available information, was likely used as an OM facility. In January 1973 the site was commissioned as the OKC OM/LOM facility. The LOM equipment was decommissioned June 28, 2013 however the site continued use as an OM site. The OM was decommissioned on December 18, 2014. Demolition and site restoration activities were completed March 6, 2015. The site is currently unused and vacant.

Topographic Map Review

As a part of the investigation of the Subject Property, the U.S. Geological Survey (USGS) topographic maps for 1903, 1956, 1969, 1975, 1986, and 1995 were obtained from EDR. As the Subject Property was at the eastern edge of each of the topographic maps, the adjoining maps were also reviewed. Copies of the topographic maps are provided in Section 16.4.3.

Topographic		Topographic Map Direction and Description
Map Year	Direction	Description
1903	Subject Property	Subject Property is relatively flat. No indication of development.
	North	Area directly north is relatively flat and shows development of a railroad track. Further north slopes up and shows development of structures along roadways.
	East	Area directly east is relatively flat and shows no development. Further east is relatively flat and shows development of structures along roadways.
	South	Area directly south is relatively flat and shows no development. Further south is relatively flat and shows development of structures along roadways.
	West	Area directly west is relatively flat and shows development of a railroad track. Further west is relatively flat and shows development of structures along roadways.
1956	Subject Property	Subject Property is relatively flat. Development of a structure is shown.
	North	Area directly north shows development of a railroad spur extending to the north. Further north shows additional development of residential and roadways. A "Sandpit" is shown to the northwest.
	East	Area directly east shows no additional development. Further east shows additional development of structures along roadways.
	South	Area directly south shows no additional development. Further south shows additional development of structures along roadways.
	West	Area directly west shows no additional development. Further west shows additional development of structures and roadways.

Topographic	Topographic Map Direction and Description	
Map Year	Direction	Description
1969	Subject Property	Subject Property is relatively flat. Development of a structure is shown.
	North	Area directly north shows no additional development. Further north shows additional development including a trailer park and industrial buildings.
	East	Area directly east shows an access roadway for the Subject Property extending from N. Meridian Avenue. Further east shows additional development of industrial buildings and a trailer park to the northeast.
	South	Area directly south shows no development. Further south and southeast shows development of commercial structures along roadways. Also shown further south is an east/west freeway.
	West	Area directly west shows no additional development. Further west and southwest shows development of industrial park and associated buildings.
1975	Subject Property	Subject Property is relatively flat. Development of a structure is shown and as of Jan 1973 the site is being used as OKC OM/LOM.
	North	Area directly north shows additional railroad development. Further north shows additional development of industrial buildings.
	East	Area directly east shows development of railroad spur and industrial/warehouse buildings. Further east shows additional industrial development. Also shown further east is a north/south freeway.
	South	Area directly south shows no development. Further south shows additional commercial and industrial development.
	West	Area directly west shows no additional development. Further west shows additional development in industrial parks.

Topographic	Topographic Map Direction and Description	
Map Year	Direction	Description
1986	Subject Property	Subject Property is relatively flat. As of Jan 1973 the site is being used as OKC OM/LOM.
	North	Area directly north shows no additional development. Further north shows additional residential development and additional development of industrial buildings.
	East	Area directly east shows no additional development. Further east shows additional industrial development.
	South	Area directly south shows development of warehouse and industrial buildings. Further south shows additional commercial and industrial development.
	West	Area directly west shows no additional development. Further west shows additional development in industrial parks.
1995	Subject Property	Subject Property is relatively flat. As of Jan 1973 the site is being used as OKC OM/LOM.
	North	Area directly and further north does not detail individual development and does not show additional development.
	East	Area directly and further east does not detail individual development and does not show additional development.
	South	Area directly and further south does not detail individual development and does not show additional development.
	West	Area directly and further west does not detail individual development and does not show additional development.

Aerial Photography

As a part of the investigation of the Subject Property, historical aerial photographs were obtained from EDR for the years 1937, 1941, 1951, 1957, 1963, 1970, 1979, 1984, 1995, 2005 and 2010. These aerial photographs of the Subject Property were reviewed to determine the historical land use of the Subject Property and the surrounding areas. A discussion of the information extracted from the aerial photographs is provided in the following table. Refer to Section 16.4.2 for reproductions of the aerial photographs.

Aerial Photo		Aerial Photograph Direction and Description	
Year	Direction	Description	
1937	Subject Property	Subject Property is not developed and appears agricultural use.	
	North	Directly north is a railroad track. Further north appears agricultural use, farmsteads and rural residential.	
	East	Directly east appears agricultural use. Further east appears agricultural use and rural residential. Further to the northeast is residential development.	
	South	Directly south appears agricultural use. Further south appears agricultural and a farmstead and rural residential.	
	West	Directly and further west appears agricultural use.	
1941	Subject Property	Subject Property is not developed and appears agricultural use.	
	North	Directly north appears unchanged from 1937. Further north shows additional residential and rural residential development.	
	East	Directly and further east appears unchanged from 1937. Further to the northeast shows additional residential development.	
	South	Directly and further south appear unchanged from 1937.	
	West	Directly and further west appear unchanged from 1937.	

Aerial Photo	Aerial Photograph Direction and Description	
Year	Direction	Description
1951	Subject Property	Subject Property has been developed and a structure is evident.
	North	Directly north appears unchanged from 1941. Further north shows additional residential and rural residential development.
	East	Directly east shows an access drive extending from Meridian Avenue to the Subject Property. Further east appears unchanged from 1941.
	South	Directly and further south appear unchanged from 1941. Further to the southeast shows additional rural residential development.
	West	Directly and further west appear unchanged from 1941.
1957	Subject Property	Subject Property is developed and a structure is evident.
	North	Directly north appears unchanged from 1951. Further north shows development of a railroad spur extending to the north and development along this spur.
	East	Directly east appears unchanged from 1951. Further east shows development along the railroad track and industrial development to the northeast.
	South	Directly and further south appear unchanged from 1951.
	West	Directly and further west appear unchanged from 1951. Further to the northwest shows development of sandpit.
1963	Subject Property	Subject Property is developed and a structure is evident.
	North	Directly north appears unchanged from 1957. Further north shows additional industrial development.
	East	Directly and further east appear unchanged from 1957.
	South	Directly and further south appear unchanged from 1957.
	West	Directly west appears unchanged from 1957. Further west and northwest shows industrial development.

Aerial Photo		Aerial Photograph Direction and Description
Year	Direction	Description
1970	Subject Property	Subject Property is developed and a structure is evident.
	North	Directly north appears unchanged from 1963. Further north shows additional industrial and residential development.
	East	Directly and further east appear unchanged from 1963.
	South	Directly south appears unchanged from 1963. Further south, southeast and southwest shows industrial development.
	West	Directly west appears unchanged from 1963. Further west and southwest shows additional industrial development.
1979	Subject Property	Subject Property is developed and a structure is evident. As of Jan 1973 the site is being used as OKC OM/LOM.
	North	Directly north shows industrial development across railroad tracks. Further north shows additional industrial, residential and commercial development.
	East	Directly east shows a railroad spur and industrial/warehouse building. Further east shows additional industrial development.
	South	Directly south shows the access drive for the Subject Property extending from NW 3 rd Street. Directly and further south shows additional industrial development.
	West	Directly west appears unchanged from 1970. Further west, northwest and southwest shows additional industrial development.
1984	Subject Property	Subject Property is developed and a structure is evident. As of Jan 1973 the site is being used as OKC OM/LOM.
	North	Directly north appears unchanged from 1979. Further north shows additional industrial, residential and commercial development.
	East	Directly east appears unchanged from 1979. Further east shows additional industrial development.
	South	Directly south shows an industrial/warehouse building. Further south and southeast shows additional industrial development.
	West	Directly west appears unchanged from 1979. Further west, northwest and southwest shows additional industrial development.

Aerial Photo	Aerial Photograph Direction and Description	
Year	Direction	Description
1995	Subject Property	Subject Property is developed and a structure is evident. As of Jan 1973 the site is being used as OKC OM/LOM.
	North	Directly north appears unchanged from 1984. Further north shows additional commercial development.
	East	Directly and further east appear unchanged from 1984. Further northeast shows additional industrial development.
	South	Directly south appears unchanged from 1984. Further south shows additional commercial development.
	West	Directly and further west appear unchanged from 1984.
2005	Subject Property	Subject Property is developed and a structure is evident. As of Jan 1973 the site is being used as OKC OM/LOM.
	North	Directly north appears unchanged from 1995. Further north shows additional industrial development.
	East	Directly and further east appear unchanged from 1995. Further northeast shows additional industrial development.
	South	Directly south appears unchanged from 1995. Further south shows additional commercial and industrial development.
	West	Directly and further west appear unchanged from 1995. Further northwest and southwest shows additional industrial development.
2010	Subject Property	Subject Property is developed and a structure is evident. As of Jan 1973 the site is being used as OKC OM/LOM.
	North	Directly and further north appear unchanged from 2005.
	East	Directly and further east appear unchanged from 2005.
	South	Directly and further south appear unchanged from 2005.
	West	Directly west shows development of runoff retention pond. Further west and southwest shows additional development related to industrial park. Further northwest shows additional industrial development.

Soil Survey Review

The OKC OM/LOM is located on the following soils:

- Soil Component Name: Watonga
- Soil Surface Texture: silty clay
- Hydrologic Group: Class D – Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.
- Soil Drainage Class: Moderately well drained.
- Hydric Status: Not hydric.
- Corrosion Potential - Uncoated Steel: High
- Depth to Water table Min: >0 inches
- Depth to Bedrock Min: > 0 inches

See EDR Radius Report, Physical Setting Summary, for complete soil survey report.

5.5 Historical Use Information on Adjoining Properties

Adjoining properties to the east, south and west of the Subject Property historically have been undeveloped and agricultural. To the north of the Subject Property historically and continues to be a railroad track. More recently the surrounding properties were developed as part of an industrial park and include warehouse and light industrial buildings to the south and east and a runoff retention pond to the west.

6.0 SITE RECONNAISSANCE

On March 10, 2015, the environmental professional with Lockheed Martin (NISC III), conducted a site inspection of the Subject Property to determine the environmental conditions. The following sections are based on observations made by the environmental professional during the site inspection.

6.1 Methodology and Limiting Conditions

Lockheed Martin (NISC III) contacted Mr. Tim Nelson, Southwest Oklahoma System Support Center (SSC) Manager and Mr. Nathan Thompson Southwest Oklahoma SSC Airway Transportation Systems Specialist (ATSS) to verify the removal of all limiting conditions and to schedule the site inspection. As the Subject Property is accessible and not secured, an escort was not necessary for the site inspection.

Photographs taken during the site inspection provided in Section 16.3.

6.2 General Site Setting

The Subject Property is located in an area of industrial park developments and includes buildings for light industrial and warehouse uses. There is an active railroad line running along the north side of the site and a runoff retention pond just west of the site.

6.3 External Observations

The site is currently unused and vacant. Access to the site is from a gravel access drive from NW 3rd Street. The area where the building and equipment had been located is flat and covered with gravel and dirt. The transformer that serviced the Subject Property is located on the utility pole at the southwest corner of the site. There were no indications of leakage observed on transformer or on the ground beneath. Several old railroad ties were observed across the abandoned railroad spur northeast of the site.

A site plan is provided in Section 16.2 and photographs of the Subject Property are provided in Section 16.3.

6.4 Interior Observations

The Subject Property contains no structures with interiors. Interior observations are not applicable. The inventory of structures and equipment that was previously located on the Subject Property is outlined in the Parsons *Site Survey Report*.

Photographs of the Subject Property are provided in Section 16.3.

7.0 INTERVIEWS

7.1 Interview with Owner

The FAA owns the Subject Property. FAA Central Service Area (CSA) Real Estate Contracting Officer (RECO), Jana Blanco, provided information regarding the property status and associated real estate documents.

7.2 Interview with Site Manager

Interviews were conducted with Southwest Oklahoma SSC Manger Tim Nelson via email and telephone prior to the site inspection. Mr. Nelson provided information regarding the historical use of the site. He did not indicate knowledge of any current or historical adverse environmental conditions at or around the Subject Property.

7.3 Interviews with Occupants

There are no occupants as the site has been decommissioned and the Subject Property was never a staffed facility.

7.4 Interviews with State and/or Local Officials

Research and investigation efforts provided information required for this Phase I. Therefore, no interviews with state or local officials were deemed necessary.

7.5 Interviews with Others

FAA and NISC III personnel were contacted to determine the use of the property prior to the commissioning of the OKC OM/LOM. This included the current FAA Safety and Environmental Compliance Manager (SECM) Joe DeGrandi; former SECMs Rick Simon and Rio Budd; and Terry Scott with NISC III.

8.0 FINDINGS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of the applicable ASTM Standard E1527-13, and FAA Order 1050.19B, of OKC OM/LOM located north of NW 3rd Street in Oklahoma City, Oklahoma 73127. Any exceptions to, or deletions from, this practice are described in Section 11.0 of this report.

No findings indicating any potential recognized environmental conditions were noted.

9.0 OPINIONS

The site inspection and records review did not reveal any recognized environmental conditions in connection with the Subject Property. Also, there is no indication that FAA activities on the Subject Property have contributed to any environmental concerns on adjacent properties. Furthermore, there is no indication that operations and conditions on adjacent properties have caused any adverse environmental effects to the Subject Property.

10.0 CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard E1527-13, and FAA Order 1050.19B, of OKC OM/LOM located north of NW 3rd Street in Oklahoma City, Oklahoma 73127. Any exceptions to, or deletions from, this practice are described in Section 2.4 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the Subject Property.

11.0 DEVIATIONS

This Phase I EDDA was performed with no deletions or deviations from ASTM Standard E1527-13 and FAA Order 1050.19B, except as specified in Section 12.0.

12.0 ADDITIONAL SERVICES

12.1 Asbestos

No sampling for asbestos was done as part of this Phase I EDDA. No structures are present at the Subject Property. Parsons TSSC 4 indicated in the *Site Survey Report* and as identified in the Marshall Environmental Management, *Bulk Asbestos Analysis Report*, no asbestos containing material had been identified at the Subject Property.

12.2 Lead

No sampling for lead was done as part of this Phase I EDDA. No structures are currently present at the Subject Property. Parsons TSSC 4 indicated in the *Site Survey Report* that no lead had been identified at the Subject Property.

12.3 Radon

No sampling for radon was conducted as part of this Phase I EDDA. According to the U.S. Environmental Protection Agency (EPA), Oklahoma County, Oklahoma is a Zone 3 which is Low Potential and indicates a predicted average indoor radon screening level less than 2 pCi/L (picoCuries per Liter).

12.4 Historic Value

The National Historic Preservation Act (NHPA), as amended in 16 United States Code (USC) 470, is the fundamental law for the protection, rehabilitation, restoration and reconstruction of cultural resources. Section 106 of this Act requires that federal agencies take measures to protect properties eligible for or included in the National Register of Historic Places (NRHP). Other statutes, such as the Archaeological Resources Protection Act (16 USC 470aa-470ii); protect non-structural properties of historic importance. Research indicates that the Subject Property does not contain any structures or areas that qualify for protection as related to the above-referenced statutes. During the site inspection, no such NRHP sites were observed. A review of the NRHP did not reveal any information to suggest that the Subject Property would be covered under the above-referenced statutes.

13.0 REFERENCES

Environmental Data Resources, Inc., *EDR Radius Map Report with GeoCheck*, Inquiry Number 4217467.2s, February 25, 2015. This report is provided as a separate file.

Marshall Environmental Management, Inc., *Bulk Asbestos Analysis Report*, December 19, 2014. This Asbestos Analysis Report is available on the FAA Facility Disposition KSN.

Parsons TSSC 4, *Site Survey Report, Oklahoma City, Oklahoma, Demolish, Remove, and Dispose of the OKC Outer Marker/Locator Outer Marker JCN: 1302834*. December 17, 2014. This Site Survey Report is available on the FAA Facility Disposition KSN.

Soils information was obtained from Natural Resource Conservation Web Soil Survey website: <http://websoilsurvey.nrcs.usda.gov/>

The National Wetlands Inventory (NWI) map was obtained from the National Wetlands Inventory website: <http://www.fws.gov/wetlands/>.

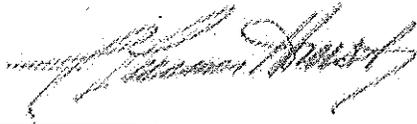
The Flood Insurance Rate Map (FIRM) was researched at the Federal Emergency Management Agency (FEMA) website: <https://msc.fema.gov/>.

The information regarding radon zone was obtained from the EPA website: <http://www.epa.gov/radon/zonemap.html>.

The information regarding historic resources was obtained from the National Registry of Historic Places (NRHP) website: <http://www.nationalregisterofhistoricplaces.com/>.

14.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

This Phase I EDDA was performed in accordance with ASTM Standard E1527-13 and FAA Order 1050.19B. The methodologies contained in these standards and orders include, among other things, interviews with individuals familiar with the Subject Property, site inspection and historical records review. Information obtained during the interviews and site inspection was recorded and reviewed before being included in this Phase I EDDA report. All information obtained during the site investigation and subsequently included within the Phase I EDDA is assumed to be reliable. The purpose of this investigation is to provide FAA with information regarding any existing or potential environmental concerns on or surrounding the audit site. The following signatures attest to these statements:



Lucas Hornsby, Lockheed Martin (NISC III)

March 18, 2015

Date:



Digitally signed by Steven R. Thurman
DN: cn=Steven R. Thurman, o=Lockheed
Martin, ou=NISC III,
email=Steven.R.Thurman@lmco.com, c=US
Date: 2015.03.18 16:49:39 -04'00'

Steven R Thurman, Lockheed Martin (NISC III)

March 18, 2015

Date:

15.0 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONALS

We declare that, to the best of our professional knowledge and belief, we meet the definition of environmental professionals as defined in §312.10 of 40 CFR 312.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Subject Property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.