Volume 3 – Part 1

GNOSS FIELD AIRPORT

PROPOSED EXTENSION OF RUNWAY 13/31

Final

Environmental Impact Statement Appendices

FEDERAL AVIATION ADMINISTRATION

June 2014

Volume 3 – Part 2

GNOSS FIELD AIRPORT

PROPOSED EXTENSION OF RUNWAY 13/31

Final

Environmental Impact Statement Appendices

FEDERAL AVIATION ADMINISTRATION

June 2014

APPENDIX A
AGENCY SCOPING AND COORDINATION

This appendix includes documentation of agency scoping and coordination that was conducted during development of the Environmental Impact Statement (EIS) and Environmental Impact Report (EIR). Agencies that provided scoping comments were added to the project mailing list. The FAA and the County of Marin provided these agencies an opportunity to review how their scoping comments were addressed in the Draft EIS/Draft EIR and comment on all aspects of the Draft EIS/Draft EIR during the December 9, 2011 to February 6, 2012 Draft EIS/Draft EIR public comment period. Agency comments on the Draft EIS/Draft EIR are provided in Appendix P, *Comments Received on Draft EIS/Draft EIR* and responses to those comments are provided in Appendix Q, *Responses to Comments*.

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Agency Pre-Scoping Meeting
February 13 & 14, 2007

Sign In Sheets

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MARIN COUNTY AIRPORT – GNOSS FIELD
Environmental Impact Statement/ Environmental Impact Report

INTRODUCTORY MEETING
SIGN-IN SHEET

February 13, 2007

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2/13/07

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MARIN COUNTY AIRPORT – GNOSS FIELD
Environmental Impact Statement/ Environmental Impact Report

INTRODUCTORY MEETINGS
SIGN-IN SHEET

February 14, 2007

10:30 am City of Novato

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1:30 Marin County

ROB ADAMS		
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KEN ROBBINS	See Above	
JOHN ROBERTO		
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Agency Pre-Scoping Meeting
City of Novato
March 15, 2008

Sign In Sheet

Information Provided by Novato Fire Department

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City of Novato Pre-Scoping Meeting 3/15/08

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CHAPTER 11
AVIATION FACILITIES

SECTION 1101
GENERAL

1101.1 Scope. Airports, heliports, helistops and aircraft hangars shall be in accordance with this chapter.

1101.2 Regulations not covered. Regulations not specifically contained herein pertaining to airports, aircraft maintenance, aircraft hangars and appurtenant operations shall be in accordance with nationally recognized standards.

1101.3 Permits. For permits to operate aircraft-refueling vehicles, application of flammable or combustible finishes, and hot work, see Appendix Chapter 1, Section 105.6.

SECTION 1102
DEFINITIONS

1102.1 Definitions. The following words and terms shall, for the purposes of this chapter and as used elsewhere in this code, have the meanings shown herein.

AIRCRAFT OPERATION AREA (AOA). Any area used or intended for use for the parking, taxiing, takeoff, landing or other ground-based aircraft activity.

AIRPORT. An area of land or structural surface that is used, or intended for use, for the landing and taking off of aircraft with an overall length greater than 39 feet (11 887 mm) and an overall exterior fuselage width greater than 6.6 feet (2012 mm), and any appurtenant areas that are used or intended for use for airport buildings and other airport facilities.

HELIPORT. An area of land or water or a structural surface that is used, or intended for use, for the landing and taking off of helicopters, and any appurtenant areas which are used, or intended for use, for heliport buildings and other heliport facilities.

HELISTOP. The same as "Heliport," except that no fueling, defueling, maintenance, repairs or storage of helicopters is permitted.

SECTION 1103
GENERAL PRECAUTIONS

1103.1 Sources of ignition. Open flames, flame-producing devices and other sources of ignition shall not be permitted in a hangar, except in approved locations or in any location within 50 feet (15 240 mm) of an aircraft-fueling operation.

1103.2 Smoking. Smoking shall be prohibited in aircraft-refueling vehicles, aircraft hangars and aircraft operation areas used for cleaning, paint removal, painting operations or fueling. "No Smoking" signs shall be provided in accordance with Section 310.

Exception: Designated and approved smoking areas.

1103.3 Housekeeping. The aircraft operation area (AOA) and related areas shall be kept free from combustible debris at all times.

1103.4 Fire department access. Fire apparatus access roads shall be provided and maintained in accordance with Chapter 5. Fire apparatus access roads and aircraft parking positions shall be designed in a manner so as to preclude the possibility of fire vehicles traveling under any portion of a parked aircraft.

1103.5 Dispensing of flammable and combustible liquids. The dispensing, transferring and storage of flammable and combustible liquids shall be in accordance with this chapter and Chapter 34. Aircraft motor fuel-dispensing facilities shall be in accordance with Chapter 22.

1103.6 Combustible storage. Combustible materials stored in aircraft hangars shall be stored in approved locations and containers.

1103.7 Hazardous material storage. Hazardous materials shall be stored in accordance with Chapter 27.

SECTION 1104
AIRCRAFT MAINTENANCE

1104.1 Transferring flammable and combustible liquids. Flammable and combustible liquids shall not be dispensed into or removed from a container, tank, vehicle or aircraft except in approved locations.

1104.2 Application of flammable and combustible liquid finishes. The application of flammable or Class II combustible liquid finishes is prohibited unless both of the following conditions are met:

1. The application of the liquid finish is accomplished in an approved location.
2. The application methods and procedures are in accordance with Chapter 15.

1104.3 Cleaning parts. Class IA flammable liquids shall not be used to clean aircraft, aircraft parts or aircraft engines. Cleaning with other flammable and combustible liquids shall be in accordance with Section 3405.3.6.

1104.4 Spills. This section shall apply to spills of flammable and combustible liquids and other hazardous materials. Fuel spill control shall also comply with Section 1106.11.

1104.4.1 Cessation of work. Activities in the affected area not related to the mitigation of the spill shall cease until the spilled material has been removed or the hazard has been mitigated.

1104.4.2 Vehicle movement. Aircraft or other vehicles shall not be moved through the spill area until the spilled material has been removed or the hazard has been mitigated.

1104.4.3 Mitigation. Spills shall be reported, documented and mitigated in accordance with the provisions of this chapter and Section 2703.3.

1104.5 Running engines. Aircraft engines shall not be run in aircraft hangars except in approved engine test areas.

1104.6 Open flame. Repairing of aircraft requiring the use of open flames, spark-producing devices or the heating of parts above 500°F (260°C) shall only be done outdoors or in an area complying with the provisions of the *California Building Code* for a Group F-1 occupancy.

SECTION 1105
PORTABLE FIRE EXTINGUISHERS

1105.1 General. Portable fire extinguishers suitable for flammable or combustible liquid and electrical-type fires shall be provided as specified in Sections 1105.2 through 1105.6 and Section 906. Extinguishers required by this section shall be inspected and maintained in accordance with Section 906.

1105.2 On towing vehicles. Vehicles used for towing aircraft shall be equipped with a minimum of one listed portable fire extinguisher complying with Section 906 and having a minimum rating of 20-B:C.

1105.3 On welding apparatus. Welding apparatus shall be equipped with a minimum of one listed portable fire extinguisher complying with Section 906 and having a minimum rating of 2-A:20-B:C.

1105.4 On aircraft fuel-servicing tank vehicles. Aircraft fuel-servicing tank vehicles shall be equipped with a minimum of two listed portable fire extinguishers complying with Section 906, each having a minimum rating of 20-B:C. A portable fire extinguisher shall be readily accessible from either side of the vehicle.

1105.5 On hydrant fuel-servicing vehicles. Hydrant fuel-servicing vehicles shall be equipped with a minimum of one listed portable fire extinguisher complying with Section 906, and having a minimum rating of 20-B:C.

1105.6 At fuel-dispensing stations. Portable fire extinguishers at fuel-dispensing stations shall be located such that pumps or dispensers are not more than 75 feet (22 860 mm) from one such extinguisher. Fire extinguishers shall be provided as follows:

1. Where the open-hose discharge capacity of the fueling system is not more than 200 gallons per minute (13 L/s), a minimum of two listed portable fire extinguishers complying with Section 906 and having a minimum rating of 20-B:C shall be provided.
2. Where the open-hose discharge capacity of the fueling system is more than 200 gallons per minute (13 L/s) but not more than 350 gallons per minute (22 L/s), a minimum of one listed wheeled extinguisher complying with Section 906 and having a minimum extinguishing rating of 80-B:C, and a minimum agent capacity of 125 pounds (57 kg), shall be provided.
3. Where the open-hose discharge capacity of the fueling system is more than 350 gallons per minute (22 L/s), a minimum of two listed wheeled extinguishers complying with Section 906 and having a minimum rating of 80-B:C each, and a minimum capacity agent of 125 pounds (57 kg) of each, shall be provided.

1105.7 Fire extinguisher access. Portable fire extinguishers required by this chapter shall be accessible at all times. Where necessary, provisions shall be made to clear accumulations of snow, ice and other forms of weather-induced obstructions.

1105.7.1 Cabinets. Cabinets and enclosed compartments used to house portable fire extinguishers shall be clearly marked with the words FIRE EXTINGUISHER in letters at least 2 inches (51 mm) high. Cabinets and compartments shall be readily accessible at all times.

1105.8 Reporting use. Use of a fire extinguisher under any circumstances shall be reported to the manager of the airport and the fire code official immediately after use.

SECTION 1106
AIRCRAFT FUELING

1106.1 Aircraft motor fuel-dispensing facilities. Aircraft motor fuel-dispensing facilities shall be in accordance with Chapter 22.

1106.2 Airport fuel systems. Airport fuel systems shall be designed and constructed in accordance with NFPA 407.

1106.3 Construction of aircraft-fueling vehicles and accessories. Aircraft-fueling vehicles shall comply with this section and shall be designed and constructed in accordance with NFPA 407.

1106.3.1 Transfer apparatus. Aircraft-fueling vehicles shall be equipped and maintained with an approved transfer apparatus.

1106.3.1.1 Internal combustion type. Where such transfer apparatus is operated by an individual unit of the internal-combustion-motor type, such power unit shall be located as remotely as practicable from pumps, piping, meters, air eliminators, water separators, hose reels, and similar equipment, and shall be housed in a separate compartment from any of the aforementioned items. The fuel tank in connection therewith shall be suitably designed and installed, and the maximum fuel capacity shall not exceed 5 gallons (19 L) where the tank is installed on the engine. The exhaust pipe, muffler and tail pipe shall be shielded.

1106.3.1.2 Gear operated. Where operated by gears or chains, the gears, chains, shafts, bearings, housing and all parts thereof shall be of an approved design and shall be installed and maintained in an approved manner.

1106.3.1.3 Vibration isolation. Flexible connections for the purpose of eliminating vibration are allowed if the material used therein is designed, installed and maintained in an approved manner, provided such connections do not exceed 24 inches (610 mm) in length.

1106.3.2 Pumps. Pumps of a positive-displacement type shall be provided with a bypass relief valve set at a pressure of not more than 35 percent in excess of the normal working

pressure of such unit. Such units shall be equipped and maintained with a pressure gauge on the discharge side of the pump.

1106.3.3 Dispensing hoses and nozzles. Hoses shall be designed for the transferring of hydrocarbon liquids and shall not be any longer than necessary to provide efficient fuel transfer operations. Hoses shall be equipped with an approved shutoff nozzle. Fuel-transfer nozzles shall be self-closing and designed to be actuated by hand pressure only. Notches and other devices shall not be used for holding a nozzle valve handle in the open position. Nozzles shall be equipped with a bonding cable complete with proper attachment for aircraft to be serviced.

1106.3.4 Protection of electrical equipment. Electric wiring, switches, lights and other sources of ignition, when located in a compartment housing piping, pumps, air eliminators, water separators, hose reels or similar equipment, shall be enclosed in a vapor-tight housing. Electrical motors located in such a compartment shall be of a type approved for use as specified in *California Electrical Code.*

1106.3.5 Venting of equipment compartments. Compartments housing piping, pumps, air eliminators, water separators, hose reels and similar equipment shall be adequately ventilated at floor level or within the floor itself.

1106.3.6 Accessory equipment. Ladders, hose reels and similar accessory equipment shall be of an approved type and constructed substantially as follows:

1. Ladders constructed of noncombustible material are allowed to be used with or attached to aircraft-fueling vehicles, provided the manner of attachment or use of such ladders is approved and does not constitute an additional fire or accident hazard in the operation of such fueling vehicles.
2. Hose reels used in connection with fueling vehicles shall be constructed of noncombustible materials and shall be provided with a packing gland or other device which will preclude fuel leakage between reels and fuel manifolds.

1106.3.7 Electrical bonding provisions. Transfer apparatus shall be metallically interconnected with tanks, chassis, axles and springs of aircraft-fueling vehicles.

1106.3.7.1 Bonding cables. Aircraft-fueling vehicles shall be provided and maintained with a substantial heavy-duty electrical cable of sufficient length to be bonded to the aircraft to be serviced. Such cable shall be metallically connected to the transfer apparatus or chassis of the aircraft-fueling vehicle on one end and shall be provided with a suitable metal clamp on the other end, to be fixed to the aircraft.

1106.3.7.2 Bonding cable protection. The bonding cable shall be bare or have a transparent protective sleeve and be stored on a reel or in a compartment provided for no other purpose. It shall be carried in such a manner that it will not be subjected to sharp kinks or accidental breakage under conditions of general use.

1106.3.8 Smoking. Smoking in aircraft-fueling vehicles is prohibited. Signs to this effect shall be conspicuously posted in the driver's compartment of all fueling vehicles.

1106.3.9 Smoking equipment. Smoking equipment such as cigarette lighters and ash trays shall not be provided in aircraft-fueling vehicles.

1106.4 Operation, maintenance and use of aircraft-fueling vehicles. The operation, maintenance and use of aircraft-fueling vehicles shall be in accordance with Sections 1106.4.1 through 1106.4.4 and other applicable provisions of this chapter.

1106.4.1 Proper maintenance. Aircraft-fueling vehicles and all related equipment shall be properly maintained and kept in good repair. Accumulations of oil, grease, fuel and other flammable or combustible materials is prohibited. Maintenance and servicing of such equipment shall be accomplished in approved areas.

1106.4.2 Vehicle integrity. Tanks, pipes, hoses, valves and other fuel delivery equipment shall be maintained leak free at all times.

1106.4.3 Removal from service. Aircraft-fueling vehicles and related equipment which are in violation of Section 1106.4.1 or 1106.4.2 shall be immediately defueled and removed from service and shall not be returned to service until proper repairs have been made.

1106.4.4 Operators. Aircraft-fueling vehicles that are operated by a person, firm or corporation other than the permittee or the permittee's authorized employee shall be provided with a legible sign visible from outside the vehicle showing the name of the person, firm or corporation operating such unit.

1106.5 Fueling and defueling. Aircraft-fueling and defueling operations shall be in accordance with Sections 1106.5.1 through 1106.5.5.

1106.5.1 Positioning of aircraft-fueling vehicles. Aircraft-fueling vehicles shall not be located, parked or permitted to stand in a position where such unit would obstruct egress from an aircraft should a fire occur during fuel-transfer operations. Tank vehicles shall not be located, parked or permitted to stand under any portion of an aircraft.

1106.5.1.1 Fueling vehicle egress. A clear path shall be maintained for aircraft-fueling vehicles to provide for prompt and timely egress from the fueling area.

1106.5.1.2 Aircraft vent openings. A clear space of at least 10 feet (3048 mm) shall be maintained between aircraft fuel-system vent openings and any part or portion of an aircraft-fueling vehicle.

1106.5.1.3 Parking. Prior to leaving the cab, the aircraft-fueling vehicle operator shall ensure that the parking brake has been set. At least two chock blocks not less than 5 inches by 5 inches by 12 inches (127 mm by 127 mm by 305 mm) in size and dished to fit the contour of the tires shall be utilized and positioned in such a manner as to preclude movement of the vehicle in any direction.

1106.5.2 Electrical bonding. Aircraft-fueling vehicles shall be electrically bonded to the aircraft being fueled or defueled. Bonding connections shall be made prior to making fueling connections and shall not be disconnected until the fuel-transfer operations are completed and the fueling connections have been removed.

Where a hydrant service vehicle or cart is used for fueling, the hydrant coupler shall be connected to the hydrant system prior to bonding the fueling equipment to the aircraft.

1106.5.2.1 Conductive hose. In addition to the bonding cable required by Section 1106.5.2, conductive hose shall be used for all fueling operations.

1106.5.2.2 Bonding conductors on transfer nozzles. Transfer nozzles shall be equipped with approved bonding conductors which shall be clipped or otherwise positively engaged with the bonding attachment provided on the aircraft adjacent to the fuel tank cap prior to removal of the cap.

Exception: In the case of overwing fueling where no appropriate bonding attachment adjacent to the fuel fill port has been provided on the aircraft, the fueling operator shall touch the fuel tank cap with the nozzle spout prior to removal of the cap. The nozzle shall be kept in contact with the fill port until fueling is completed.

1106.5.2.3 Funnels. Where required, metal funnels are allowed to be used during fueling operations. Direct contact between the fueling receptacle, the funnel and the fueling nozzle shall be maintained during the fueling operation.

1106.5.3 Training. Aircraft-fueling vehicles shall be attended and operated only by persons instructed in methods of proper use and operation and who are qualified to use such fueling vehicles in accordance with minimum safety requirements.

1106.5.3.1 Fueling hazards. Fuel-servicing personnel shall know and understand the hazards associated with each type of fuel dispensed by the airport fueling-system operator.

1106.5.3.2 Fire safety training. Employees of fuel agents who fuel aircraft, accept fuel shipments or otherwise handle fuel shall receive approved fire safety training.

1106.5.3.2.1 Fire extinguisher training. Fuel-servicing personnel shall receive approved training in the operation of fire-extinguishing equipment.

1106.5.3.2.2 Documentation. The airport fueling-system operator shall maintain records of all training administered to its employees. These records shall be made available to the fire code official on request.

1106.5.4 Transfer personnel. During fuel-transfer operations, a qualified person shall be in control of each transfer nozzle and another qualified person shall be in immediate control of the fuel-pumping equipment to shut off or otherwise control the flow of fuel from the time fueling operations are begun until they are completed.

Exceptions:

1. For underwing refueling, the person stationed at the point of fuel intake is not required.
2. For overwing refueling, the person stationed at the fuel pumping equipment shall not be required where the person at the fuel dispensing device is within 75 feet (22 800 mm) of the emergency shutoff device, is not on the wing of the aircraft and has a clear and unencumbered path to the fuel pumping equipment; and, the fuel dispensing line does not exceed 50 feet (15 240 mm) in length.

The fueling operator shall monitor the panel of the fueling equipment and the aircraft control panel during pressure fueling or shall monitor the fill port during overwing fueling.

1106.5.5 Fuel flow control. Fuel flow-control valves shall be operable only by the direct hand pressure of the operator. Removal of the operator's hand pressure shall cause an immediate cessation of the flow of fuel.

1106.6 Emergency fuel shutoff. Emergency fuel shutoff controls and procedures shall comply with Sections 1106.6.1 through 1106.6.4.

1106.6.1 Accessibility. Emergency fuel shutoff controls shall be readily accessible at all times when the fueling system is being operated.

1106.6.2 Notification of the fire department. The fueling-system operator shall establish a procedure by which the fire department will be notified in the event of an activation of an emergency fuel shutoff control.

1106.6.3 Determining cause. Prior to reestablishment of normal fuel flow, the cause of fuel shutoff conditions shall be determined and corrected.

1106.6.4 Testing. Emergency fuel shutoff devices shall be operationally tested at intervals not exceeding three months. The fueling-system operator shall maintain suitable records of these tests.

1106.7 Protection of hoses. Before an aircraft-fueling vehicle is moved, fuel transfer hoses shall be properly placed on the approved reel or in the compartment provided, or stored on the top decking of the fueling vehicle if proper height rail is provided for security and protection of such equipment. Fuel-transfer hose shall not be looped or draped over any part of the fueling vehicle, except as herein provided. Fuel-transfer hose shall not be dragged when such fueling vehicle is moved from one fueling position to another.

1106.8 Loading and unloading. Aircraft-fueling vehicles shall be loaded only at an approved loading rack. Such loading racks shall be in accordance with Section 3406.5.1.12.

Exceptions:

1. Aircraft-refueling units may be loaded from the fuel tanks of an aircraft during defueling operations.
2. Fuel transfer between tank vehicles is allowed to be performed in accordance with Section 3406.6 when

the operation is at least 200 feet (60 960 mm) from an aircraft.

The fuel cargo of such units shall be unloaded only by approved transfer apparatus into the fuel tanks of aircraft, underground storage tanks or approved gravity storage tanks.

1106.9 Passengers. Passenger traffic is allowed during the time fuel transfer operations are in progress, provided the following provisions are strictly enforced by the owner of the aircraft or the owner's authorized employee:

1. Smoking and producing an open flame in the cabin of the aircraft or the outside thereof within 50 feet (15 240 mm) of such aircraft shall be prohibited.

   A qualified employee of the aircraft owner shall be responsible for seeing that the passengers are not allowed to smoke when remaining aboard the aircraft or while going across the ramp from the gate to such aircraft, or vice versa.
2. Passengers shall not be permitted to linger about the plane, but shall proceed directly between the loading gate and the aircraft.
3. Passenger loading stands or walkways shall be left in loading position until all fuel transfer operations are completed.
4. Fuel transfer operations shall not be performed on the main exit side of any aircraft containing passengers except when the owner of such aircraft or a capable and qualified employee of such owner remains inside the aircraft to direct and assist the escape of such passengers through regular and emergency exits in the event fire should occur during fuel transfer operations.

1106.10 Sources of ignition. Smoking and producing open flames within 50 feet (15 240 mm) of a point where fuel is being transferred shall be prohibited. Electrical and motor-driven devices shall not be connected to or disconnected from an aircraft at any time fueling operations are in progress on such aircraft.

1106.11 Fuel spill prevention and procedures. Fuel spill prevention and the procedures for handling spills shall comply with Sections 1106.11.1 through 1106.11.7.

1106.11.1 Fuel-service equipment maintenance. Aircraft fuel-servicing equipment shall be maintained and kept free from leaks. Fuel-servicing equipment that malfunctions or leaks shall not be continued in service.

1106.11.2 Transporting fuel nozzles. Fuel nozzles shall be carried utilizing appropriate handles. Dragging fuel nozzles along the ground shall be prohibited.

1106.11.3 Drum fueling. Fueling from drums or other containers having a capacity greater than 5 gallons (19 L) shall be accomplished with the use of an approved pump.

1106.11.4 Fuel spill procedures. The fueling-system operator shall establish procedures to follow in the event of a fuel spill. These procedures shall be comprehensive and shall provide for at least all of the following:

1. Upon observation of a fuel spill, the aircraft-fueling operator shall immediately stop the delivery of fuel by releasing hand pressure from the fuel flow-control valve.
2. Failure of the fuel control valve to stop the continued spillage of fuel shall be cause for the activation of the appropriate emergency fuel shutoff device.
3. A supervisor for the fueling-system operator shall respond to the fuel spill area immediately.

1106.11.5 Notification of the fire department. The fire department shall be notified of any fuel spill which is considered a hazard to people or property or which meets one or more of the following criteria:

1. Any dimension of the spill is greater than 10 feet (3048 mm).
2. The spill area is greater than 50 square feet (4.65 m^2).
3. The fuel flow is continuous in nature.

1106.11.6 Investigation required. An investigation shall be conducted by the fueling-system operator of all spills requiring notification of the fire department. The investigation shall provide conclusive proof of the cause and verification of the appropriate use of emergency procedures. Where it is determined that corrective measures are necessary to prevent future incidents of the same nature, they shall be implemented immediately.

1106.11.7 Multiple fuel delivery vehicles. Simultaneous delivery of fuel from more than one aircraft-fueling vehicle to a single aircraft-fueling manifold is prohibited unless proper backflow prevention devices are installed to prevent fuel flow into the tank vehicles.

1106.12 Aircraft engines and heaters. Operation of aircraft onboard engines and combustion heaters shall be terminated prior to commencing fuel service operations and shall remain off until the fuel-servicing operation is completed.

Exception: In an emergency, a single jet engine is allowed to be operated during fuel servicing where all of the following conditions are met:

1. The emergency shall have resulted from an onboard failure of the aircraft's auxiliary power unit.
2. Restoration of auxiliary power to the aircraft by ground support services is not available.
3. The engine to be operated is either at the rear of the aircraft or on the opposite side of the aircraft from the fuel service operation.
4. The emergency operation is in accordance with a written procedure approved by the fire code official.

1106.13 Vehicle and equipment restrictions. During aircraft-fueling operations, only the equipment actively involved in the fueling operation is allowed within 50 feet (15 240 mm) of the aircraft being fueled. Other equipment shall be prohibited in this area until the fueling operation is complete.

Exception: Aircraft-fueling operations utilizing single-point refueling with a sealed, mechanically locked fuel line connection and the fuel is not a Class I flammable liquid.

A clear space of at least 10 feet (3048 mm) shall be maintained between aircraft fuel-system vent openings and any part or portion of aircraft-servicing vehicles or equipment.

1106.13.1 Overwing fueling. Vehicles or equipment shall not be allowed beneath the trailing edge of the wing when aircraft fueling takes place over the wing and the aircraft fuel-system vents are located on the upper surface of the wing.

1106.14 Electrical equipment. Electrical equipment, including but not limited to, battery chargers, ground or auxiliary power units, fans, compressors or tools, shall not be operated, nor shall they be connected or disconnected from their power source, during fuel service operations.

1106.14.1 Other equipment. Electrical or other spark-producing equipment shall not be used within 10 feet (3048 mm) of fueling equipment, aircraft fill or vent points, or spill areas unless that equipment is intrinsically safe and approved for use in an explosive atmosphere.

1106.15 Open flames. Open flames and open-flame devices are prohibited within 50 feet (15 240 mm) of any aircraft fuel-servicing operation or fueling equipment.

1106.15.1 Other areas. The fire code official is authorized to establish other locations where open flames and open-flame devices are prohibited.

1106.15.2 Matches and lighters. Personnel assigned to and engaged in fuel-servicing operations shall not carry matches or lighters on or about their person. Matches or lighters shall be prohibited in, on or about aircraft-fueling equipment.

1106.16 Lightning procedures. The fire code official is authorized to require the airport authority and the fueling-system operator to establish written procedures to follow when lightning flashes are detected on or near the airport. These procedures shall establish criteria for the suspension and resumption of aircraft-fueling operations.

1106.17 Fuel-transfer locations. Aircraft fuel-transfer operations shall be prohibited indoors.

Exception: In aircraft hangars built in accordance with the provisions of the *California Building Code* for Group F-1 occupancies, aircraft fuel-transfer operations are allowed where:

1. Necessary to accomplish aircraft fuel-system maintenance operations. Such operations shall be performed in accordance with nationally recognized standards; or
2. The fuel being used has a flash point greater than 100°F (37.8°C).

1106.17.1 Position of aircraft. Aircraft being fueled shall be positioned such that any fuel system vents and other fuel tank openings are a minimum of:

1. Twenty-five feet (7620 mm) from buildings or structures other than jet bridges; and
2. Fifty feet (15 240 mm) from air intake vents for boiler, heater or incinerator rooms.

1106.17.2 Fire equipment access. Access for fire service equipment to aircraft shall be maintained during fuel-servicing operations.

1106.18 Defueling operations. The requirements for fueling operations contained in this section shall also apply to aircraft defueling operations. Additional procedures shall be established by the fueling-system operator to prevent overfilling of the tank vehicle used in the defueling operation.

1106.19 Maintenance of aircraft-fueling hose. Aircraft-fueling hoses shall be maintained in accordance with Sections 1106.19.1 through 1106.19.4.

1106.19.1 Inspections. Hoses used to fuel or defuel aircraft shall be inspected periodically to ensure their serviceability and suitability for continued service. The fuel-service operator shall maintain records of all tests and inspections performed on fueling hoses. Hoses found to be defective or otherwise damaged shall be immediately removed from service.

1106.19.1.1 Daily inspection. Each hose shall be inspected daily. This inspection shall include a complete visual scan of the exterior for evidence of damage, blistering or leakage. Each coupling shall be inspected for evidence of leaks, slippage or misalignment.

1106.19.1.2 Monthly inspection. A more thorough inspection, including pressure testing, shall be accomplished for each hose on a monthly basis. This inspection shall include examination of the fuel delivery inlet screen for rubber particles, which indicates problems with the hose lining.

1106.19.2 Damaged hose. Hose that has been subjected to severe abuse shall be immediately removed from service. Such hoses shall be hydrostatically tested prior to being returned to service.

1106.19.3 Repairing hose. Hoses are allowed to be repaired by removing the damaged portion and recoupling the undamaged end. When recoupling hoses, only couplings designed and approved for the size and type of hose in question shall be used. Hoses repaired in this manner shall be visually inspected and hydrostatically tested prior to being placed back in service.

1106.19.4 New hose. New hose shall be visually inspected prior to being placed into service.

1106.20 Aircraft fuel-servicing vehicles parking. Unattended aircraft fuel-servicing vehicles shall be parked in areas that provide for both the unencumbered dispersal of vehicles in the event of an emergency and the control of leakage such that adjacent buildings and storm drains are not contaminated by leaking fuel.

1106.20.1 Parking area design. Parking areas for tank vehicles shall be designed and utilized such that a clearance of 10 feet (3048 mm) is maintained between each parked vehicle for fire department access. In addition, a minimum clearance of 50 feet (15 240 mm) shall be maintained between tank vehicles and parked aircraft and structures other than those used for the maintenance and/or garaging of aircraft fuel-servicing vehicles.

1106.21 Radar equipment. Aircraft fuel-servicing operations shall be prohibited while the weather-mapping radar of that aircraft is operating.

Aircraft fuel-servicing or other operations in which flammable liquids, vapors or mists may be present shall not be conducted within 300 feet (91 440 mm) of an operating aircraft surveillance radar.

Aircraft fuel-servicing operations shall not be conducted within 300 feet (91 440 mm) of airport flight traffic surveillance radar equipment.

Aircraft fuel-servicing or other operations in which flammable liquids, vapors or mists may be present shall not be conducted within 100 feet (30 480 mm) of airport ground traffic surveillance radar equipment.

1106.21.1 Direction of radar beams. The beam from ground radar equipment shall not be directed toward fuel storage or loading racks.

Exceptions:

1. Fuel storage and loading racks in excess of 300 feet (91 440 mm) from airport flight traffic surveillance equipment.
2. Fuel storage and loading racks in excess of 100 feet (30 480 mm) from airport ground traffic surveillance equipment.

SECTION 1107
HELISTOPS AND HELIPORTS

1107.1 General. Helistops and heliports shall be maintained in accordance with Sections 1107. 2 through 1107.8. Helistops and heliports on buildings shall be constructed in accordance with the *California Building Code.*

1107.2 Clearances. The touchdown area shall be surrounded on all sides by a clear area having minimum average width at roof level of 15 feet (4572 mm) but no width less than 5 feet (1524 mm). The clear area shall be maintained.

1107.3 Flammable and Class II combustible liquid spillage. Landing areas on structures shall be maintained so as to confine flammable or Class II combustible liquid spillage to the landing area itself, and provisions shall be made to drain such spillage away from exits or stairways serving the helicopter landing area or from a structure housing such exit or stairway.

1107.4 Exits. Exits and stairways shall be maintained in accordance with Section 412.5 of the *California Building Code.*

1107.5 Standpipe systems. Where a building with a rooftop helistop or heliport is equipped with a standpipe system, the system shall be extended to the roof level on which the helistop or heliport is located. All portions of the helistop and heliport area shall be within 150 feet (45 720 mm) of a 2.5-inch (63.5 mm) outlet on a Class I or III standpipe.

1107.6 Foam protection. Foam fire-protection capabilities shall be provided for rooftop heliports. Such systems shall be designed, installed and maintained in accordance with the applicable provisions of Sections 903, 904 and 905.

1107.7 Fire extinguishers. A minimum of one portable fire extinguisher having a minimum 80-B:C rating shall be provided for each permanent takeoff and landing area and for the aircraft parking areas. Installation, inspection and maintenance of these extinguishers shall be in accordance with Section 906.

1107.8 Federal approval. Before operating helicopters from helistops and heliports, approval shall be obtained from the Federal Aviation Administration.

Agency Pre-Scoping Meeting
U.S. Army Corps of Engineers
May 14, 2008

Meeting Application
Presentation
Sign In Sheet

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MARIN COUNTY AIRPORT - GNOSS FIELD
EIS-EIR FOR THE PROPOSED EXTENSION TO RUNWAY 13/31
U.S. ARMY CORPS OF ENGINEERS (USACE)
INTERAGENCY MEETING APPLICATION
May 14, 2008

I. **Project Name:** Marin County Airport - Gnoss Field, EIS-EIR for the Proposed Extension to Runway 13/31

II. **Applicant/Agent:** FAA as the manager of the EIS process; Marin County, California as the airport sponsor and CEQA lead agency; Landrum & Brown, Inc. as contractor preparing the EIS-EIR documentation

III. **Project Location:** Marin County Airport - Gnoss Field is located in Marin County, California, north of the City of Novato. Automobile access is from US Highway 101 at the Atherton Avenue Exit (see Exhibit 1)

IV. **USACE File Number:** No USACE File Number has been assigned at this time

Purpose of Presentation:

The purpose of the presentation of the project to the USACE Interagency Meeting is to accomplish the following goals:

- Introduce the project and the key team members to the agencies
- Familiarize the agencies with the scope of the proposed action (project)
- Identify issues of concern to participating agencies
- Create a list of contacts within each participating agency
- Provide agencies advance notice of upcoming scoping meetings

Project Description:

Marin County Airport - Gnoss Field (the Airport) serves as an important link in the regional transportation network by providing air travel options for residents and businesses of Marin County. The Airport currently has one runway (Runway 13/31) that is 3,300 feet long and 75 feet wide (see Exhibit 2). On an annual basis, approximately 95,000 takeoffs and landings occur at the Airport. Typical aircraft types include single and twin engine propeller aircraft, as well as small business jet aircraft. The existing runway is surrounded by a system of levees that protect the runway from flooding and directs drainage through the surrounding area. The airport faces a number of 'challenges' that this project is designed to overcome. These are described below:

> ***The current runway length of 3,300 feet limits the ability of current Airport tenants to operate aircraft at optimum weights for maximum efficiency.*** In simple terms, this means that the length of the runway requires pilots to restrict the weight of the aircraft well below what the aircraft could accommodate. This is done by either reducing fuel or by reducing passengers and/or cargo. The first option limits the distance the aircraft can fly, resulting in aircraft taking off from the Airport for another

nearby airport where they can then fuel up completely before continuing to the final destination. The second option limits the number of people carried and/or what each person is allowed to bring on the aircraft, which sometimes results in aircraft making two trips to the same destination to transport the desired number of people/ cargo. The other potential outcome of these situations is that residents and businesses choose to drive to another reliever airport (e.g. Sonoma and Napa County airports) that has the necessary runway length to accommodate their transportation needs.

The Airport needs to comply with FAA standards for Runway Safety Areas. The FAA has guidelines for the layout of runways, including areas that are specifically designed to enhance the safety of air travel. One such area is called the Runway Safety Area (RSA). The latest FAA guidance for an airport that serves the type of aircraft as are served at Marin County Airport, calls for a 240-foot long by 120-foot wide RSA beyond the end of each runway. This area needs to be graded, free of obstructions, and capable of supporting the weight of an aircraft and emergency equipment in the event that an aircraft rolls beyond the end of the runway. The Airport currently has a 125-foot overrun (RSA) at the south end of the runway and a 100-foot overrun (RSA) at the north end of the runway. The Airport has two options for addressing this issue. The first option is to reduce the overall length of the runway and designate a portion of the current runway as overrun area. The result of this would be a reduction in the overall length of the runway and a corresponding reduction in the ability of the Airport to serve its role as a designated 'reliever' in the transportation network of the area (see previous for more discussion of runway length issues). The second option is to extend the runway overrun areas to meet the current standards. This option will require an extension of the runway and the levees surrounding the runway.

Marin County, as the owner and operator of the Gnoss Field Airport, has proposed the following improvements to address both of the issues described above for the Airport (see Exhibit 3):

- Extend Runway 13/31 from 3,300 feet to 4,400 feet with RSAs that meet current FAA guidelines
- Extend the corresponding taxiway to the full length of the runway
- Levee extension and realignment of drainage
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway

In accordance with the National Environmental Policy Act (NEPA), FAA Orders 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions,* and 1050.1E, *Environmental Impacts Policies and Procedures,* and the laws of the State of California, an environmental review of this project is being prepared to disclose the potential environmental impacts of the proposed action (project) and to identify necessary mitigation.

Based on the anticipated level of impacts, a joint EIS-EIR is being prepared. The FAA will manage the EIS-EIS process and will make the final determination on the EIS through the preparation of a Record of Decision. The County of Marin will make the final determination on the EIR.

Likely Impacts of the Project:

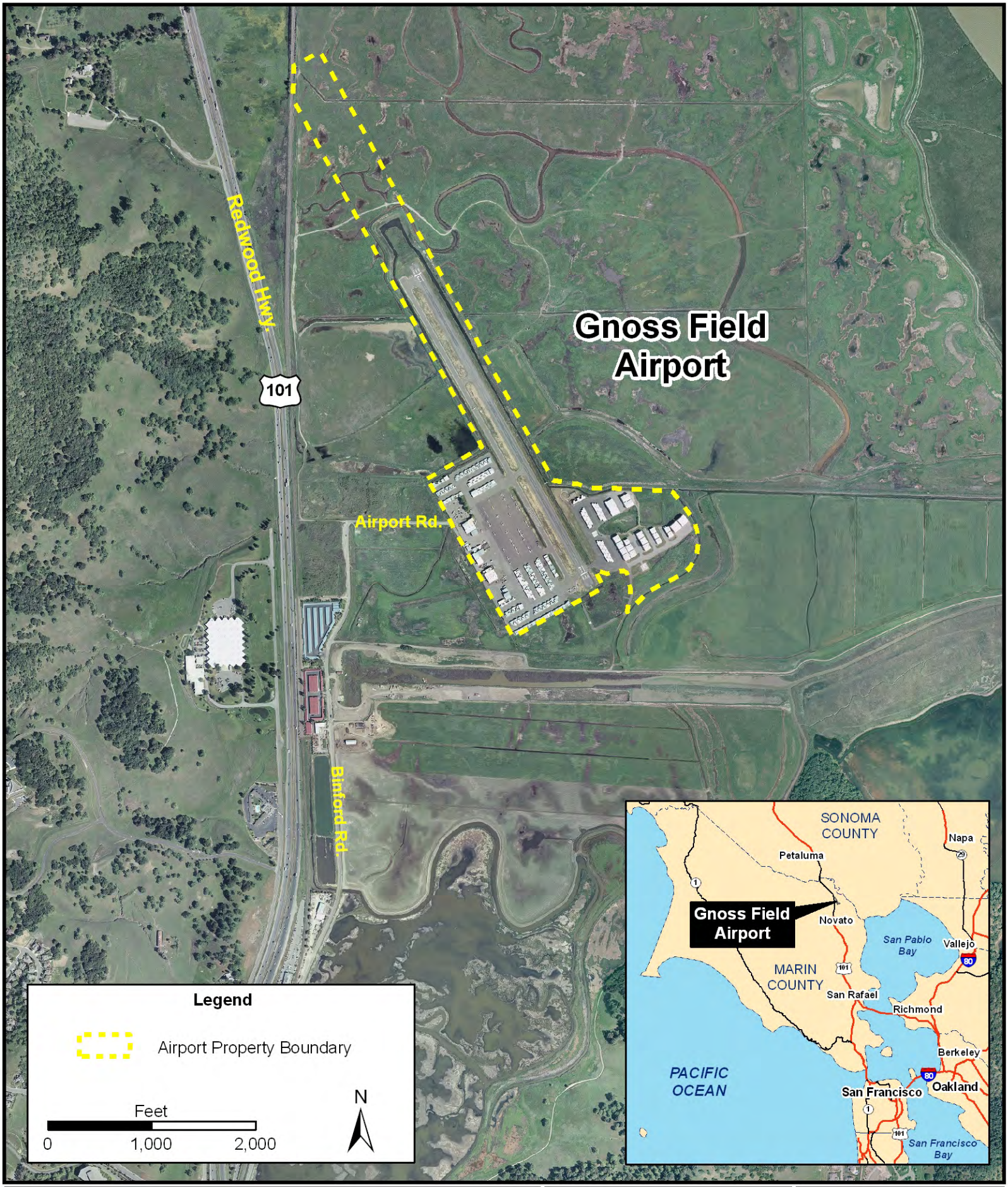
Based on an initial review of the project, potential impacts are likely for the following categories of resources (see Exhibit 4):

- noise impacts
- compatible land use
- air quality
- water quality
- wetlands
- ecological resources
- floodplains
- historic resources
- hazardous wastes
- socioeconomics

Next Steps:

The EIS-EIR process is expected to take 30–36 months from issuance of the Notice of Intent/Notice of Preparation until a final decision is reached. Permits and other mitigation requirements are likely to extend beyond that timeframe.

The next milestone for the study will be the formal Public and Agency Scoping meetings. These meetings are being planned for July 30-31, 2008. Your agency will be notified in advance via letter, as well as a Federal Register notice regarding the Notice of Intent/Notice of Preparation.

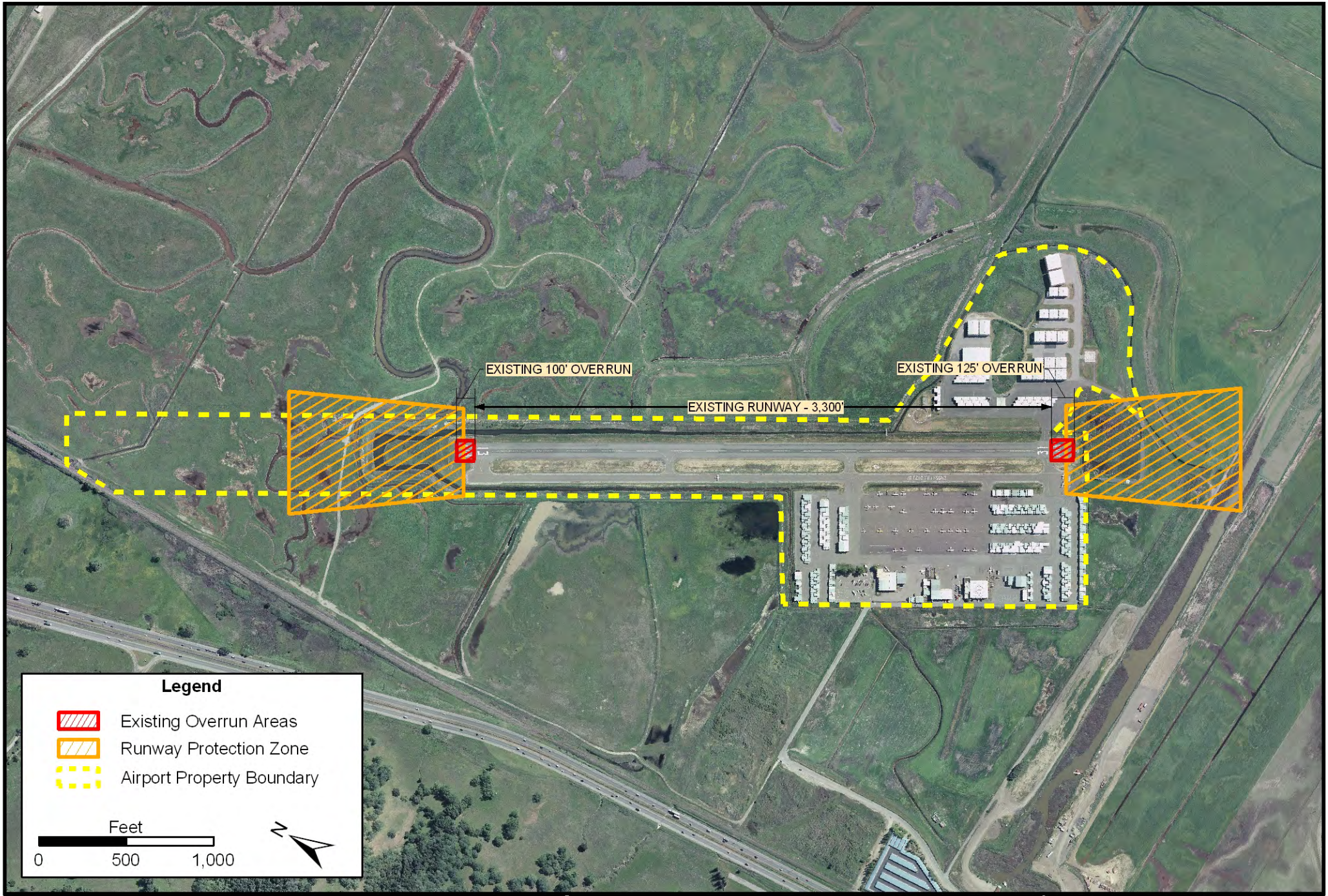


Marin County Airport
Gnoss Field
Environmental Impact Statement / Environmental Impact Report

Location and Vicinity Map

Exhibit 1

April 2008
Prepared By: Landrum & Brown
Filename: 1_Location_Highland



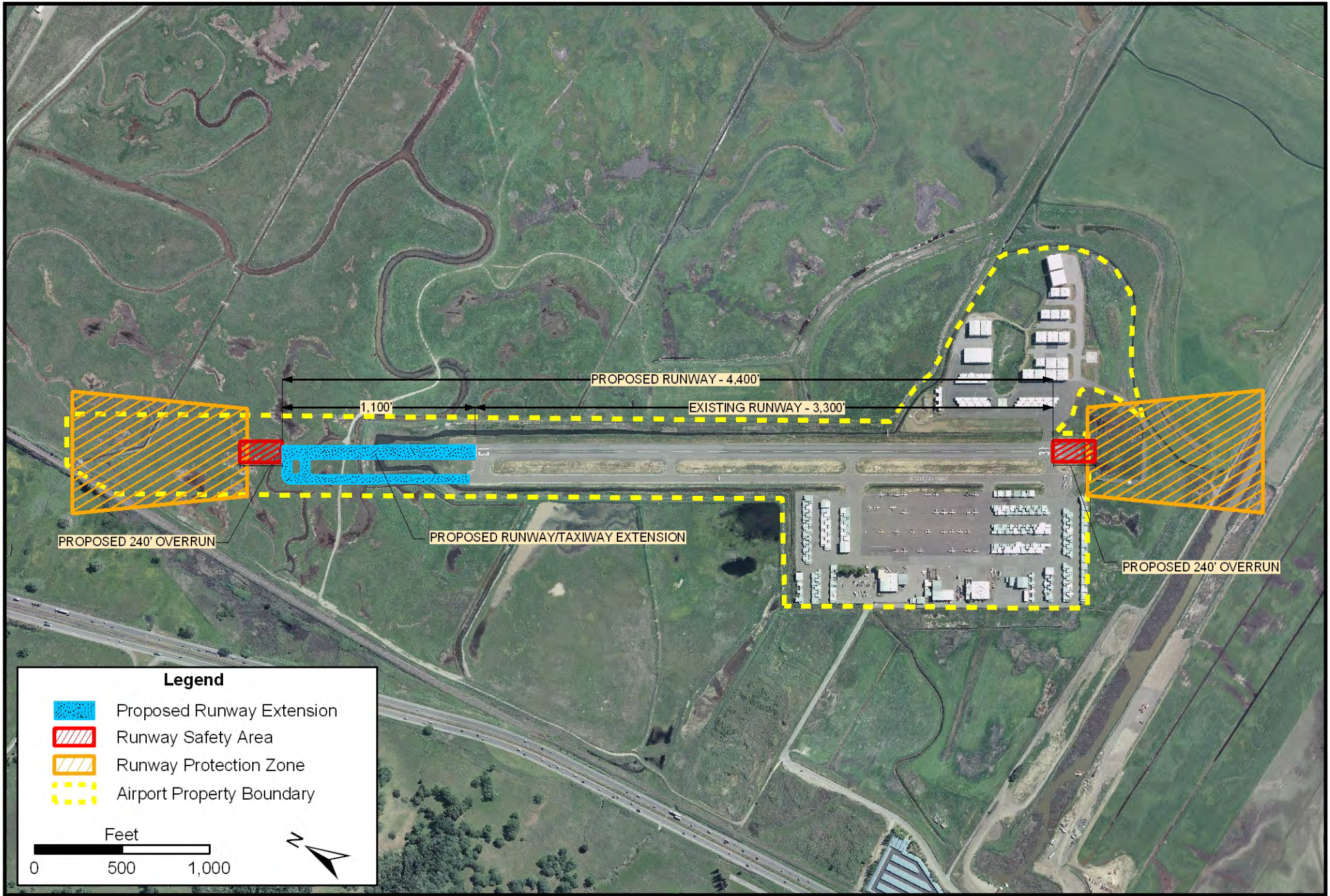
Marin County Airport - Gnoss Field

Environmental Impact Statement / Environmental Impact Report

Existing Airfield

Exhibit **2**

April 2008
Prepared By: Landrum & Brown
Filename: 2_Existing_Airfield.mxd



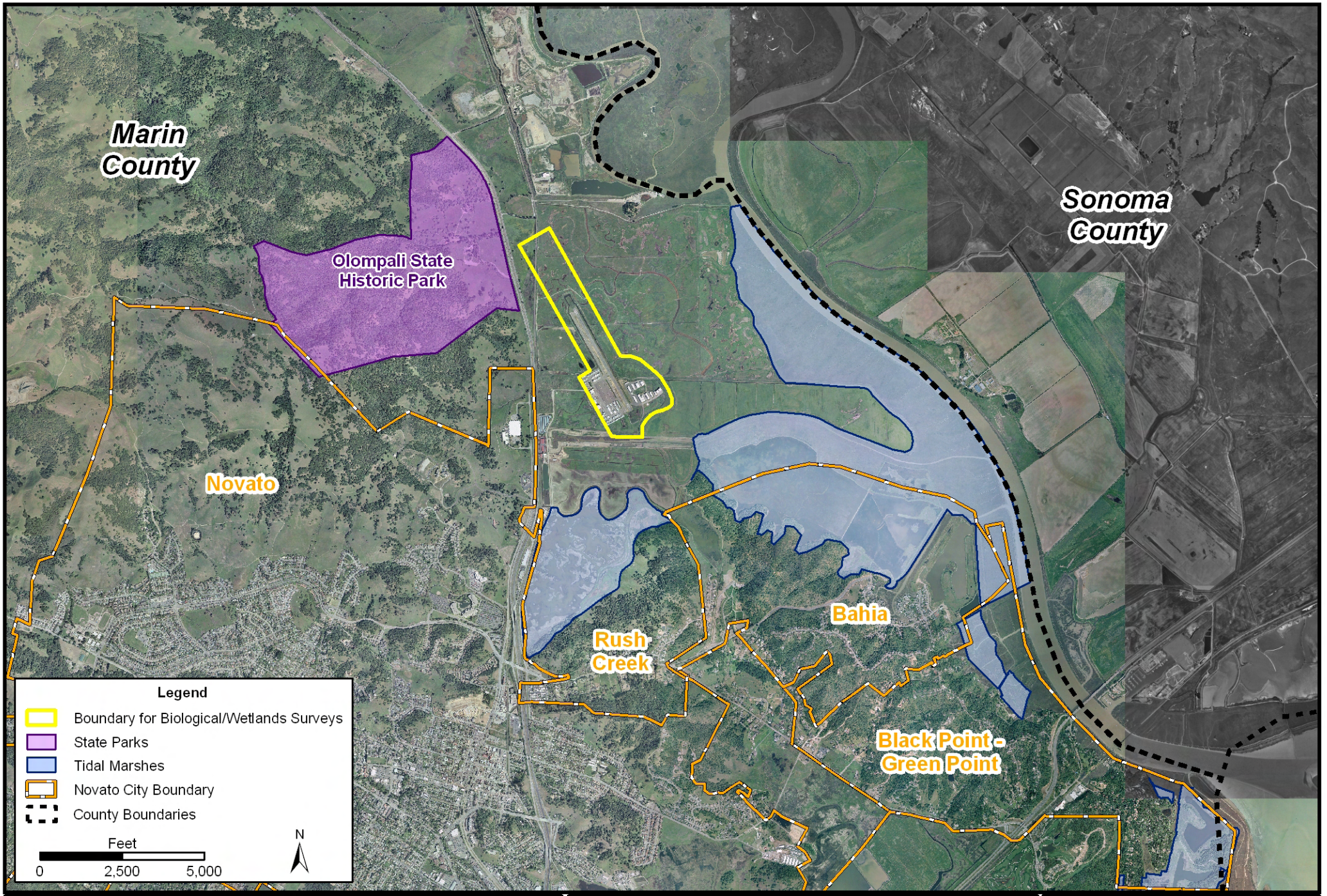
Marin County Airport - Gnoss Field

Environmental Impact Statement / Environmental Impact Report

Proposed Runway 13/31 Extension

Exhibit **3**

April 2008
Prepared By: Landrum & Brown
Filename: 3_Proposed_Runway.mxd



Marin County Airport - Gnoss Field
Environmental Impact Statement / Environmental Impact Report

Analysis of Potential Environmental Impacts

Exhibit **4**

April 2008
Prepared By: Landrum & Brown
Filename: 4_Environmental_Impacts.mxd

U.S. Army Corps of Engineers
San Francisco District
Interagency Meeting

Environmental Impact Statement/ Environmental Impact Report

Marin County Airport – Gnoss Field

Presented to: U.S. Army Corps of Engineers (USACE)

By: FAA Consultant, Landrum & Brown

Date: May 14, 2008, 2:00 PM

Agenda

I. Purpose of Presentation
II. Project Background
III. Proposed Project Description
IV. Environmental Processing
V. Potential Impacts of the Project
VI. Next Steps
VII. Questions

I. Purpose of Presentation

Accomplish the following goals

- Introduce the project and the key team members to agencies
- Familiarize agencies with the scope of the proposed action (project) and the environmental processes
- Identify issues of concern to participating agencies
- Create a list of contacts within each participating agency
- Provide agencies advance notice of upcoming scoping meetings
- *No USACE File Number has been assigned at this time*

II. Project Background

Marin County Airport – Gnoss Field

- Located in Marin County, California (north of Novato)
- Serves as an important link in the regional transportation network as a reliever airport

II. Project Background

Marin County Airport – Gnoss Field

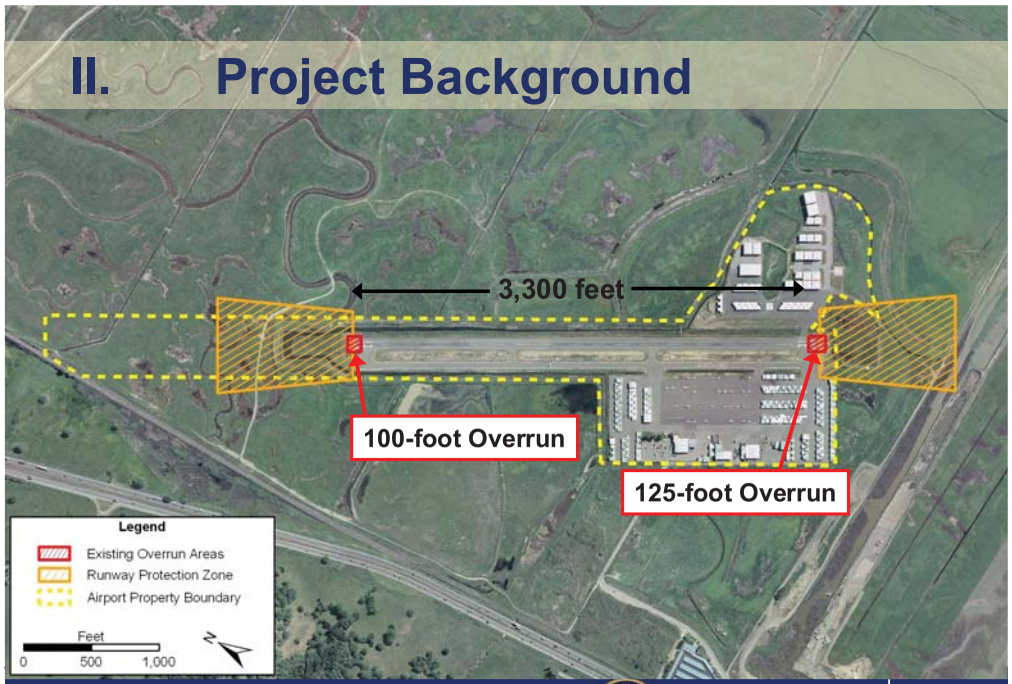
- One runway (Runway 13/31) that is 3,300 feet long
- ~95,000 takeoffs and landings annually
- Single and twin engine propeller aircraft, small business jets
- System of levees protect the runway from flooding

II. Project Background

Challenges to overcome

- **The current runway length of 3,300 feet limits the ability of current Airport tenants to operate aircraft at optimum weight for maximum efficiency**
  - Currently requires pilots to restrict the weight of the aircraft well below what the aircraft could accommodate
  - They must either reduce fuel or reduce the passengers and/or cargo
- **The Airport needs to comply with current FAA standards for Runway Safety Areas (RSAs)**
  - Latest FAA guidance calls for 240-foot long by 120-foot wide RSA beyond the end of each runway
  - Currently the Airport has 125-foot overrun (RSA) on the south end and 100-foot overrun (RSA) on the north end

II. Project Background

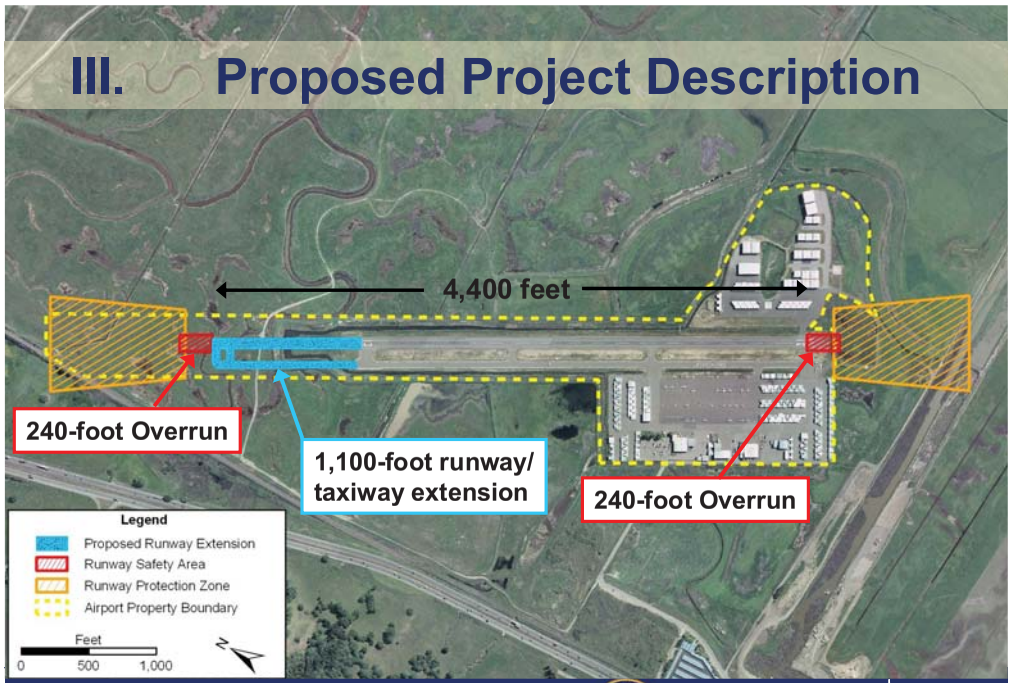


III. Proposed Project Description

Marin County, as the owner and operator of Gnoss Field Airport, has proposed the following improvements:

- Extend Runway 13/31 from 3,300 feet to 4,400 feet with RSAs (i.e. overrun areas) that meet current FAA guidelines
- Extend the corresponding taxiway to the full length of the runway
- Levee extension and realignment of drainage
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway

III. Proposed Project Description



IV. Environmental Processing

To comply with the relevant environmental laws, this project requires the preparation of:

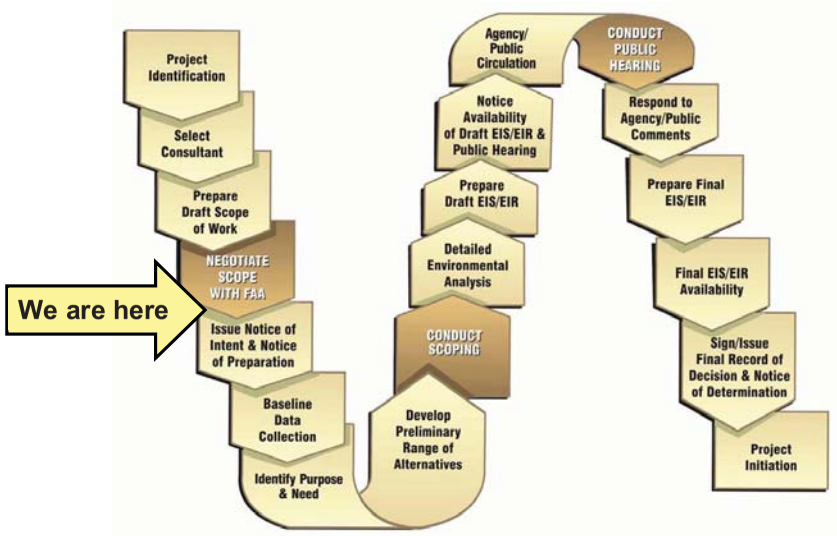
- An **Environmental Impact Statement (EIS)** to comply with the National Environmental Policy Act
- An **Environmental Impact Report (EIR)** to comply with the California Environmental Quality Act
- Other Federal and state laws/acts that are relevant to the project site or type of impacts
  - Section 106 Consultation
  - Department of Transportation 4(f)/303(c)
  - Endangered Species Act
  - Clean Water Act
  - Others

IV. Environmental Processing

Introduction to Applicant/Agents:

- **FAA** is the Federal Lead Agency for the NEPA compliance and EIS documentation
- **Marin County** is the State Lead Agency for the CEQA compliance and EIR documentation
- **Landrum & Brown** is the Contractor preparing the EIS/EIR Documentation
  - Sub-consultants that specialize in local environmental resources

IV. EIS/EIR Process

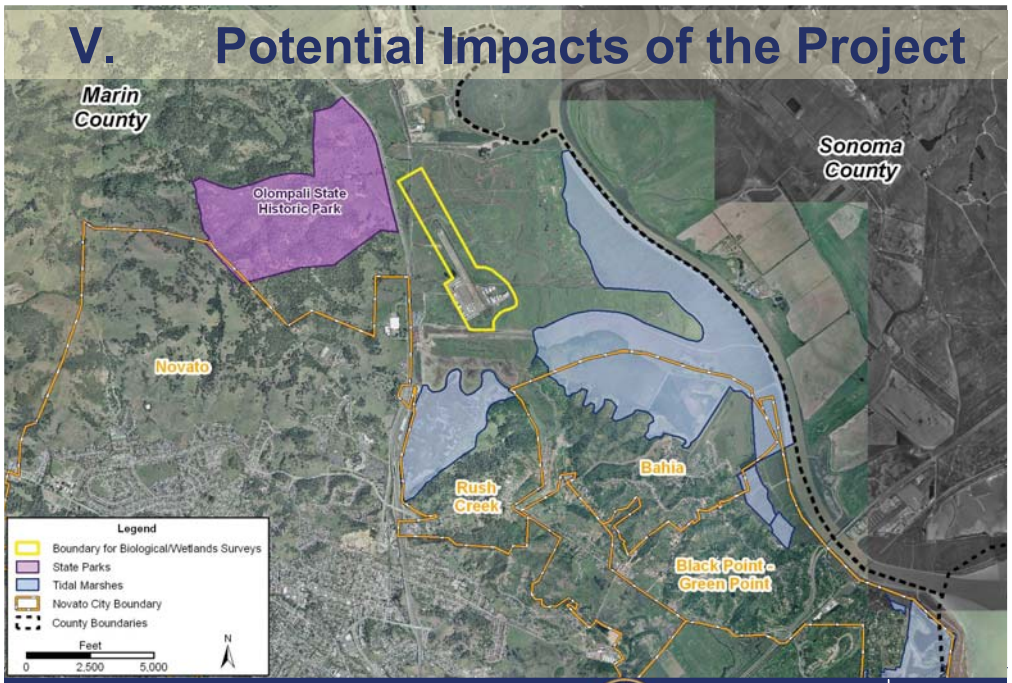


V. Potential Impacts of the Project

Based on initial review

- Noise Impacts
- Compatible Land Use
- Air Quality
- Water Quality
- Wetlands
- Geology & Hydrology
- Floodplains
- Ecological Resources
- Wildlife Habitat
- Historic Resources
- Hazardous Wastes
- Socioeconomics
- Visual Resources

V. Potential Impacts of the Project



VI. Next Steps

- 30-36 months until a final decision is reached
- Permits and other mitigation requirements will likely extend beyond that timeframe
- Formal Public and Agency Scoping Meetings
  - Planned for July 30-31, 2008
  - Agencies will be notified in advance via letter
  - NOI will be placed in the Federal Register
  - NOP will be distributed via certified mail and published in local newspapers of general circulation

VII. Questions

Any additional questions or comments should be directed to:

Mr. Barry Franklin
Federal Aviation Administration
Western Pacific Region
San Francisco Airport District Office
831 Mitten Road, Room 210
Burlingame, CA 94040-1303

Telephone: (650) 876-2778
Email: barry.franklin@faa.gov

U.S. Army Corps of Engineers, San Francisco District

Interagency Meeting – May 14, 2008

Time: 2:00 PM
Project: Marin County Airport Runway Extension

NAME	ORGANIZATION	PHONE / EMAIL
Paula Gill	USACE	415-503-6776 paula.c.gill@usace.army.m
Melissa Scianni	USEPA	415-972-3821 scianni.melissa@epa.gov
Doug Pomeroy	Federal Aviation Admin	650-876-2778 ext 612 douglas.pomeroy@faa.gov
Barry Franklin	FAA	650-876-2778 x-614 barry.franklin@faa.gov
Ken Robbins	County of Marin (DPW)	415-857-1754 krobbins@co.marin.ca.
John Roberto	Consultant to County of Marin	415-586-0224 Jrwplane@sbcglobal.net
Ruth Pratt	County of Marin Flood Control	(415) 499-7579 rpratt@co.marin.ca.us
Rob Adams	Landrum & Brown	(513) 530-1201 RADAMS@LANDRUM-BROWN.
Bryan Matsumoto	USACE	415 503 6786 bryan.t.matsumoto@usace.army.m
Dominic MacCormack	USACE	415 503 6784 Dominic.MacCormack@usace.army.mi
MARLA LAFER	Water Board	510-622-2348 mlafe@waterboards.ca.

Notice of Intent

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collection of information on the respondents, including through the use of automated techniques or other forms of information technology.

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Issued in Washington, DC.

Todd M. Homan,

Director, Office of Aviation Analysis.

[FR Doc. E8–15783 Filed 7–10–08; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration (FAA)

Notice of Approval of Finding of No Significant Impact (FONSI) on a Short Form Environmental Assessment (EA); Chicago/Rockford International Airport, Rockford, IL

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Approval of Documents.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public of the approval of a Finding of No Significant Impact (FONSI) on an Environmental Assessment for proposed Federal actions at Chicago/Rockford International Airport, Rockford, Illinois. The FONSI specifies that the proposed federal actions and local development projects are consistent with existing environmental policies and objectives as set forth in the National Environmental Policy Act of 1969 and will not significantly affect the quality of the environment.

A description of the proposed Federal actions is: (a) To issue an environmental finding to allow approval of the Airport Layout Plan (ALP) for the development items listed below.

The items in the local airport development project are to: Acquire approximately 18 acres of vacant land, in fee simple title, in the Runway 25 Approach and Runway Protection Zone.

Copies of the environmental decision and the Short Form EA are available for public information review during regular business hours at the following locations:

1. Chicago/Rockford International Airport, 60 Airport Drive, Rockford, IL 61109.

2. Division of Aeronautics—Illinois Department of Transportation, One Langhorne Bond Drive, Capital Airport, Springfield, IL 62707.

3. Federal Aviation Administration, Chicago Airports District Office, 2300 East Devon Avenue, Room 320, Des Plaines, Illinois 60018.

FOR FURTHER INFORMATION CONTACT: Amy B. Hanson, Environmental Protection Specialist, Federal Aviation Administration, Chicago Airports District Office, Room 320, 2300 East Devon Avenue, Des Plaines, Illinois 60018. Ms. Hanson can be contacted at (847) 294–7354 (voice), (847) 294–7046 (facsimile) or by e-mail at *amy.hanson@faa.gov.*

Issued in Des Plaines, Illinois, on June 19, 2008.

James G. Keefer,

Manager, Chicago Airports District Office, FAA, Great Lakes Region.

[FR Doc. E8–15551 Filed 7–10–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Prepare an Environmental Impact Statement and Hold Scoping Meeting; Gnoss Field, Novato, Marin County, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of intent and notice of scoping meeting.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared and considered for the proposed extension of a runway, corresponding taxiway extension, associated levee construction and realignment of drainage, and reprogramming of the GPS Instrument Approach for the extended runway. To ensure that all significant issues related to the proposed action are identified, a public scoping meeting will be held.

FOR FURTHER INFORMATION CONTACT: Barry Franklin, Environmental Protection Specialist, San Francisco Airports District Office, Federal Aviation Administration, Western-Pacific Region, 831 Mitten Road, Room 210, Burlingame, California 94010–1303, Telephone: (650) 876–2778, extension 614.

SUPPLEMENTARY INFORMATION: The Lead Agency for the preparation of the EIS is the FAA. The FAA will prepare an EIS to evaluate the following development alternatives and the No Action Alternative as described below. The EIS will determine all environmental impacts, such as and not limited to, noise impacts, impacts on air and water quality, wetlands, ecological resources, floodplains, historic resources, hazardous wastes, socioeconomics, and economic factors.

Alternative One—Sponsor's Proposed Project

Runway 13/31 would be extended 1,100 feet to the north from 3,300 linear feet to 4,400 linear feet. This length would maintain the airport's ability to accommodate current and projected airport operations.

To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and major realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

Alternative Two

Runway 13/31 would be extended 1,100 feet to the south from 3,300 linear feet to 4,400 linear feet. This length would maintain the airport's ability to accommodate current and projected airport operations.

To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the south from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and major realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

Alternative Three

Runway 13/31 would be extended to the north and to the south to bring the runway length from 3,300 linear feet to 4,400 linear feet. This length would maintain the airport's ability to accommodate current and projected airport operations.

To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north and to the south to bring the total taxiway length from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and major realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

Alternative Four—No Action Alternative

Under this alternative the existing airport would be retained with no improvements. The county would not change the infrastructure of the existing airport and no extensions or associated improvements would be constructed.

In addition to this Notice of Intent, the County of Marin, California is issuing a Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR), per California Environmental Quality Act (CEQA) of 1970 Guidelines. The FAA's EIS and the County's EIR will be produced concurrently.

Public Scoping Meeting: To ensure that the full range of issues related to the proposed project are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. A public scoping meeting will be conducted to identify any significant issues associated with the proposed project.

One (1) Public Scoping meeting for the general public will be held on August 14, 2008, at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd, Novato, California. The meeting will be held from 6:30 p.m. to 8:30 p.m. Pacific Daylight Time (PDT). The FAA and the County will be accepting comments on the scope of both the EIS and EIR at that scoping meeting.

Written comments concerning the scope of the EIS and EIR may be mailed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT** above, and must be received no later than 5 p.m. PDT, August 29, 2008.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Issued in Hawthorne, California on June 27, 2008.

Mark A. McClardy,

Manager, Airports Division, Western—Pacific Region, AWP–600.

[FR Doc. E8–15209 Filed 7–10–08; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Rule on Request to Release Airport Property at the Hondo Municipal Airport, Hondo, TX

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Request to Release Airport Property.

SUMMARY: The FAA proposes to rule and invite public comment on the release of land at the Hondo Municipal Airport under the provisions of Section 125 of the Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21).

DATES: Comments must be received on or before August 11, 2008.

ADDRESSES: Comments on this application may be mailed or delivered to the FAA at the following address: Mr. Mike Nicely, Manager, Federal Aviation Administration, Southwest Region, Airports Division, Texas Airports Development Office, ASW–650, Fort Worth, Texas 76193–0650.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to the Mr. Robert Herrera, City Manager, at the following address: 1600 Avenue M, Hondo, Texas 78861.

FOR FURTHER INFORMATION CONTACT: Mr. Steven Cooks Program Manager, Federal Aviation Administration, Texas Airports Development Office, ASW–650, 2601 Meacham Boulevard, Fort Worth, Texas 76193–0650, Telephone: (817) 222–5608, e-mail: *Steven.Cooks@faa.gov,* Fax: (817) 222–5989.

The request to release property may be reviewed in person at this same location.

SUPPLEMENTARY INFORMATION: The FAA invites public comment on the request to release property at the Hondo Municipal Airport under the provisions of the AIR 21.

The following is a brief overview of the request:

The City of Hondo requests the release of 30.785 acres of non-aeronautical airport property. The total acreage consists of two tracts. One is a 25.783 acre tract and the second tract is a 5.002 acre tract, for a total of 30.785 acres. The land was acquired by Deed without Warranty from the United States on July 16, 1948. The property to be released will be sold to allow for future development of the airport.

Any person may inspect the request in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**.

In addition, any person may, upon request, inspect the application, notice and other documents relevant to the application in person at the Hondo Municipal Airport, telephone number (830) 426–3378.

Issued in Fort Worth, Texas on July 1, 2008.

James Michael Nicely,

Acting Manager, Airports Division.

[FR Doc. E8–15552 Filed 7–10–08; 8:45 am]

BILLING CODE 4910–13–M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Receipt of Noise Compatibility Program and Request for Review for Meadows Field Airport, Bakersfield, CA

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for Meadows Field Airport under the provisions of 49 U.S.C. 47501 *et seq.* (the Aviation Safety and Noise Abatement Act, hereinafter referred to as ''the Act'') and 14 CFR Part 150 by County of Kern, California. This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part 150 for Meadows Field Airport were in compliance with applicable requirements, effective January 16, 2008, 73 FR 9401. The proposed noise compatibility program will be approved or disapproved on or before December 19, 2008.

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is June 23, 2008. The public comment period ends August 21, 2008.

FOR FURTHER INFORMATION CONTACT: Victor Globa, Federal Aviation Administration, Los Angeles Airports District Office, P.O. Box 92007, Los Angeles, California 90009–2007, Telephone: 310–725–3637. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for Meadows Field Airport which will be approved or disapproved on or before December 19, 2008. This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

Notice of Preparation

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MEMORANDUM

To: State Clearinghouse*

ABAG Clearinghouse*

Federal Aviation Administration (FAA) San Francisco Airports District Office*

U.S. Army Corps of Engineers San Francisco District*

Advisory Council on Historic Preservation*

National Marine Fisheries Service*

National Park Service Pacific West Region*

U.S. Fish and Wildlife Service Region 8*

U.S. Environmental Protection Agency Region 9*

U.S. Environmental Protection Agency Office of Federal Activities*

U.S. Department of Housing and Urban Development*

National Oceanic and Atmospheric Administration (NOAA)*

U.S. Department of the Interior (DOI) Office of Environmental Policy and Compliance*

U.S. Forest Service*

Bureau of Indian Affairs*

Bureau of Land Management*

U.S. Congress, Congressional District 6*

The Federated Indians of Graton Rancheria*

Pomo Coast Miwok Wappo*

Pomo Coast Miwok*

California Department of Food and Agriculture

California Central Valley Flood Protection Board

Caltrans District 4*

Caltrans Division of Aeronautics*

California Department of Fish and Game Region 3*

Governor's Office of Planning and Research*

California Department of Public Health/Drinking Water

California Office of Emergency Services

Wildlife Conservation Board*

Health and Human Services Agency

California Native American Heritage Commission*

California Department of Water Resources*

Office of Environmental Health Hazard Assessment

California National Guard

California Department of Housing and Community Development

California Integrated Waste Management Board*

California Water Resources Control Board*

Air Resources Board*

Governor's Office of Homeland Security

California Energy Commission

California Resources Agency*

California State Office of Historic Preservation*

California Environmental Protection Agency*

California Public Utilities Commission*

California State Lands Commission*

California Department of Parks and Recreation*

California Department of Forestry and Fire Protection*

Olompali State Historic Park*

Office of Agriculture and Environmental Stewardship

California State Water Resources Control Board*

California Department of General Services

California Department of Transportation

San Francisco Bay Conservation and Development Commission*

Bay Area Quality Management District Office (BAAQMD)*

California Department of Conservation*

Environmental Resources Conservation System

San Francisco Bay Regional Water Quality Control Board Region 2*

California State Senate District 3

City of Sausalito

City of Mill Valley

Town of Corte Madera

City of San Anselmo

Metropolitan Transportation Commission

San Rafael Chamber of Commerce

Town of Ross

Flood Control 7 Advisory Board

City of Belvedere

City of Petaluma

City of Larkspur

City of San Rafael

Town of Tiburon

Town of Fairfax

Marin/Sonoma Mosquito Vector Control District

City of Novato*

Novato Fire Department

Novato Fire Protection District

Novato Chamber of Commerce

Novato Community Development

Novato Postmaster

Novato Parks, Recreation, and Community Services

Novato Public Works

Novato Unified School District

Novato Sanitary District

Bolinas Community Public Utility District

Marin City Community Services District

Bel Marin Keys Community Services District

Muir Beach Community Services District

Tam Community Services District

North Marin Water District

Marin Municipal Water District

Marin County Community Development Agency

Marin County Board of Supervisors

Marin County Transit District

Marin County Emergency Services

Marin County Farm Advisor

Marin County Department of Public Works

Marin County Department of Cultural and Visitor Services

Marin County Airport – Gnoss Field

Marin County Farm Bureau

Marin County Fire Department

Marin County Office of Education

Marin County Administrator

Marin County Dept of Solid/Hazardous Waste

Marin County Counsel

Local Agency Formation Commission

Marin County Environmental Health Services (EHS)

Marin County Department of Parks and Open Space

Marin Agricultural Commission

North Coast Railroad Authority

SMART District Office

** Denotes NOP sent via certified mail*

RE: Notice of Preparation of an Environmental Impact Report for Marin County Airport - Gnoss Field, Proposed Extension of Runway 13/31

Date: *July 11, 2008*

Pursuant to state and local guidelines implementing the California Environmental Quality Act, please be advised that the County of Marin (County) will prepare an Environmental Impact Report (EIR) for the project identified below. In addition to this Notice of Preparation, the Federal Aviation Administration is issuing a Notice of Intent in the *Federal Register* to prepare an Environmental Impact Statement (EIS), per National Environmental Policy Act (NEPA) Guidelines. The FAA's EIS and the County of Marin's EIR will be produced concurrently.

We need to know the views of your agency as to the scope of the environmental information in the EIS and EIR, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the project EIR prepared by this agency when considering your permit or other approval for the project.

The project description, location and the potential environmental effects are contained in the attached materials.

Due to time limits mandated by State law, your written comments concerning the scope of the EIS and EIR must be sent at the earliest possible date, but not later than 45 days from the date identified below (comments must be received no later than 5:00 PM PST on August 29, 2008). **Comments by FAX will not be accepted.**

Please send your response to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, at the address shown below. We will need the name of a contact person in your agency.

PROJECT TITLE: Marin County Airport - Gnoss Field Proposed Extension of Runway 13/31 Environmental Impact Report
APNs 125-190-24, 125-190-54, and 125-190-70

DATE: *July 11, 2008*

PREPARED BY:

Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303
Phone: (650) 876-2778

Marin County Airport
451-A Airport Road
Novato, CA 94945
Phone: (415) 897-1754

SEND COMMENTS TO:

Mr. Barry Franklin
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

Attachments: Project Summary, Project Location Map, Proposed Project Map

Cc: Landrum & Brown

(EXPANDED NOP PROCEDURE NOTICE)

MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
Alex Hinds, Director

NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT
MARIN COUNTY AIRPORT – GNOSS FIELD
PROPOSED EXTENSION OF RUNWAY 13/31

Marin County will prepare an Environmental Impact Report (EIR) for the Marin County Airport – Gnoss Field Proposed Extension of Runway 13/31. In addition, the Federal Aviation Administration will prepare an Environmental Impact Statement (EIS), per National Environmental Policy Act (NEPA) Guidelines. The FAA's EIS and the County of Marin's EIR will be produced concurrently.

Marin County Airport- Gnoss Field
451-A Airport Road
Novato, CA 94945
Parcel # 125-190-24, 125-190-54, and 125-190-70

Pursuant to federal, state and local guidelines, the **FAA** will be the Federal lead agency for the National Environmental Policy Act (NEPA) compliance and EIS, and the **County** will be the state lead agency for California Environmental Quality Act (CEQA) compliance and the EIR. The FAA has determined that an EIS is required for the proposed project. The County has determined that a full scope EIR is required for the proposed project; therefore pursuant to CEQA Guidelines Section 15060(c) an Initial Study has not been prepared.

The potential environmental effects are described below to the extent known and the project location, background, and description are provided. Additional information is available at the project web site: www.gnossfieldeis-eir.com
The EIR will focus on the following topical issues:

1) Noise Impacts	7) Ecological Resources	13) Transportation and Circulation
2) Compatible Land Use	8) Hydrology	14) Aesthetic and Visual Resources
3) Compliance with Adopted Plans	9) Floodplains	15) Public Services
4) Air Quality	10) Geophysical	16) Utilities and Service Systems
5) Water Quality	11) Historic Resources	17) Socioeconomics
6) Wetlands	12) Hazardous Wastes	

To ensure that the EIS and the EIR for this project are thorough and adequate, and meet all the needs of the agencies reviewing it, the FAA and County are soliciting comments on specific issues to be included in the environmental review. Public comments on the scope of the issues to be evaluated in the EIS and EIR are encouraged. A copy of the Preliminary Design Report is on file with the office of the Marin Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, CA, 94903, and is available for public review between the hours of 8:00am to 12 noon and 1:00pm to 5:00 pm, Monday through Friday. A summary of the proposed project may be obtained by calling (415) 499-7877.

MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
Alex Hinds, Director

Please submit your written comments concerning the scope of the EIS and EIR to the Federal Aviation Administration by August 29, 2008 (written comments must be received no later than 5:00 PM PST on August 29, 2008). **Comments by FAX will not be accepted.** Please direct questions about the EIS and the EIR to Mr. Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration.

SEND COMMENTS TO: Mr. Barry Franklin
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

A public scoping meeting will be held for the EIS and for the EIR. The meeting will be held at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd, Novato, CA, on August 14, 2008 from 6:30 PM to 8:30 PM.

Signature: _____
Tim Haddad, Environmental Coordinator

(July 11, 2008)

MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
Alex Hinds, Director

Project Location

The Marin County Airport (Gnoss Field) is located in an unincorporated portion of Marin County just north of the City of Novato, California and east of U.S. Highway 101 (see Figure 1, to the right). The attached map (see Exhibit 1) depicts the proposed runway extension. The subject property address is 451-A Airport Road, Novato, California, 94945.

FIGURE 1
LOCATION OF GNOSS FIELD AIRPORT

Background

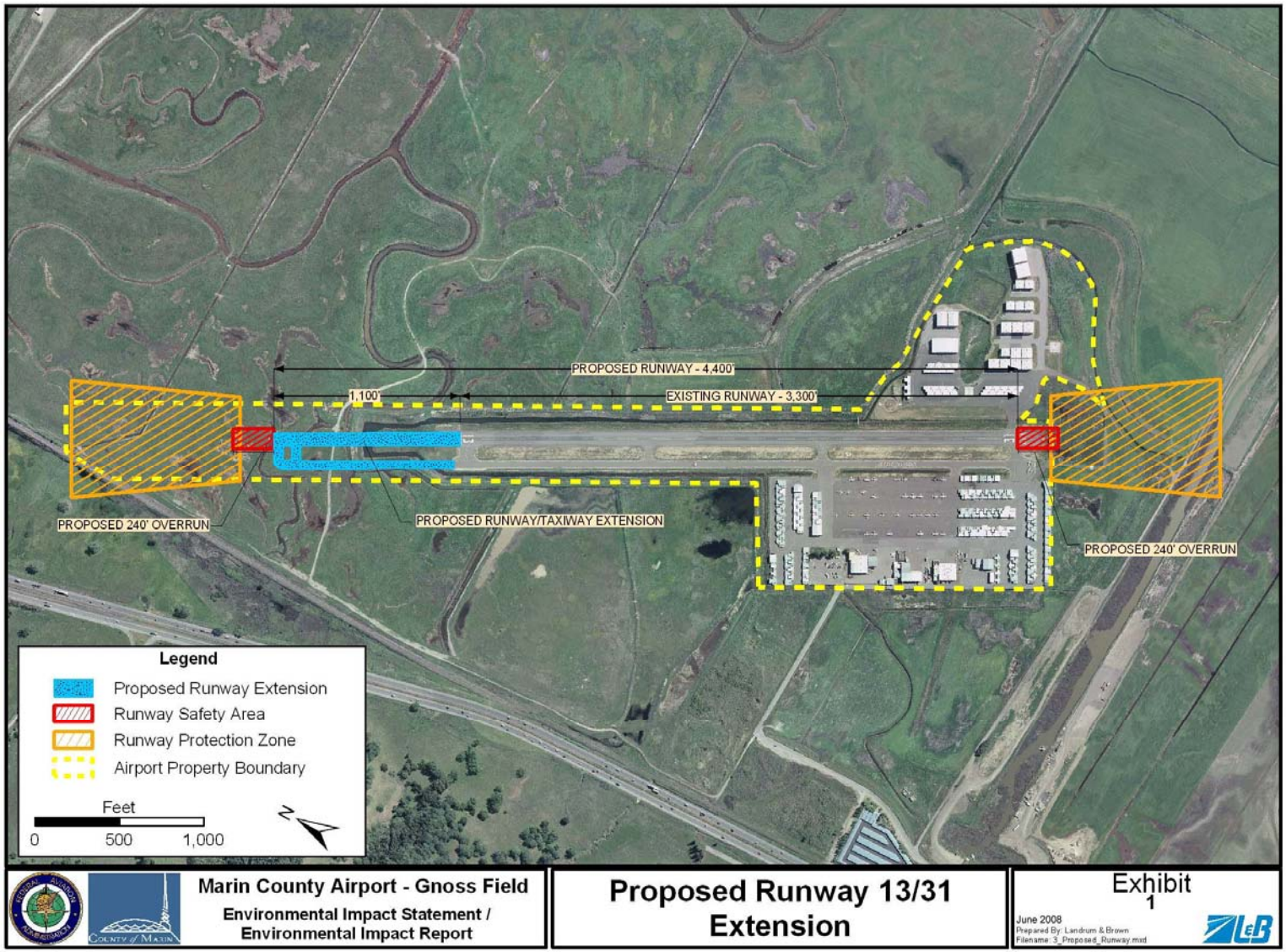
Gnoss Field Airport serves as an important link in the regional transportation network by providing air travel options for residents and businesses of Marin County. The Airport has one runway (Runway 13/31) that is 3,300 feet long and 75 feet wide. On an annual basis, approximately 95,000 takeoffs and landings occur at the Airport. Typical aircraft types include single and twin engine propeller aircraft, as well as small business jet aircraft. The existing runway is surrounded by a system of levees and ditches that protect the airport from flooding and channel drainage through the surrounding area.

An *Airport Master Plan* was adopted by the County of Marin in 1989, then updated in March of 1997. An *Airport Land Use Plan* was adopted by the County in 1991. A *Preliminary Design Report for a Runway Extension*, prepared in 2002, together with an *Aviation Demand Forecast* both document the need for runway improvements to serve existing and anticipated aircraft and activity levels, as well as current and future changes in small aircraft design.

Project Description

Based on the cumulative findings of the said plans and studies, Marin County as the owner and operator of the Marin County Airport (Gnoss Field), has proposed improvements to enhance the Airport's capability to meet FAA standards for its current users. This joint EIS/EIR will asses the potential environmental impacts of the proposed extension of Runway 13/31 and corresponding taxiway and runway safety areas (overruns); associated levee construction and realignment of drainage; and reprogramming of the GPS instrument approach to reflect the extended Runway 13/31. Collectively, these elements comprise the Proposed Project. Approval of the EIS will be required by the FAA to comply with the Federal requirements of NEPA and the County must certify the Final EIR to comply with the State of California's regulations embodied in CEQA.

MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
Alex Hinds, Director



NOP Distribution List #1 7/11/08

Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
ABAG Clearinghouse	Ms.	Rose	Jacobs Gibson	President Supervisor, County of San Mateo	P.O. Box 2050	Oakland	CA	94604
State Clearinghouse		Terry	Roberts	State Clearinghouse Director Governor's Office of Planning and Research	P.O. Box 3044	Sacramento	CA	95812-3044
Federal Aviation Administration San Francisco Airports District Office	Mr.	Barry	Franklin	Env Plan Spclst	831 Mitten Road, Room 210	Burlingame	CA	94010
U.S. Army Corps of Engineers San Francisco District	Lt. Col.	Craig W.	Kiley	Commander and District Engineer U. S. Army Corps of Engineers San Francisco District	1455 Market Street, FL 17	San Francisco	CA	94103-1398
Advisory Council on Historic Preservation	Mr.	Don	Klima		Old Post Office Building 1100 Pennsylvania Ave. NW, Ste 803	Washington	DC	20004
National Marine Fisheries Service	Mr.	Gary	Stern		501 West Ocean Blvd.	Long Beach	CA	90802-4213
National Park Service Pacific West Region	Mr.	John	Reynolds	Regional Director	1111 Jackson Street, Suite 700	Oakland	CA	94607
U.S. Fish and Wildlife Service California-Nevada Region 8	Mr.	Mark	Littlefield		2800 Cottage Way	Sacramento	CA	95825
U.S. Environmental Protection Agency Office of Federal Activities	Ms.	Pearl	Young		Ariel Rios Building South Oval Lobby Mail Code 2252-A, Rm. 7241 1200 Pennsylvania Ave. N.W.	Washington	DC	20004
U.S. Department of Housing and Urban Development San Francisco Regional Office	Mr.	Richard K.	Rainy	Regional Director REGION IX (Arizona, California, Hawaii, and Nevada)	600 Harrison St. 3rd Floor	San Francisco	CA	94107-1300
Federal Aviation Administration San Francisco Airports District Office	Ms.	Robin	Hunt	Manager	831 Mitten Road, Room 210	Burlingame	CA	94010
National Marine Fisheries Service	Mr.	Rodney	McInnis	Regional Administrator	501 West Ocean Blvd.	Long Beach	CA	90802-4213
National Oceanic and Atmospheric Administration (NOAA)	Dr.	Rodney F.	Weiher	NEPA Coordinator	SSMC3, Rm. 15723 (PPI) 1315 E. West Highway	Silver Spring	MD	20910
U.S. Fish and Wildlife Service California-Nevada Region 8	Mr.	Ryan	Olah		2800 Cottage Way	Sacramento	CA	95825
U.S. Fish and Wildlife Service California-Nevada Region 8	Mr.	Steve	Thompson	Regional Director	2800 Cottage Way	Sacramento	CA	95825
U.S. Environmental Protection Agency Region 9	Mr.	Tom	Tlenys	NEPA Reviewer	75 Hawthorne St.	San Francisco	CA	94105
U.S. Environmental Protection Agency Region 9 Federal Activities Office	Mr.	Wayne	Nastri	Regional Administrator	75 Hawthorne St.	San Francisco	CA	94105
U.S. Department of the Interior (DOI) Office of Environmental Policy and Compliance	Dr.	Willie R.	Taylor	Director	Main Interior Building (MS-2342) 1849 C Street N.W.	Washington	DC	20240
U.S. Forest Service Pacific Southwest Region					1323 Club Drive	Vallejo	CA	94592
Bureau of Indian Affairs Pacific Regional Office					2800 Cottage Way	Sacramento	CA	95825
Bureau of Land Management California State Office					2800 Cottage Way, Suite W-1834	Sacramento	CA	95825-1886
U.S. Congress	Ms.	Lynn	Woolsey	Congressional Representative, Dist #6	1050 Northgate Drive, Suite 354	San Rafael	CA	94903
The Federated Indians of Graton Rancheria Coast Miwok Southern Pomo	Mr.	Nick	Tipon	Sacred Sites Protection Committee	6400 Redwood Drive, Ste. 300	Rohnert Park	CA	94928
Pomo Coast Miwok Wappo					6215 Eastside Road	Forestville	CA	95436

NOP Distribution List #1 7/11/08

Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
Pomo Coast Miwok					1778 Sunnyvale Ave.	Walnut Creek	CA	94596
California Dept. of Food & Agriculture					1220 A-316 1220 N Street	Sacramento	CA	95814
California Central Valley Flood Protection Board	Mr.	Benjamin	Carter	President	P.O. Box 942836	Sacramento	CA	94236
Caltrans District 4	Mr.	Bijan	Sartipi	Director	P.O. Box 23660	Oakland	CA	94623-0660
California Department of Fish and Game Region 3	Mr.	Chuck	Armor	Regional Manager	7329 Silverado Trail	Napa	CA	94558
Governor's Office of Planning and Research State Clearinghouse	Ms.	Cynthia	Bryant	Director	1400 Tenth Street, Rm. 212	Sacramento	CA	95814
California Dept of Public Health/Drinking Water District 9 Sacramento		Dave	Lancaster		1616 Capitol Avenue P.O. Box 997377, MS7407	Sacramento	CA	95899-7377
California Office of Emergency Services	Mr.	Henry	Renteria	Director	PO Box 419023	Rancho Cordova	CA	95741-9023
Wildlife Conservation Board	Mr.	John P.	Donnelly	Executive Director	1807 13th Street, Suite 103	Sacramento	CA	95811
Health and Human Services Agency	Ms.	Kimberly	Belshe	Secretary	1600 Ninth Street, Room 460	Sacramento	CA	95814
California Native American Heritage Commission	Mr.	Larry	Myers	Executive Secretary	915 Capitol Mall, Rm 364	Sacramento	CA	95814
California Department of Water Resources Dept. of Water Resources	Mr.	Lester	Snow	Director	1416 9th Street Room 1115-1 P.O. Box 942836	Sacramento	CA	95814
Office of Environmental Health Hazard Assessment	Ms.	Linda S.	Adams	Secretary for Environmental Protection	1001 I Street P.O. Box 2815	Sacramento	CA	95812-2815
California National Guard	Brigadier General	Louis J.	Antonetti	Commander, California Army National Guard	9800 Goethe Road	Sacramento	CA	95827
California Department of Housing and Community Development		Lynn L.	Jacobs	Director	1800 Third Street	Sacramento	CA	95811-6942
California Integrated Waste Management Board	Ms.	Margo	Reid Brown	Board Chair	PO Box 4025 1001 I Street	Sacramento	CA	95812-4025
California Water Resources Control Board San Francisco Bay Region	Ms.	Marla	Lafer		1515 Clay Street, #1400	Oakland	CA	94612
California Air Resources Board Headquarters Building	Ms.	Mary D.	Nichols	Chairman California Air Resources Board	1001 "I" Street PO Box 2815	Sacramento	CA	95812
Governor's Office of Homeland Security State Capitol	Mr.	Matthew R.	Bettenhausen	Director	State Capitol	Sacramento	CA	95814
California Energy Commission Executive Office	Ms.	Melissa	Jones	Executive Director	1516 9th Street, MS-15	Sacramento	CA	95814
California Resources Agency	Mr.	Mike	Chrisman	Office of the Secretary	1416 9th Street, 13th Floor Suite 1311	Sacramento	CA	95814
California State Office of Historic Preservation	Mr.	Milford Wayne	Donaldson	State Historic Preservation Officer, SHRC Executive Secretary	1416 9th Street, Room 1442 -7	Sacramento	CA	95814
California Environmental Protection Agency	Ms.	Patty	Zwarts	Assistant Secretary for Legislation	1001 I Street	Sacramento	CA	95814
California Public Utilities Commission	Mr.	Paul	Clanon	Executive Director	505 Van Ness Avenue	San Francisco	CA	94102
California State Lands Commission	Mr.	Paul D.	Thayer		100 Howe Ave, Suite 100-S	Sacramento	CA	95825-8202
California Department of Forestry and Fire Protection	Mr.	Ruben	Grijalva	Director California Department of Forestry and Fire Protection	1416 9th Street PO Box 944246	Sacramento	CA	94244-2460
California Department of Parks and Recreation	Ms.	Ruth	Coleman	Director of California State Parks	1416 9th Street	Sacramento	CA	95814
Olompali State Historic Park California State Park	Ms.	Ruth	Coleman	Director of California State Parks	1416 9th Street	Sacramento	CA	95814
Office of Agriculture and Environmental Stewardship		Steve	Shaffer	Director	1220 N Street	Sacramento	CA	95814
Caltrans Division of Aeronautics Office of Aviation Planning		Terry	Barrie	Chief Senior Transportation Planner	PO Box 942874 MS-40	Sacramento	CA	94274

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Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
California State Water Resources Control Board	Ms.	Vicky	Whitney	Deputy Director- CEA	1001 I Street, P.O. Box 2000	Sacramento	CA	95812-2000
California Department of General Services Executive Office	Mr.	Will	Bush	DGS Director	PO Box 989052	West Sacramento	CA	95605
California Department of Transportation	Mr.	Will	Kempton	Caltrans Director	1120 N Street P.O. Box 942873	Sacramento	CA	94273-0001
San Francisco Bay Conservation & Development Commission	Mr.	Will	Travis	Executive Director	50 California St., Suite 2600	San Francisco	CA	94111
Bay Area Air Quality Management District Office (BAAQMD)				Executive Officer	939 Ellis Street	San Francisco	CA	94109
California Department of Conservation Division of Mines and Geology					801 K St., Ste. 20-15	Sacramento	CA	95814
Environmental Resources Conservation System					900 N St.	Sacramento	CA	95814
Regional Water Quality Control Board Region 2	Mr.	Bruce	Wolfe	Executive Officer	1515 Clay Street, Suite 1400	Oakland	CA	94612
California State Senate	Ms.	Carole	Migden	State Senator, District #3	3501 Civic Center Drive, Room 425	San Rafael	CA	94903
San Francisco Bay Regional Water Quality Control Board North Bay Counties Section	Mr.	Chuck	Headlee	Section Leader	1515 Clay Street, Suite 1400	Oakland	CA	94612
California State Assembly	Mr.	Jared	Huffman	State Assemblyman, District #6	3501 Civic Center Drive, Room 412	San Rafael	CA	94903
City of Sausalito	Mr.	Adam	Politzer	City Manager	P.O. Box 1279 420 Litho St.	Sausalito	CA	94966
City of Mill Valley	Ms.	Anne	Montgomery	City Manager	26 Corte Madera Ave.	Mill Valley	CA	94941
City of Novato Fire Department	Mr.	Bill	Tyler		75 Rowland Way # 200	Novato	CA	94945
Novato Chamber of Commerce		Coy	Smith		807 DeLong Ave	Novato	CA	94945
City of Novato	Mr.	Daniel E.	Keen	City Manager	75 Rowland Way, Ste. 200	Novato	CA	94945
Town of Corte Madera	Mr.	David	Bracken	Town Manager	300 Tamalpais Dr.	Corte Madera	CA	94925
City of San Anselmo	Ms.	Debra	Stutsman	Town Administrator	525 San Anselmo Avenue	San Anselmo	CA	94960-2682
Metropolitan Transportation Commission	Mr.	Doug	Kimsey		101 8th St.	Oakland	CA	94607
San Rafael Chamber of Commerce	Ms.	Elissa	Giambastiani		817 Mission Ave.	San Rafael	CA	94901
Town of Ross	Mr.	Gary	Broad	Town Manager	P.O. Box 320	Ross	CA	94957
Flood Control 7 Advisory Board	Mr.	Jeff	Krupnick		105 La Posada	San Rafael	CA	94903
City of Belvedere	Mr.	Jerry	Butler	Mayor	25 Cove Road	Belvedere	CA	94920
City of Petaluma	Mr.	John C.	Brown	City Manager	11 English Street	Petaluma	CA	94952
City of Larkspur	Ms.	Kathy	Hartzell	Mayor	400 Magnolia Ave.	Larkspur	CA	94939
City of San Rafael	Mr.	Ken	Nordhoff	City Manager	P.O. Box 151560 1400 Fifth Avenue, Room 203	San Rafael	CA	94915-1560
Town of Tiburon	Ms.	Margaret (Peggy)	Curran	Town Manager	1505 Tiburon Blvd	Tiburon	CA	94920
Town of Fairfax	Mr.	Michael	Rock	Town Manager	142 Bolinas Rd.	Fairfax	CA	94930
Marin/Sonoma Mosquito & Vector Control District	Ms.	Nancy	Barnard	President	595 Helman Ln	Cotati	CA	94935
City of Novato	Ms.	Pat	Eklund	Mayor	75 Rowland Way #200	Novato	CA	94945

NOP Distribution List #1 7/11/08

Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
City of Novato Community Development				Director	75 Rowland Way # 200	Novato	CA	94945
City of Novato Fire Protection District				Div Chief-Fire Marshal	95 Rowland Way	Novato	CA	94945
Novato Postmaster					1537 S. Novato Blvd.	Novato	CA	94947
Parks, Recreation, and Community Services				Director	75 Rowland Way # 200	Novato	CA	94945
Public Works				Director	75 Rowland Way, #200	Novato	CA	94945
Novato Unified School District	Ms.	Jan	La Torre-Derby, Ed.D.	Superintendent	1015 - 7th St	Novato	CA	94945
Bel Marin Keys Community Services District	Mr.	Bill	McGrath	President	4 Montego Key	Novato	CA	94949
Novato Sanitary District	Mr.	James D.	Fritz	President	500 Davidson Street	Novato	CA	94945
Bolinas Community Public Utility District	Ms.	Jennifer	Blackman	General Manager	P.O. Box 390	Bolinas	CA	94924
Marin City Community Services District	Mr.	Johnathan	Logan, Jr.	District Manager	630 Drake Ave.	Marin City	CA	94965
Bel Marin Keys Community Services District	Ms.	Madeline	Swartz	Chair				
Muir Beach Community Services District	Mr.	Maury	Ostroff	District Manager	19 Seacape Dr.	Muir Beach	CA	94965-9701
Tam Community Services District	Mr.	Phil	Gorny		305 Bell Lane	Mill Valley	CA	94941
North Coast Railroad Authority	Mr.	Mitch	Stogner	Executive Director	419 Talmage Road, Suite M	Ukiah	CA	95482
SMART District Office	Ms.	Lillian	Hames	Project Director	750 Lindaro Street, Suite 200	San Rafael	CA	94901
North Marin Water District	Mr.	Chris	DeGabriele	General Manager	P.O. Box 146	Novato	CA	94948
Marin Municipal Water District	Mr.	Larry	Russell	Board President	220 Nellen Ave.	Corte Madera	CA	94925
Community Development Agency	Mr.	Alex	Hinds	Director	3501 Civic Center Drive, #308	San Rafael	CA	94903
Marin County Community Development Agency - Planning		Kim	Shine	PC Secretary	3501 Civic Center Dr # 308	San Rafael	CA	94903-4157
Community Development Agency	Ms.	Rachel	Warner		3501 Civic Center Drive, #308	San Rafael	CA	94903
Community Development Agency	Ms.	Tammy	Taylor		3501 Civic Center Drive, #308	San Rafael	CA	94903
Community Development Agency	Mr.	Tim	Haddad	Environmental Coordinator	3501 Civic Center Drive, #308	San Rafael	CA	94903
Community Development Agency	Mr.	Tom K.	Lai	Deputy Director	3501 Civic Center Drive, #308	San Rafael	CA	94903
Marin County Board of Supervisors	Mr.	Charles	McGlashan	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
Marin County Board of Supervisors	Mr.	Harold C.	Brown, Jr.	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
Marin County Board of Supervisors	Ms.	Judy	Arnold	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
Marin County Board of Supervisors	Mr.	Steve	Kinsey	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
Marin County Board of Supervisors	Ms.	Susan	Adams	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
Marin County Transit District	Ms.	Amy	Van Doren	Transit Planning Manager	3501 Civic Center Dr. Rm. 315	San Rafael	CA	94903
Marin County Emergency Services		Chris	Godley	Emergency Services Manger	3501 Civic Center Drive #145	San Rafael	CA	94903
Marin County Farm Advisor		Ellie	Rilla	Director	3501 Civic Center Drive	San Rafael	CA	94903
Marin County Department of Public Works, Land Use & Water Resources	Mr.	Eric	Steger					
Marin County Department of Public Works		Farhad	Mansourian	Director	3501 Civic Center Drive Room #304	San Rafael	CA	94903
Marin County Airport - Gnoss Field	Mr.	Ken	Robbins	Airport Manager	451 A Airport Road	Novato	CA	94945
Marin County Farm Bureau	Mr.	Jerry	Corda		5497 Redwood Highway So.	Petaluma	CA	94952

NOP Distribution List #1 7/11/08

Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
Marin County Department of Public Works, Traffic Division District 5	Ms.	Judy	Arnold	Supervisor	3501 Civic Center Dr. Rm. 304	San Rafael	CA	94903
Marin County Fire Department	Mr.	Ken	Massucco	Fire Chief	PO Box 518	Woodacre	CA	94973
Marin County Department of Public Works, Stormwater Pollution Prevention	Ms.	Liz	Lewis					
Marin County Administrator	Mr.	Matthew	Hymel	County Administrator	3501 Civic Center Drive	San Rafael	CA	94903
Marin County Dept of Solid/Hazardous Waste	Mr.	Michael	Frost		65 Michell Blvd.	San Rafael	CA	94973
Marin County Counsel	Mr.	Patrick	Faulkner	County Counsel	3501 Civic Center Drive, Rm. 275	San Rafael	CA	94903
Local Agency Formation Commission	Mr.	Peter	Banning	Executive Officer	Civic Center 165 North Redwood Drive, Suite 160	San Rafael	CA	94903
Marin County Environmental Health Services (EHS)	Mr.	Phil	Smith					
Marin County Department of Parks and Open Space	Ms.	Sharon	McNamee	Director and General Manager	3501 Civic Center Drive Room #415	San Rafael	CA	94903
Marin Agricultural Commission		Stacy K.	Carlsen	Agriculture Commissioner	1682 Novato Blvd., Ste. 150-A	Novato	CA	94947-7021

(EXPANDED NOP PROCEDURE NOTICE)

MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
Alex Hinds, Director

NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT
MARIN COUNTY AIRPORT – GNOSS FIELD
PROPOSED EXTENSION OF RUNWAY 13/31

Marin County will prepare an Environmental Impact Report (EIR) for the Marin County Airport – Gnoss Field Proposed Extension of Runway 13/31. In addition, the Federal Aviation Administration will prepare an Environmental Impact Statement (EIS), per National Environmental Policy Act (NEPA) Guidelines. The FAA's EIS and the County of Marin's EIR will be produced concurrently.

Marin County Airport- Gnoss Field
451-A Airport Road
Novato, CA 94945
Parcel # 125-190-24, 125-190-54, and 125-190-70

Pursuant to federal, state and local guidelines, the **FAA** will be the Federal lead agency for the National Environmental Policy Act (NEPA) compliance and EIS, and the **County** will be the state lead agency for California Environmental Quality Act (CEQA) compliance and the EIR. The FAA has determined that an EIS is required for the proposed project. The County has determined that a full scope EIR is required for the proposed project; therefore pursuant to CEQA Guidelines Section 15060(c) an Initial Study has not been prepared.

The potential environmental effects are described below to the extent known and the project location, background, and description are provided. Additional information is available at the project web site: www.gnossfieldeis-eir.com
The EIR will focus on the following topical issues:

1) Noise Impacts	7) Ecological Resources	13) Transportation and Circulation
2) Compatible Land Use	8) Hydrology	14) Aesthetic and Visual Resources
3) Compliance with Adopted Plans	9) Floodplains	15) Public Services
4) Air Quality	10) Geophysical	16) Utilities and Service Systems
5) Water Quality	11) Historic Resources	17) Socioeconomics
6) Wetlands	12) Hazardous Wastes	

To ensure that the EIS and the EIR for this project are thorough and adequate, and meet all the needs of the agencies reviewing it, the FAA and County are soliciting comments on specific issues to be included in the environmental review. Public comments on the scope of the issues to be evaluated in the EIS and EIR are encouraged. A copy of the Preliminary Design Report is on file with the office of the Marin Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, CA, 94903, and is available for public review between the hours of 8:00am to 12 noon and 1:00pm to 5:00 pm, Monday through Friday. A summary of the proposed project may be obtained by calling (415) 499-7877.

MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
Alex Hinds, Director

Please submit your written comments concerning the scope of the EIS and EIR to the Federal Aviation Administration by August 29, 2008 (written comments must be received no later than 5:00 PM PST on August 29, 2008). **Comments by FAX will not be accepted.** Please direct questions about the EIS and the EIR to Mr. Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration.

SEND COMMENTS TO: Mr. Barry Franklin
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

A public scoping meeting will be held for the EIS and for the EIR. The meeting will be held at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd, Novato, CA, on August 14, 2008 from 6:30 PM to 8:30 PM.

Signature: _____
Tim Haddad, Environmental Coordinator

(July 11, 2008)

PUBLIC NOTICE

Notice of Intent and Notice of Preparation to Prepare an
Environmental Impact Statement and Environmental Impact Report
For Marin County Airport - Gnoss Field, Novato, CA

The dates of the previously advertised Public Scoping Comment Period and Public Scoping Meeting are no longer valid and have been superseded by the information presented in this notice.

The Federal Aviation Administration will prepare an Environmental Impact Statement (EIS) and the County of Marin will prepare an Environmental Impact Report (EIR) for the Marin County Airport – Gnoss Field Proposed Extension of Runway 13/31. The EIS and EIR will be prepared concurrently.

Pursuant to federal, state and local guidelines, the FAA will be the Federal lead agency for the National Environmental Policy Act (NEPA) compliance and EIS, and the County will be the state lead agency for California Environmental Quality Act (CEQA) compliance and the EIR. The FAA and the County have determined that a full scope EIS/EIR is required for the proposed project. Therefore, pursuant to CEQA guidelines Section 15060[c], an Initial Study has not been prepared.

This notice announces that the FAA, in cooperation with the County of Marin, California (County), will prepare an EIS while the County of Marin concurrently prepares an EIR to evaluate the following development alternatives and the No Action/No Project Alternative as described below. This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the proposed project's purpose and need.

Alternative One- Sponsor's (County of Marin) Proposed Project
Runway 13/31 would be extended 1,100 feet to the north from 3,300 linear feet to 4,400 linear feet with a 240-foot long by 120-foot wide Overrun/Runway Safety Area (RSA) beyond each end of the runway. This length would maintain the airport's ability to accommodate current and projected airport operations. To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

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Alternative Four- No Action/No Project Alternative
Under this alternative the existing airport would be retained with no improvements. The county would not change the infrastructure of the existing airport and no runway and overrun extensions or associated improvements would be constructed.

The EIS and the EIR will each focus on the following topical issues:

1) Noise Impacts
2) Compatible Land Use
3) Compliance with Adopted Plans
4) Air Quality
5) Water Quality
6) Wetlands
7) Ecological Resources
8) Hydrology
9) Floodplains
10) Geophysical
11) Historic Resources
12) Hazardous Wastes
13) Transportation and Circulation
14) Aesthetic and Visual Resources
15) Public Services
16) Utilities and Service Systems
17) Socioeconomics

To ensure that the EIS and EIR for this project are thorough and adequate, and meet all the needs of the agencies reviewing it, the FAA and the County are soliciting comments on specific issues to be included in the environmental review. Public comments on the scope of the issues to be evaluated in the EIS and EIR are encouraged. A copy of the Preliminary Design Report is on file with the office of the Marin Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, CA, 94903, and is available for public review between the hours of 8:00am to 12 noon and 1:00pm to 5:00 pm, Monday through Friday. A copy of the report summary may be obtained by calling (415) 499-7877.

The Public Scoping Comment Period will open July 11, 2008. Please submit your written comments to the Federal Aviation Administration at the address below anytime between July 11, 2008 and August 29, 2008. Comments must be postmarked by August 29, 2008. Comments by FAX will not be accepted**.** Please direct questions to Barry Franklin, Environmental Protection Specialist at the Federal Aviation Administration.

SEND COMMENTS TO:
Mr. Barry Franklin
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

A public scoping meeting will be held for the EIS and the EIR. The meeting will be held at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd, Novato, CA, on August 14, 2008 from 6:30 PM to 8:30 PM.

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Additional information is available at the project web site: www.gnossfieldeis-eir.com

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Affidavit of Publication

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PROOF OF PUBLICATION
(2015.5 C.C.P.)

.....

.....

.....LANDRUM & BROWN.....

.....GNOSS FIELD.....

STATE OF CALIFORNIA
County of Marin } SS

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily in the County of Marin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Marin, State of California, under date of FEBRUARY 7, 1955, CASE NUMBER 25568; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

.....

.....

JUNE 22, 23
All in the year 2008.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

.....
Signature

Donna Lazarus

Dated this.....day of.....2008

23 JUNE

PROOF OF PUBLICATION

Proof of Publication of

PUBLIC NOTICE
Notice of Intent/Notice of Preparation to Prepare an Environmental Impact Statement/Environmental Impact Report For Marin County Airport - Gnoss Field, Novato, CA

The Federal Aviation Administration and County of Marin will be preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Marin County Airport - Gnoss Field Proposed Extension of Runway 13/31.

Pursuant to federal, state and local guidelines, the FAA will be the Federal lead agency for the National Environmental Policy Act (NEPA) compliance and EIS, and the County will be the state lead agency for California Environmental Quality Act (CEQA) compliance and the EIR. The FAA and the County have determined that a full scope EIS/EIR is required for the proposed project. Therefore, pursuant to CEQA guidelines Section 15060[c], an Initial Study has not been prepared.

This notice announces that the FAA, in cooperation with the County of Marin, California (County), will prepare a joint EIS/EIR to evaluate the following development alternatives and the No Action/No Project Alternative in the EIS/EIR as described below. This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the proposed project's purpose and need.

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Alternative Four- No Action/No Project Alternative
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Alternative Five - Operational procedure modifications
Operational changes may include, but are not limited to, allocating demand to other nearby airports serving the region. No physical changes would be made to the existing airport under this alternative.

Alternative Six - Development of alternative airports (off-site alternatives)
Other regional airports will be evaluated to determine if the Proposed Action could be completed at an off-site location. This alternative will also consider other potential sites to develop a new or replacement airport to serve the Marin County Region. No physical changes would be made to the existing airport under this alternative.

Alternative Seven - Technology
This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing. No physical changes would be made to the existing airport under this alternative.

The EIS/EIR will focus on the following topical issues:

1) Noise Impacts
2) Compatible Land Use
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To ensure that the EIS/EIR for this project is thorough and adequate, and meets all the needs of the agencies reviewing it, the FAA and the County are soliciting comments on specific issues to be included in the environmental review. Public comment on the scope of the issues to be evaluated in the EIS/EIR is encouraged. A copy of the Preliminary Design Report is on file with the office of the Marin Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, CA, 94903, and is available for public review between the hours of 8:00am to noon and 1:00pm to 5:00 pm, Monday through Friday. A copy of the report summary may be obtained by calling (415) 499-7877.

The Public Scoping Comment Period will open June 30, 2008. Please submit your written comments to the Federal Aviation Administration at the address below anytime between June 30, 2008 and August 15, 2008. Comments must be postmarked by August 15, 2008. Comments by FAX will not be accepted. Please direct questions about the EIS/EIR to. Barry Franklin. F

The Novato Advance
PO Box 8
Novato, Ca 94948-0008
415-892-1516 Fax: 415-897-0940

COPY

Affidavit of Publication

To: LANDRUM & BROWN
SARA HASSERT
8755 W.HIGGINS RD. STE.850
CHICAGO, IL 60631-

Re: Legal notice #11449

State of CA }
} SS:
County of Marin }

I, Christine A. Harris, being duly sworn, depose and say: that I am the Office Manager of The Novato Advance, a weekly newspaper of general circulation published in Novato, County of Marin, State of CA; and that a notice, of which the annexed is a printed copy, was duly published in The Novato Advance once on 06/25/08.

Sworn to before me this 25th day of June, 2008

C A Harris

PUBLIC NOTICE

Notice of Intent/Notice of Preparation to Prepare an Environmental Impact Statement/Environmental Impact Report For Marin County Airport - Gnoss Field, Novato, CA

The Federal Aviation Administration and County of Marin will be preparing an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Marin County Airport – Gnoss Field Proposed Extension of Runway 13/31.

Pursuant to federal, state and local guidelines, the FAA will be the Federal lead agency for the National Environmental Policy Act (NEPA) compliance and EIS, and the County will be the state lead agency for California Environmental Quality Act (CEQA) compliance and the EIR. The FAA and the County have determined that a full scope EIS/EIR is required for the proposed project. Therefore, pursuant to CEQA guidelines Section 15060[c], an Initial Study has not been prepared.

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The EIS/EIR will focus on the following topical issues:

1) Noise Impacts
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16) Utilities and Service Systems
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To ensure that the EIS/EIR for this project is thorough and adequate, and meets all the needs of the agencies reviewing it, the FAA and the County are soliciting comments on specific issues to be included in the environmental review. Public comments on the scope of the issues to be evaluated in the EIS/EIR are encouraged. A copy of the Preliminary Design Report is on file with the office of the Marin Department of Public Works, 3501 Civic Center Drive, Room 401, San Rafael, CA, 94903, and is available for public review between the hours of 8:00am to 12 noon and 1:00pm to 5:00 pm, Monday through Friday. A copy of the report summary may be obtained by calling **(415) 499-7877.**

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SEND COMMENTS TO:
Mr. Barry Franklin
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

A public scoping meeting will be held for the EIS/EIR. The meeting will be held at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd, Novato, CA, on July 31, 2008 from 6:30 PM to 8:30 PM.

Additional information is available at the project web site: www.gnossfieldeis-eir.com

Publish: June 25, 2008

#11449

PROOF OF PUBLICATION
(2015.5 C.C.P.)

LANDRUM & BROWN
PUBLIC NOTICE

STATE OF CALIFORNIA
County of Marin | SS

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily in the County of Marin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Marin, State of California, under date of FEBRUARY 7, 1955, CASE NUMBER 25568; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

JULY 11, 13

all in the year 2008.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Donna Lazarus
Signature

Dated this 13 day of JULY 2008

PROOF OF PUBLICA

PUBLIC NOTICE
Notice of Intent and Notice of Preparation to Prepare an
Environmental Impact Statement and Environmental Impact Report
For Marin County Airport - Gnoss Field, Novato, CA

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Burlingame, CA 94010-1303

A public scoping meeting will be held for the EIS and the EIR. The meeting will be held at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd, Novato, CA, on August 14, 2008 from 6:30 PM to 8:30 PM.

The dates of the previously advertised Public Scoping Comment Period and Public Scoping Meeting are no longer valid and have been superseded by the information presented in this notice.

Additional information is available at the project web site: www.gnossfieldeis-eir.com
NO.1372 JULY 11, 13, 2008

The Novato Advance
PO Box 8
Novato, Ca 94948-0008
415-892-1516 Fax: 415-897-0940

Affidavit of Publication

To: LANDRUM & BROWN
SARA HASSERT
8755 W.HIGGINS RD. STE.850
CHICAGO, IL 60631-

Re: Legal notice #11517

State of CA }
} SS:
County of Marin }

I, Christine A. Harris, being duly sworn, depose and say: that I am the Office Manager of The Novato Advance, a weekly newspaper of general circulation published in Novato, County of Marin, State of CA; and that a notice, of which the annexed is a printed copy, was duly published in The Novato Advance once on 07/16/08.

C A Harris

Sworn to before me this 16th day of July, 2008

(See attached)

PUBLIC NOTICE

Notice of Intent and Notice of Preparation to Prepare an Environmental Impact Statement and Environmental Impact Report For Marin County Airport - Gnoss Field, Novato, CA

The dates of the previously advertised Public Scoping Comment Period and Public Scoping Meeting are no longer valid and have been superseded by the information presented in this notice.

The Federal Aviation Administration will prepare an Environmental Impact Statement (EIS) and the County of Marin will prepare an Environmental Impact Report (EIR) for the Marin County Airport – Gnoss Field Proposed Extension of Runway 13/31. The EIS and EIR will be prepared concurrently.

Pursuant to federal, state and local guidelines, the FAA will be the Federal lead agency for the National Environmental Policy Act (NEPA) compliance and EIS, and the County will be the state lead agency for California Environmental Quality Act (CEQA) compliance and the EIR. The FAA and the County have determined that a full scope EIS/EIR is required for the proposed project. Therefore, pursuant to CEQA guidelines Section 15060[c], an Initial Study has not been prepared.

This notice announces that the FAA, in cooperation with the County of Marin, California (County), will prepare an EIS while the County of Marin concurrently prepares an EIR to evaluate the following development alternatives and the No Action/No Project Alternative as described below. This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the proposed project's purpose and need.

Alternative One- Sponsor's (County of Marin) Proposed Project

Runway 13/31 would be extended 1,100 feet to the north from 3,300 linear feet to 4,400 linear feet with a 240-foot long by 120-foot wide Overrun/Runway Safety Area (RSA) beyond each end of the runway. This length would maintain the airport's ability to accommodate current and projected airport operations. To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

Alternative Two

Runway 13/31 would be extended 1,100 feet to the south from 3,300 linear feet to 4,400 linear feet with a 240-foot long by 120-foot wide Overrun/Runway Safety Area (RSA) beyond each end of the runway. This length would maintain the airport's ability to accommodate current and projected airport operations. To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the south from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

Alternative Three

Runway 13/31 would be extended to the north and to the south to bring the runway length from 3,300 linear feet to 4,400 linear feet with a 240-foot long by 120-foot wide Overrun/Runway Safety Area (RSA) beyond each end of the runway. This length would maintain the airport's ability to accommodate current and projected airport operations. To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north and to the south to bring the total taxiway length from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

Alternative Four- No Action/No Project Alternative

Under this alternative the existing airport would be retained with no improvements. The county would not change the infrastructure of the existing airport and no runway and overrun extensions or associated improvements would be constructed.

The EIS and the EIR will each focus on the following topical issues:

1) Noise Impacts
2) Compatible Land Use
3) Compliance with Adopted Plans
4) Air Quality
5) Water Quality
6) Wetlands
7) Ecological Resources
8) Hydrology
9) Floodplains
10) Geophysical
11) Historic Resources
12) Hazardous Wastes
13) Transportation and Circulation
14) Aesthetic and Visual Resources
15) Public Services
16) Utilities and Service Systems
17) Socioeconomics

To ensure that the EIS and EIR for this project are thorough and adequate, and meet all the needs of the agencies reviewing it, the FAA and the County are soliciting comments on specific issues to be included in the environmental review. Public comments on the scope of the issues to be evaluated in the EIS and EIR are encouraged. A copy of the Preliminary Design Report is on file with the office of the Marin Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, CA, 94903, and is available for public review between the hours of 8:00am to 12 noon and 1:00pm to 5:00 pm, Monday through Friday. A copy of the report summary may be obtained by calling (415) 499-7877.

The Public Scoping Comment Period will open July 11, 2008. Please submit your written comments to the Federal Aviation Administration at the address below anytime between July 11, 2008 and August 29, 2008. Comments must be postmarked by August 29, 2008. Comments by FAX will not be accepted. Please direct questions to Barry Franklin, Environmental Protection Specialist at the Federal Aviation Administration.

SEND COMMENTS TO:
Mr. Barry Franklin
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

A public scoping meeting will be held for the EIS and the EIR. **The meeting will be held at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd, Novato, CA, on August 14, 2008 from 6:30 PM to 8:30 PM.**

The dates of the previously advertised Public Scoping Comment Period and Public Scoping Meeting are no longer valid and have been superseded by the information presented in this notice.

Additional information is available at the project web site: www.gnossfieldeis-eir.com

11517

Published July 16, 2008

Agency Scoping Letter

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U.S. Department of Transportation

Federal Aviation Administration

Western Pacific Region

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

July 18, 2008

Craig W. Kiley
Commander and District Engineer
U. S. Army Corps of Engineers
San Francisco District
1455 Market Street, FL 17
San Francisco, CA 94103-1398

Marin County Airport – Gnoss Field, Novato, CA
Environmental Impact Statement and Environmental Impact Report

Dear Lt. Col. Kiley:

The Federal Aviation Administration will prepare an Environmental Impact Statement (EIS) and the County of Marin will prepare an Environmental Impact Report (EIR) for the Marin County Airport – Gnoss Field Proposed Extension of Runway 13/31. The EIS and EIR will be prepared concurrently. This letter is a formal invitation to your agency to participate in an Agency Scoping Meeting to be held **August 14, 2008.** A tour of the Gnoss Field Airport will begin at 11:00 AM and is expected to last approximately 60 minutes. Gnoss Field Airport is located at 451-A Airport Rd., Novato, CA. The Scoping Meeting will be held from 1:00 PM – 3:00 PM at the Marin Civic Center, 3501 Civic Center Drive, Room #266 (Emergency Operations Center or EOC Room), San Rafael, CA.

Please note that the Gnoss Field Airport tour will be conducted on foot, including the airfield portion of the tour. Please let me know if you will require additional assistance, and vehicle transport will be arranged.

The EIS and the EIR will include the evaluation of a no-action alternative and other reasonable alternatives that may be identified during the agency and public scoping meetings. At this meeting we will present a summary of the proposed Scope of Work for the EIS and the EIR, as well as the anticipated project schedule.

The FAA would appreciate your assistance in forwarding copies of this information to the appropriate staff within your organization. If you are unable to attend the scoping meeting, we encourage you to submit written comments and recommendations by **August 29, 2008**, directly to the FAA at the following address:

Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303
Phone: (650) 876-2778

SAMPLE

U.S. Department of Transportation

Federal Aviation Administration

Western Pacific Region

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

Marin County Airport – Gnoss Field, Novato, CA
Environmental Impact Statement and Environmental Impact Report

Please also note that a Public Scoping Meeting will be held the same day, August 14, 2008 from 6:30 – 8:30 PM at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd., Novato, CA. You are welcome to attend this meeting for informational purposes.

Please contact me at (650) 876-2778 or Barry.Franklin@faa.gov if you have any questions regarding the Scoping process.

Additional project information is also available at: www.gnossfieldeis-eir.com

Sincerely,

Barry Franklin

Barry Franklin
Environmental Protection Specialist

SAMPLE

Agency Scoping Invitation Letter Mailing Distribution List #1 7-18-08

Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
Federal Aviation Administration San Francisco Airports District Office	Mr.	Barry	Franklin	Env Plan Spclst	831 Mitten Road, Room 210	Burlingame	CA	94010
U.S. Army Corps of Engineers San Francisco District	Lt. Col.	Craig W.	Kiley	Commander and District Engineer U. S. Army Corps of Engineers	1455 Market Street, FL 17	San Francisco	CA	94103-1398
Advisory Council on Historic Preservation	Mr.	Don	Klima		Old Post Office Building 1100 Pennsylvania Ave. NW, Ste 803	Washington	DC	20004
National Marine Fisheries Service	Mr.	Gary	Stern		501 West Ocean Blvd.	Long Beach	CA	90802-4213
National Park Service Pacific West Region	Mr.	John	Reynolds	Regional Director	1111 Jackson Street, Suite 700	Oakland	CA	94607
U.S. Fish and Wildlife Service California-Nevada Region 8	Mr.	Mark	Littlefield		2800 Cottage Way	Sacramento	CA	95825
U.S. Environmental Protection Agency Office of Federal Activities	Ms.	Pearl	Young		Ariel Rios Building South Oval Lobby Mail Code 2252-A, Rm. 7241 1200 Pennsylvania Ave. N.W.	Washington	DC	20004
U.S. Department of Housing and Urban Development San Francisco Regional Office	Mr.	Richard K.	Rainy	Regional Director	600 Harrison St. 3rd Floor	San Francisco	CA	94107-1300
Federal Aviation Administration San Francisco Airports District Office	Ms.	Robin	Hunt	Manager	831 Mitten Road, Room 210	Burlingame	CA	94010
National Marine Fisheries Service	Mr.	Rodney	McInnis	Regional Administrator	501 West Ocean Blvd.	Long Beach	CA	90802-4213
National Oceanic and Atmospheric Administration (NOAA)	Dr.	Rodney F.	Weiher	NEPA Coordinator	SSMC3, Rm. 15723 (PPI) 1315 E. West Highway	Silver Spring	MD	20910
U.S. Fish and Wildlife Service California-Nevada Region 8	Mr.	Ryan	Olah		2800 Cottage Way	Sacramento	CA	95825
U.S. Fish and Wildlife Service California-Nevada Region 8	Mr.	Steve	Thompson	Regional Director	2800 Cottage Way	Sacramento	CA	95825
U.S. Environmental Protection Agency Region 9	Mr.	Tom	Tlenys	NEPA Reviewer	75 Hawthorne St.	San Francisco	CA	94105
U.S. Environmental Protection Agency Region 9 Federal Activities Office	Mr.	Wayne	Nastri	Regional Administrator	75 Hawthorne St.	San Francisco	CA	94105
U.S. Department of the Interior (DOI) Office of Environmental Policy and Compliance	Dr.	Willie R.	Taylor	Director	Main Interior Building (MS-2342) 1849 C Street N.W.	Washington	DC	20240
U.S. Forest Service Pacific Southwest Region					1323 Club Drive	Vallejo	CA	94592
Bureau of Indian Affairs Pacific Regional Office					2800 Cottage Way	Sacramento	CA	95825
Bureau of Land Management California State Office					2800 Cottage Way, Suite W-1834	Sacramento	CA	95825-1886
U.S. Congress	Ms.	Lynn	Woolsey	Congressional Representative, Dist #6	1050 Northgate Drive, Suite 354	San Rafael	CA	94903
The Federated Indians of Graton Rancheria Coast Miwok Southern Pomo	Mr.	Nick	Tipon	Sacred Sites Protection Committee	6400 Redwood Drive, Ste. 300	Rohnert Park	CA	94928
Pomo Coast Miwok Wappo					6215 Eastside Road	Forestville	CA	95436
Pomo Coast Miwok					1778 Sunnyvale Ave.	Walnut Creek	CA	94596
California Dept. of Food & Agriculture					1220 A-316 1220 N Street	Sacramento	CA	95814
California Central Valley Flood Protection Board	Mr.	Benjamin	Carter	President	P.O. Box 942836	Sacramento	CA	94236
Caltrans District 4	Mr.	Bijan	Sartipi	Director	P.O. Box 23660	Oakland	CA	94623-0660
California Department of Fish and Game Region 3	Mr.	Chuck	Armor	Regional Manager	7329 Silverado Trail	Napa	CA	94558
Governor's Office of Planning and Research State Clearinghouse	Ms.	Cynthia	Bryant	Director	1400 Tenth Street, Rm. 212	Sacramento	CA	95814

Agency Scoping Invitation Letter Mailing Distribution List #1 7-18-08

Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
California Dept of Public Health/Drinking Water District 9 Sacramento		Dave	Lancaster		1616 Capitol Avenue P.O. Box 997377, MS7407	Sacramento	CA	95899-7377
California Office of Emergency Services	Mr.	Henry	Renteria	Director	PO Box 419023	Rancho Cordova	CA	95741-9023
Wildlife Conservation Board	Mr.	John P.	Donnelly	Executive Director	1807 13th Street, Suite 103	Sacramento	CA	95811
Health and Human Services Agency	Ms.	Kimberly	Belshe	Secretary	1600 Ninth Street, Room 460	Sacramento	CA	95814
California Native American Heritage Commission	Mr.	Larry	Myers	Executive Secretary	915 Capitol Mall, Rm 364	Sacramento	CA	95814
California Department of Water Resources Dept. of Water Resources	Mr.	Lester	Snow	Director	1416 9th Street Room 1115-1 P.O. Box 942836	Sacramento	CA	95814
Office of Environmental Health Hazard Assessment	Ms.	Linda S.	Adams	Secretary for Environmental Protection	1001 I Street P.O. Box 2815	Sacramento	CA	95812-2815
California National Guard	Brigadier General	Louis J.	Antonetti	Commander, California Army National Guard	9800 Goethe Road	Sacramento	CA	95827
California Department of Housing and Community Development		Lynn L.	Jacobs	Director	1800 Third Street	Sacramento	CA	95811-6942
California Integrated Waste Management Board	Ms.	Margo	Reid Brown	Board Chair	PO Box 4025 1001 I Street	Sacramento	CA	95812-4025
California Water Resources Control Board San Francisco Bay Region	Ms.	Marla	Lafer		1515 Clay Street, #1400	Oakland	CA	94612
California Air Resources Board Headquarters Building	Ms.	Mary D.	Nichols	Chairman California Air Resources Board	1001 "I" Street PO Box 2815	Sacramento	CA	95812
Governor's Office of Homeland Security State Capitol	Mr.	Matthew R.	Bettenhausen	Director	State Capitol	Sacramento	CA	95814
California Energy Commission Executive Office	Ms.	Melissa	Jones	Executive Director	1516 9th Street, MS-15	Sacramento	CA	95814
California Resources Agency	Mr.	Mike	Chrisman	Office of the Secretary	1416 9th Street, 13th Floor Suite 1311	Sacramento	CA	95814
California State Office of Historic Preservation	Mr.	Milford Wayne	Donaldson	State Historic Preservation Officer, SHRC Executive Secretary	1416 9th Street, Room 1442 -7	Sacramento	CA	95814
California Environmental Protection Agency	Ms.	Patty	Zwarts	Assistant Secretary for Legislation	1001 I Street	Sacramento	CA	95814
California Public Utilities Commission	Mr.	Paul	Clanon	Executive Director	505 Van Ness Avenue	San Francisco	CA	94102
California State Lands Commission	Mr.	Paul D.	Thayer		100 Howe Ave, Suite 100-S	Sacramento	CA	95825-8202
California Department of Forestry and Fire Protection	Mr.	Ruben	Grijalva	Director California Department of Forestry and Fire Protection	1416 9th Street PO Box 944246	Sacramento	CA	94244-2460
California Department of Parks and Recreation	Ms.	Ruth	Coleman	Director of California State Parks	1416 9th Street	Sacramento	CA	95814
Olompali State Historic Park California State Park	Ms.	Ruth	Coleman	Director of California State Parks	1416 9th Street	Sacramento	CA	95814
Office of Agriculture and Environmental Stewardship		Steve	Shaffer	Director	1220 N Street	Sacramento	CA	95814
Caltrans Division of Aeronautics Office of Aviation Planning		Terry	Barrie	Chief Senior Transportation Planner	PO Box 942874 MS-40	Sacramento	CA	94274
California State Water Resources Control Board	Ms.	Vicky	Whitney	Deputy Director- CEA	1001 I Street, P.O. Box 2000	Sacramento	CA	95812-2000
California Department of General Services Executive Office	Mr.	Will	Bush	DGS Director	PO Box 989052	West Sacramento	CA	95605
California Department of Transportation	Mr.	Will	Kempton	Caltrans Director	1120 N Street P.O. Box 942873	Sacramento	CA	94273-0001
San Francisco Bay Conservation & Development Commission	Mr.	Will	Travis	Executive Director	50 California St., Suite 2600	San Francisco	CA	94111
Bay Area Air Quality Management District Office (BAAQMD)				Executive Officer	939 Ellis Street	San Francisco	CA	94109
California Department of Conservation Division of Mines and Geology					801 K St., Ste. 20-15	Sacramento	CA	95814
Environmental Resources Conservation System					900 N St.	Sacramento	CA	95814

Agency Scoping Invitation Letter Mailing Distribution List #1 7-18-08

Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
Regional Water Quality Control Board Region 2	Mr.	Bruce	Wolfe	Executive Officer	1515 Clay Street, Suite 1400	Oakland	CA	94612
California State Senate	Ms.	Carole	Migden	State Senator, District #3	3501 Civic Center Drive, Room 425	San Rafael	CA	94903
San Francisco Bay Regional Water Quality Control Board North Bay Counties Section	Mr.	Chuck	Headlee	Section Leader	1515 Clay Street, Suite 1400	Oakland	CA	94612
California State Assembly	Mr.	Jared	Huffman	State Assemblyman, District #6	3501 Civic Center Drive, Room 412	San Rafael	CA	94903
City of Novato Fire Department	Mr.	Bill	Tyler		75 Rowland Way # 200	Novato	CA	94945
Novato Chamber of Commerce		Coy	Smith		807 DeLong Ave	Novato	CA	94945
City of Novato	Mr.	Daniel E.	Keen	City Manager	75 Rowland Way, Ste. 200	Novato	CA	94945
Metropolitan Transportation Commission	Mr.	Doug	Kimsey		101 8th St.	Oakland	CA	94607
Flood Control 7 Advisory Board	Mr.	Jeff	Krupnick		105 La Posada	San Rafael	CA	94903
Marin/Sonoma Mosquito & Vector Control District	Ms.	Nancy	Barnard	President	595 Helman Ln	Cotati	CA	94935
City of Novato	Ms.	Pat	Eklund	Mayor	75 Rowland Way #200	Novato	CA	94945
City of Novato Community Development				Director	75 Rowland Way # 200	Novato	CA	94945
City of Novato Fire Protection District				Div Chief-Fire Marshal	95 Rowland Way	Novato	CA	94945
City of Novato Parks, Recreation, and Community Services				Director	75 Rowland Way # 200	Novato	CA	94945
City of Novato Public Works				Director	75 Rowland Way, #200	Novato	CA	94945
North Coast Railroad Authority	Mr.	Mitch	Stogner	Executive Director	419 Talmage Road, Suite M	Ukiah	CA	95482
SMART District Office	Ms.	Lillian	Hames	Project Director	750 Lindaro Street, Suite 200	San Rafael	CA	94901
North Marin Water District	Mr.	Chris	DeGabriele	General Manager	P.O. Box 146	Novato	CA	94948
Marin Municipal Water District	Mr.	Larry	Russell	Board President	220 Nellen Ave.	Corte Madera	CA	94925
Marin County Transit District	Ms.	Amy	Van Doren	Transit Planning Manager	3501 Civic Center Dr. Rm. 315	San Rafael	CA	94903
Marin County Emergency Services		Chris	Godley	Emergency Services Manger	3501 Civic Center Drive #145	San Rafael	CA	94903
Marin County Farm Advisor		Ellie	Rilla	Director	3501 Civic Center Drive	San Rafael	CA	94903
Marin County Department of Public Works	Mr.	Eric	Steger	Director	3501 Civic Center Drive Room #304	San Rafael	CA	94903
Marin County Department of Cultural and Visitor Services	Mr.	James	Farley		Marin County Fair Office Avenue of the Flags	San Rafael	CA	94903
Marin County Airport - Gnoss Field	Mr.	Ken	Robbins	Airport Manager	451 A Airport Road	Novato	CA	94945
Marin County Farm Bureau	Mr.	Jerry	Corda		5497 Redwood Highway So.	Petaluma	CA	94952
Marin County Department of Public Works, Traffic Division District 5	Ms.	Judy	Arnold	Supervisor	3501 Civic Center Dr. Rm. 304	San Rafael	CA	94903
Marin County Fire Department	Mr.	Ken	Massucco	Fire Chief	PO Box 518	Woodacre	CA	94973
Marin County Department of Public Works, Stormwater Pollution Prevention	Ms.	Liz	Lewis					
Marin County Administrator	Mr.	Matthew	Hymel	County Administrator	3501 Civic Center Drive	San Rafael	CA	94903
Marin County Dept of Solid/Hazardous Waste	Mr.	Michael	Frost		65 Michell Blvd.	San Rafael	CA	94973
Marin County Counsel	Mr.	Patrick	Faulkner	County Counsel	3501 Civic Center Drive, Rm. 275	San Rafael	CA	94903
Local Agency Formation Commission	Mr.	Peter	Banning	Executive Officer	Civic Center 165 North Redwood Drive, Suite 160	San Rafael	CA	94903
Marin County Environmental Health Services (EHS)	Mr.	Phil	Smith					
Marin County Department of Parks and Open Space	Ms.	Sharon	McNamee	Director and General Manager	3501 Civic Center Drive Room #415	San Rafael	CA	94903
Marin Agricultural Commission	Ms.	Stacy K.	Carlsen	Agriculture Commissioner	1682 Novato Blvd., Ste. 150-A	Novato	CA	94947-7021

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U.S. Department
of Transportation

**Federal Aviation
Administration**

Western Pacific Region

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

July 18, 2008

James D. Fritz
President
Novato Sanitary District
500 Davidson St.
Novato, CA 94945

Marin County Airport – Gnoss Field, Novato, CA
Environmental Impact Statement and Environmental Impact Report

Dear Mr. Fritz:

The Federal Aviation Administration will prepare an Environmental Impact Statement (EIS) and the County of Marin will prepare an Environmental Impact Report (EIR) for the Marin County Airport – Gnoss Field Proposed Extension of Runway 13/31. The EIS and EIR will be prepared concurrently. This letter is a formal invitation to your agency to participate in an Agency Scoping Meeting to be held **August 14, 2008.** A tour of the Gnoss Field Airport will begin at 11:00 AM and is expected to last approximately 60 minutes. Gnoss Field Airport is located at 451-A Airport Rd., Novato, CA. The Scoping Meeting will be held from 1:00 PM – 3:00 PM at the Marin Civic Center, 3501 Civic Center Drive, Room #266 (Emergency Operations Center or EOC Room), San Rafael, CA.

Please note that the Gnoss Field Airport tour will be conducted on foot, including the airfield portion of the tour. Please let me know if you will require additional assistance, and vehicle transport will be arranged.

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The FAA would appreciate your assistance in forwarding copies of this information to the appropriate staff within your organization. If you are unable to attend the scoping meeting, we encourage you to submit written comments and recommendations by **August 29, 2008**, directly to the FAA at the following address:

Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303
Phone: (650) 876-2778

SAMPLE

U.S. Department of Transportation

Federal Aviation Administration

Western Pacific Region

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

Marin County Airport – Gnoss Field, Novato, CA
Environmental Impact Statement and Environmental Impact Report

Please also note that a Public Scoping Meeting will be held the same day, August 14, 2008 from 6:30 – 8:30 PM at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd., Novato, CA. You are welcome to attend this meeting for informational purposes.

Please contact me at (650) 876-2778 or Barry.Franklin@faa.gov if you have any questions regarding the Scoping process.

Additional project information is also available at: www.gnossfieldeis-eir.com

Sincerely,

Barry Franklin

Barry Franklin
Environmental Protection Specialist

SAMPLE

Agency Scoping Invitation Letter Mailing Distribution List #2 7-18-08

Org 1	Salutation	First Name	Last Name	Title	Address 1	City	State	Zip
Novato Sanitary District	Mr.	James D.	Fritz	President	500 Davidson Street	Novato	CA	94945
Novato Unified School District	Ms.	Jan	La Torre-Derby, Ed.D.	Superintendent	1015 - 7th St	Novato	CA	94945
Bel Marin Keys Community Services District	Mr.	Bill	McGrath	President	4 Montego Key	Novato	CA	94949
Bolinas Community Public Utility District	Ms.	Jennifer	Blackman	General Manager	P.O. Box 390	Bolinas	CA	94924
Bel Marin Keys Community Services District	Ms.	Madeline	Swartz	Chair				
Muir Beach Community Services District	Mr.	Maury	Ostroff	District Manager	19 Seacape Dr.	Muir Beach	CA	94965-9701
Tam Community Services District	Mr.	Phil	Gorny		305 Bell Lane	Mill Valley	CA	94941
Community Development Agency	Mr.	Alex	Hinds	Director	3501 Civic Center Drive, #308	San Rafael	CA	94903
Marin County Community Development Agency - Planning		Kim	Shine	PC Secretary	3501 Civic Center Dr # 308	San Rafael	CA	94903-4157
Community Development Agency	Ms.	Rachel	Warner		3501 Civic Center Drive, #308	San Rafael	CA	94903
Community Development Agency	Ms.	Tammy	Taylor		3501 Civic Center Drive, #308	San Rafael	CA	94903
Community Development Agency	Mr.	Tim	Haddad	Environmental Coordinator	3501 Civic Center Drive, #308	San Rafael	CA	94903
Community Development Agency	Mr.	Tom K.	Lai	Deputy Director	3501 Civic Center Drive, #308	San Rafael	CA	94903
Marin County Board of Supervisors	Mr.	Charles	McGlashan	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
Marin County Board of Supervisors	Mr.	Harold C.	Brown, Jr.	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
Marin County Board of Supervisors	Ms.	Judy	Arnold	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
Marin County Board of Supervisors	Mr.	Steve	Kinsey	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
Marin County Board of Supervisors	Ms.	Susan	Adams	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
Marin County Office of Education	Ms.	Mary Jane	Burke	Superintendent	1111 Las Gallinas Ave	San Rafael	CA	94903
Sonoma County Administrator	Mr.	Bob	Deis	County Administrator	575 Administration Dr. Rm 104A	Santa Rosa	CA	95403
Sonoma County Permit and Resource Management Department	Mr.	Pete	Parkinson	Permit and Resource Management Director, Department Head	2550 Ventura Avenue	Santa Rosa	CA	95403

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MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
ALEX HINDS, DIRECTOR

August 4, 2008

Dear Agency Representative:

RE: Proposed Extension to Runway 13/31 at Marin County Airport – Gnoss Field
State Clearinghouse Number: 2008072037

I would like to invite you to a public scoping session regarding the Environmental Impact Statement (EIS) and concurrent Environmental Impact Report (EIR) that are being prepared for the proposed extension of Runway 13/31 at Marin County Airport – Gnoss Field. The scoping session will be held Thursday, August 14, 2008, from 6:30 – 8:30 P.M. at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd., Novato, CA. Please note that this public scoping session is being held in the evening on August 14, which is the same day of the agency scoping session. A separate invitation to the agency scoping session was sent out by Barry Franklin, Environmental Protection Specialist with the Federal Aviation Administration.

The purpose of the public scoping session is to identify environmental issues and concerns the public may have about the proposed project so that these issues can be evaluated in the EIS that is being prepared by the Federal Aviation Administration (FAA) and the concurrent EIR that is being prepared by the County of Marin. The attached notice provides more details about the project and the meeting.

Please join us and share your questions and concerns about the scope of the environmental analysis for the proposed project. If you would prefer to submit your comments in writing, or cannot attend the scoping meeting, written comments will be accepted until 5:00 p.m. on August 29, 2008. Please mail your written comments prior to the August 29 submittal deadline to:

Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

SAMPLE

3501 CIVIC CENTER DRIVE, ROOM 308 – SAN RAFAEL, CA 94903-4157 – 415-499-6269 – FAX 415-499-7880

Please contact the Marin Department of Public Works at 415-473-2103 if you have questions about the project. Additional project information is available at: www.gnossfieldeis-eir.com

Sincerely,

Tim Haddad
Environmental Coordinator

Attachments: Notice of Public Scoping Session
Agenda for Public Scoping Session
Location Map for the Marin Humane Society Auditorium
Scoping Session Procedure Information
Written Comment Form

SAMPLE

MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
ALEX HINDS, DIRECTOR

MEMORANDUM

DATE: August 4, 2008

RE: Notice of Public Scoping Meeting
Environmental Impact Statement (EIS) and concurrent Environmental Impact Report (EIR) for the proposed extension of Runway 13/31 at Marin County Airport – Gnoss Field
State Clearinghouse Number: 2008072037

TO:

State Clearinghouse

ABAG Clearinghouse

U.S. Army Corps of Engineers San Francisco District

Advisory Council on Historic Preservation

National Marine Fisheries Service

National Park Service Pacific West Region

U.S. Fish and Wildlife Service Region 8

U.S. Environmental Protection Agency Region 9

U.S. Environmental Protection Agency Office of Federal Activities

U.S. Department of Housing and Urban Development

National Oceanic and Atmospheric Administration (NOAA)

U.S. Department of the Interior (DOI) Office of Environmental Policy and Compliance

U.S. Forest Service

Bureau of Indian Affairs

Bureau of Land Management

U.S. Congress, Congressional District 6

The Federated Indians of Graton Rancheria

Pomo Coast Miwok Wappo

Pomo Coast Miwok

California Department of Food and Agriculture

California Central Valley Flood Protection Board

Caltrans District 4

Caltrans Division of Aeronautics

California Department of Fish and Game Region 3

Governor's Office of Planning and Research

California Department of Public Health/Drinking Water

California Office of Emergency Services

Wildlife Conservation Board

Health and Human Services Agency

California Native American Heritage Commission

California Department of Water Resources

Office of Environmental Health Hazard Assessment

California National Guard

California Department of Housing and Community Development

California Integrated Waste Management Board

California Water Resources Control Board

Air Resources Board

Governor's Office of Homeland Security

California Energy Commission

California Resources Agency

California State Office of Historic Preservation

California Environmental Protection Agency

California Public Utilities Commission

California State Lands Commission

California Department of Parks and Recreation

California Department of Forestry and Fire Protection

Olompali State Historic Park

3501 CIVIC CENTER DRIVE, ROOM 308 – SAN RAFAEL, CA 94903-4157 – 415-499-6269 – FAX 415-499-7880

Office of Agriculture and Environmental Stewardship

California State Water Resources Control Board

California Department of General Services

California Department of Transportation

San Francisco Bay Conservation and Development Commission

Bay Area Quality Management District Office (BAAQMD)

California Department of Conservation

Environmental Resources Conservation System

San Francisco Bay Regional Water Quality Control Board Region 2

California State Senate District 3

City of Sausalito

City of Mill Valley

Town of Corte Madera

City of San Anselmo

Metropolitan Transportation Commission

San Rafael Chamber of Commerce

Town of Ross

Flood Control 7 Advisory Board

City of Belvedere

City of Petaluma

City of Larkspur

City of San Rafael

Town of Tiburon

Town of Fairfax

Marin/Sonoma Mosquito Vector Control District

City of Novato

Novato Fire Department

Novato Fire Protection District

Novato Chamber of Commerce

Novato Community Development

Novato Postmaster

Novato Parks, Recreation, and Community Services

Novato Public Works

Novato Unified School District

Novato Sanitary District

Bolinas Community Public Utility District

Marin City Community Services District

Bel Marin Keys Community Services District

Muir Beach Community Services District

Tam Community Services District

North Marin Water District

Marin Municipal Water District

Marin County Community Development Agency

Marin County Board of Supervisors

Marin County Transit District

Marin County Emergency Services

Marin County Farm Advisor

Marin County Department of Public Works

Marin County Department of Cultural and Visitor Services

Marin County Airport – Gnoss Field

Marin County Farm Bureau

Marin County Fire Department

Marin County Office of Education

Marin County Administrator

Marin County Dept of Solid/Hazardous Waste

Marin County Counsel

Local Agency Formation Commission

Marin County Environmental Health Services (EHS)

Marin County Department of Parks and Open Space

Marin Agricultural Commission

North Coast Railroad Authority

SMART District Office

Interested Parties

Pursuant to state and local guidelines implementing the California Environmental Quality Act, please be advised that the Federal Aviation Administration (FAA) is the lead agency for the preparation of an Environmental Impact Statement (EIS) and the County of Marin County is the lead agency for the preparation of a concurrent Environmental Impact Report (EIR) for the proposed extension of Runway 13/31 at Marin County Airport – Gnoss Field. The FAA and the County of Marin need to know the views of your agency as to the scope and content of the environmental information in the EIS and EIR that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the project EIS or EIR when considering your permit or other approval required for the project.

To ensure that the EIS and EIR for this project is thorough and adequate, comments on specific issues to be included in the environmental analysis are requested. The FAA and the County will hold a Public Scoping Meeting on Thursday, August 14, 2008, from 6:30 – 8:30 P.M. at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd., Novato, CA. The purpose of the meeting is to identify environmental issues and concerns the public may have about the proposed project so that these issues can be evaluated in the EIS and the EIR. Please join us and share your questions and concerns about the scope of the environmental analysis for the proposed project. If you would prefer to submit your comments in writing, or cannot attend the scoping meeting, written comments will be accepted until 5:00 p.m. Pacific time on August 29, 2008. Please mail your written comments prior to the August 29 submittal deadline to:

Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration, San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

Please contact the Marin Department of Public Works at 415-473-2103 if you have questions about the project. Additional project information is available at: www.gnossfieldeis-eir.com

PROJECT TITLE: Proposed Extension of Runway 13/31 at Marin County Airport – Gnoss Field

DATE: August 4, 2008

PREPARED BY: _____
Tim Haddad

TITLE: Environmental Coordinator
TELEPHONE: (415) 499-6269

FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

PUBLIC SCOPING SESSION

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

August 14, 2008
6:30 – 8:30 PM
Marin Humane Society Auditorium
171 Bel Marin Keys Blvd.
Novato, California

AGENDA

6:30 PM	I.	Introductions
6:35 PM	II.	Purpose of Meeting/Meeting Procedure
6:40 PM	III.	Project Overview
7:00 PM	IV.	Public Comments and Concerns on Scope of Environmental Analysis on the Proposed Project
8:30 PM	V.	Adjournment

FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

PUBLIC SCOPING SESSION

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER 2008072037

August 14, 2008

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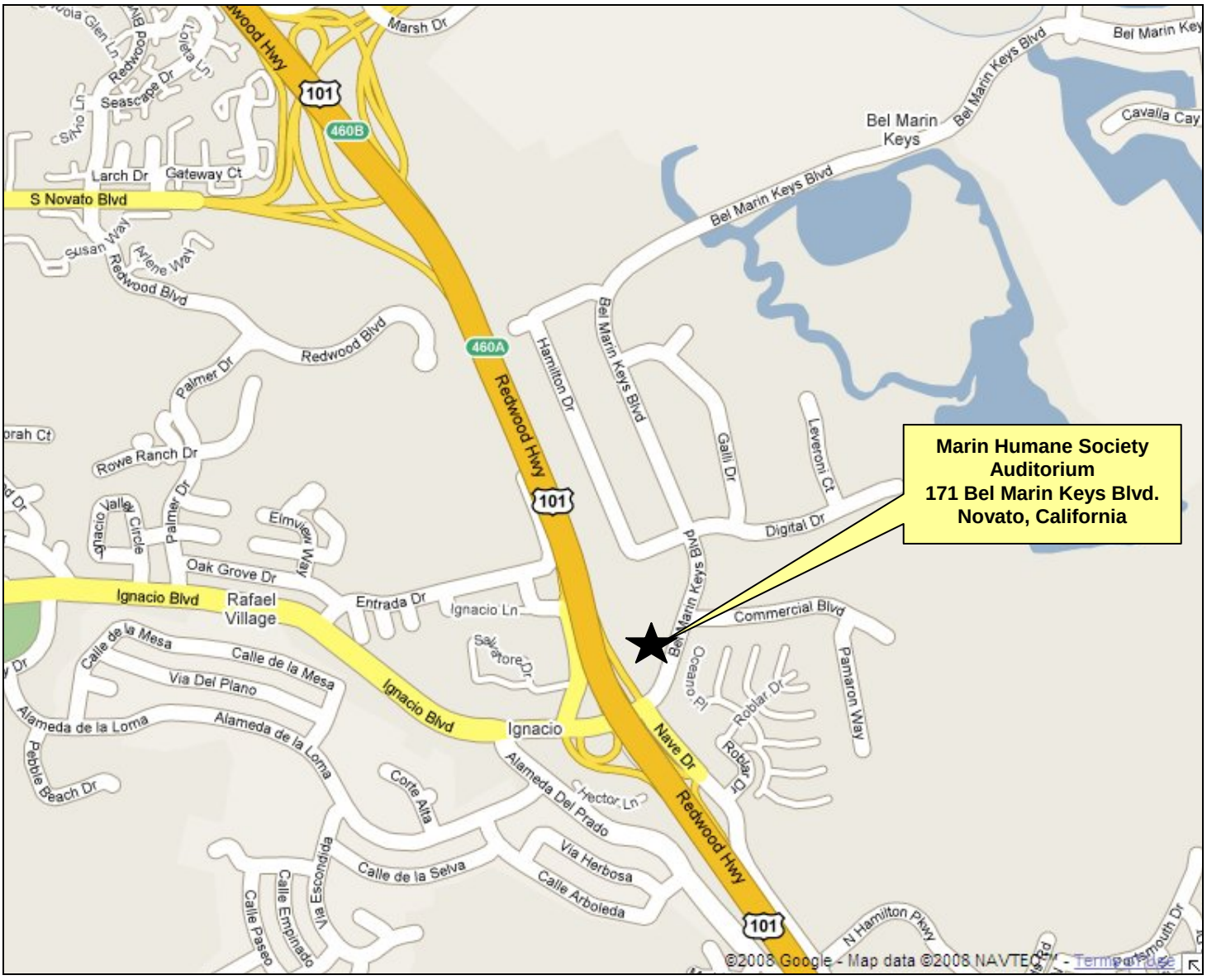
Marin Humane Society Auditorium
171 Bel Marin Keys Blvd.
Novato, California



FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

August 14, 2008

PUBLIC SCOPING SESSION PROCEDURAL INFORMATION

Purpose of the Scoping Session

The Federal Aviation Administration (FAA) and the County of Marin are holding this public scoping session to facilitate maximum public participation in the development of the Environmental Impact Statement (EIS) and concurrent Environmental Impact Report (EIR) for the proposed extension of Runway 13/31 at Marin County Airport – Gnoss Field. This scoping session is being held pursuant to the National Environmental Protection Act (NEPA) and California Environmental Quality Act (CEQA) to provide early consultation with the public on the EIS and concurrent EIR being prepared for the project. This early consultation is typically called scoping.

The purpose of this public scoping session is to provide individuals, organizations and agencies an opportunity to raise concerns about the environmental effects of the proposed project. Comments will be recorded and be made part of the formal EIS and EIR records. There are likely to be questions raised by speakers at the session, although in the interest of giving everyone a chance to speak, any questions asked will be responded to through the EIS and EIR processes rather than at this meeting. Responses to comments and questions will not be provided at the scoping session since the purpose of the session is for the public to provide information to the FAA and to the County.

Comments must be limited to the scope of environmental effects to be studied, rather than commenting on the merits of the project at this time. NEPA and CEQA define environmental effects as direct, indirect, and cumulative impacts to the natural and man-made environment affected by the project. Effects analyzed under CEQA must be related to a physical change in the environment. (CEQA Guidelines sections 15358 and 15360.)

Comment Procedure

At the public scoping session, members of the public will have the opportunity to submit written comments and/or to make oral comments during the session. In order to allow everyone an equal opportunity to speak, each speaker will be limited to three (3) minutes. Members of organizations are encouraged to select a spokesperson from the organization to speak on the group's behalf to avoid repetition of the same concerns.

Comment forms are available for those who wish to submit written comments either to supplement or take the place of oral comments at the session. Comment forms may also be used to indicate agreement with specific speakers or organization environmental issues in lieu of orally repeating similar concerns. Written comments about the scope of the environmental report will be accepted until 5:00 p.m. local time on August 29, 2008 and must be submitted to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303.

Other Opportunities for Public Comment

The public will have additional opportunities to comment during the EIS and EIR processes and hearings on the merits of the proposed project. Notices regarding the availability of the Draft EIS and Draft EIR, as well as the date, time, and location of public hearings on this matter, will be sent to everyone who indicates on the scoping session sign-in sheet that he or she would like to join the project mailing list.

Project information is also available at: www.gnossfieldeis-eir.com

Agency Scoping Packet Distribution List 8-4-08

#	Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
1	Federal Aviation Administration San Francisco Airports District Office	Mr.	Barry	Franklin	Env Plan Spclst	831 Mitten Road, Room 210	Burlingame	CA	94010
2	U.S. Army Corps of Engineers San Francisco District	Lt. Col.	Craig W.	Kiley	Commander and District Engineer U. S. Army Corps of Engineers San Francisco District	1455 Market Street, FL 17	San Francisco	CA	94103-1398
3	Advisory Council on Historic Preservation	Mr.	Don	Klima		Old Post Office Building 1100 Pennsylvania Ave. NW, Ste 803	Washington	DC	20004
4	National Marine Fisheries Service	Mr.	Gary	Stern		501 West Ocean Blvd.	Long Beach	CA	90802-4213
5	National Park Service Pacific West Region	Mr.	John	Reynolds	Regional Director	1111 Jackson Street, Suite 700	Oakland	CA	94607
6	U.S. Fish and Wildlife Service California-Nevada Region 8	Mr.	Mark	Littlefield		2800 Cottage Way	Sacramento	CA	95825
7	U.S. Environmental Protection Agency Office of Federal Activities	Ms.	Pearl	Young		Ariel Rios Building South Oval Lobby Mail Code 2252-A, Rm. 7241 1200 Pennsylvania Ave. N.W.	Washington	DC	20004
8	U.S. Department of Housing and Urban Development San Francisco Regional Office	Mr.	Richard K.	Rainy	Regional Director	600 Harrison St. 3rd Floor	San Francisco	CA	94107-1300
9	Federal Aviation Administration San Francisco Airports District Office	Ms.	Robin	Hunt	Manager	831 Mitten Road, Room 210	Burlingame	CA	94010
10	National Marine Fisheries Service	Mr.	Rodney	McInnis	Regional Administrator	501 West Ocean Blvd.	Long Beach	CA	90802-4213
11	National Oceanic and Atmospheric Administration (NOAA)	Dr.	Rodney F.	Weiher	NEPA Coordinator	SSMC3, Rm. 15723 (PPI) 1315 E. West Highway	Silver Spring	MD	20910
12	U.S. Fish and Wildlife Service California-Nevada Region 8	Mr.	Ryan	Olah		2800 Cottage Way	Sacramento	CA	95825
13	U.S. Fish and Wildlife Service California-Nevada Region 8	Mr.	Steve	Thompson	Regional Director	2800 Cottage Way	Sacramento	CA	95825
14	U.S. Environmental Protection Agency Region 9	Mr.	Tom	Tlenys	NEPA Reviewer	75 Hawthorne St.	San Francisco	CA	94105
15	U.S. Environmental Protection Agency Region 9 Federal Activities Office	Mr.	Wayne	Nastri	Regional Administrator	75 Hawthorne St.	San Francisco	CA	94105
16	U.S. Department of the Interior (DOI) Office of Environmental Policy and Compliance	Dr.	Willie R.	Taylor	Director	Main Interior Building (MS-2342) 1849 C Street N.W.	Washington	DC	20240
17	U.S. Forest Service Pacific Southwest Region					1323 Club Drive	Vallejo	CA	94592
18	Bureau of Indian Affairs Pacific Regional Office					2800 Cottage Way	Sacramento	CA	95825
19	Bureau of Land Management California State Office					2800 Cottage Way, Suite W-1834	Sacramento	CA	95825-1886
20	U.S. Congress	Ms.	Lynn	Woolsey	Congressional Representative, Dist #6	1050 Northgate Drive, Suite 354	San Rafael	CA	94903
21	The Federated Indians of Graton Rancheria Coast Miwok Southern Pomo	Mr.	Nick	Tipon	Sacred Sites Protection Committee	6400 Redwood Drive, Ste. 300	Rohnert Park	CA	94928
22	Pomo Coast Miwok Wappo					6215 Eastside Road	Forestville	CA	95436
23	Pomo Coast Miwok					1778 Sunnyvale Ave.	Walnut Creek	CA	94596
24	California Dept. of Food & Agriculture					1220 A-316 1220 N Street	Sacramento	CA	95814
25	California Central Valley Flood Protection Board	Mr.	Benjamin	Carter	President	P.O. Box 942836	Sacramento	CA	94236
26	Caltrans District 4	Mr.	Bijan	Sartipi	Director	P.O. Box 23660	Oakland	CA	94623-0660
27	California Department of Fish and Game Region 3	Mr.	Chuck	Armor	Regional Manager	7329 Silverado Trail	Napa	CA	94558

Agency Scoping Packet Distribution List 8-4-08

#	Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
28	Governor's Office of Planning and Research State Clearinghouse	Ms.	Cynthia	Bryant	Director	1400 Tenth Street, Rm. 212	Sacramento	CA	95814
29	California Dept of Public Health/Drinking Water District 9 Sacramento		Dave	Lancaster		1616 Capitol Avenue P.O. Box 997377, MS7407	Sacramento	CA	95899-7377
30	California Office of Emergency Services	Mr.	Henry	Renteria	Director	PO Box 419023	Rancho Cordova	CA	95741-9023
31	Wildlife Conservation Board	Mr.	John P.	Donnelly	Executive Director	1807 13th Street, Suite 103	Sacramento	CA	95811
32	Health and Human Services Agency	Ms.	Kimberly	Belshe	Secretary	1600 Ninth Street, Room 460	Sacramento	CA	95814
33	California Native American Heritage Commission	Mr.	Larry	Myers	Executive Secretary	915 Capitol Mall, Rm 364	Sacramento	CA	95814
34	California Department of Water Resources Dept. of Water Resources	Mr.	Lester	Snow	Director	1416 9th Street Room 1115-1 P.O. Box 942836	Sacramento	CA	95814
35	Office of Environmental Health Hazard Assessment	Ms.	Linda S.	Adams	Secretary for Environmental Protection	1001 I Street P.O. Box 2815	Sacramento	CA	95812-2815
36	California National Guard	Brigadier General	Louis J.	Antonetti	Commander, California Army National Guard	9800 Goethe Road	Sacramento	CA	95827
37	California Department of Housing and Community Development		Lynn L.	Jacobs	Director	1800 Third Street	Sacramento	CA	95811-6942
38	California Integrated Waste Management Board	Ms.	Margo	Reid Brown	Board Chair	PO Box 4025 1001 I Street	Sacramento	CA	95812-4025
39	California Water Resources Control Board San Francisco Bay Region	Ms.	Marla	Lafer		1515 Clay Street, #1400	Oakland	CA	94612
40	California Air Resources Board Headquarters Building	Ms.	Mary D.	Nichols	Chairman California Air Resources Board	1001 "I" Street PO Box 2815	Sacramento	CA	95812
41	Governor's Office of Homeland Security State Capitol	Mr.	Matthew R.	Bettenhausen	Director	State Capitol	Sacramento	CA	95814
42	California Energy Commission Executive Office	Ms.	Melissa	Jones	Executive Director	1516 9th Street, MS-15	Sacramento	CA	95814
43	California Resources Agency	Mr.	Mike	Chrisman	Office of the Secretary	1416 9th Street, 13th Floor Suite 1311	Sacramento	CA	95814
44	California State Office of Historic Preservation	Mr.	Milford Wayne	Donaldson	State Historic Preservation Officer, SHRC Executive Secretary	1416 9th Street, Room 1442 -7	Sacramento	CA	95814
45	California Environmental Protection Agency	Ms.	Patty	Zwarts	Assistant Secretary for Legislation	1001 I Street	Sacramento	CA	95814
46	California Public Utilities Commission	Mr.	Paul	Clanon	Executive Director	505 Van Ness Avenue	San Francisco	CA	94102
47	California State Lands Commission	Mr.	Paul D.	Thayer		100 Howe Ave, Suite 100-S	Sacramento	CA	95825-8202
48	California Department of Forestry and Fire Protection	Mr.	Ruben	Grijalva	Director California Department of Forestry and Fire Protection	1416 9th Street PO Box 944246	Sacramento	CA	94244-2460
49	California Department of Parks and Recreation	Ms.	Ruth	Coleman	Director of California State Parks	1416 9th Street	Sacramento	CA	95814
50	Olompali State Historic Park California State Park	Ms.	Ruth	Coleman	Director of California State Parks	1416 9th Street	Sacramento	CA	95814
51	Office of Agriculture and Environmental Stewardship		Steve	Shaffer	Director	1220 N Street	Sacramento	CA	95814
52	Caltrans Division of Aeronautics Office of Aviation Planning		Terry	Barrie	Chief Senior Transportation Planner	PO Box 942874 MS-40	Sacramento	CA	94274
53	California State Water Resources Control Board	Ms.	Vicky	Whitney	Deputy Director- CEA	1001 I Street, P.O. Box 2000	Sacramento	CA	95812-2000
54	California Department of General Services Executive Office	Mr.	Will	Bush	DGS Director	PO Box 989052	West Sacramento	CA	95605
55	California Department of Transportation	Mr.	Will	Kempton	Caltrans Director	1120 N Street P.O. Box 942873	Sacramento	CA	94273-0001

Agency Scoping Packet Distribution List 8-4-08

#	Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
56	San Francisco Bay Conservation & Development Commission	Mr.	Will	Travis	Executive Director	50 California St., Suite 2600	San Francisco	CA	94111
57	Bay Area Air Quality Management District Office (BAAQMD)				Executive Officer	939 Ellis Street	San Francisco	CA	94109
58	California Department of Conservation Division of Mines and Geology					801 K St., Ste. 20-15	Sacramento	CA	95814
59	Environmental Resources Conservation System					900 N St.	Sacramento	CA	95814
60	Regional Water Quality Control Board Region 2	Mr.	Bruce	Wolfe	Executive Officer	1515 Clay Street, Suite 1400	Oakland	CA	94612
61	California State Senate	Ms.	Carole	Migden	State Senator, District #3	3501 Civic Center Drive, Room 425	San Rafael	CA	94903
62	San Francisco Bay Regional Water Quality Control Board North Bay Counties Section	Mr.	Chuck	Headlee	Section Leader	1515 Clay Street, Suite 1400	Oakland	CA	94612
63	California State Assembly	Mr.	Jared	Huffman	State Assemblyman, District #6	3501 Civic Center Drive, Room 412	San Rafael	CA	94903
64	City of Novato Fire Department	Mr.	Bill	Tyler		75 Rowland Way # 200	Novato	CA	94945
65	Novato Chamber of Commerce		Coy	Smith		807 DeLong Ave	Novato	CA	94945
66	City of Novato	Mr.	Daniel E.	Keen	City Manager	75 Rowland Way, Ste. 200	Novato	CA	94945
67	Metropolitan Transportation Commission	Mr.	Doug	Kimsey		101 8th St.	Oakland	CA	94607
68	Flood Control 7 Advisory Board	Mr.	Jeff	Krupnick		105 La Posada	San Rafael	CA	94903
69	Marin/Sonoma Mosquito & Vector Control District	Ms.	Nancy	Barnard	President	595 Helman Ln	Cotati	CA	94935
70	City of Novato	Ms.	Pat	Eklund	Mayor	75 Rowland Way #200	Novato	CA	94945
71	City of Novato Community Development				Director	75 Rowland Way # 200	Novato	CA	94945
72	City of Novato Fire Protection District				Div Chief-Fire Marshal	95 Rowland Way	Novato	CA	94945
73	City of Novato Parks, Recreation, and Community Services				Director	75 Rowland Way # 200	Novato	CA	94945
74	City of Novato Public Works				Director	75 Rowland Way, #200	Novato	CA	94945
75	North Coast Railroad Authority	Mr.	Mitch	Stogner	Executive Director	419 Talmage Road, Suite M	Ukiah	CA	95482
76	SMART District Office	Ms.	Lillian	Hames	Project Director	750 Lindaro Street, Suite 200	San Rafael	CA	94901
77	North Marin Water District	Mr.	Chris	DeGabriele	General Manager	P.O. Box 146	Novato	CA	94948
78	Marin Municipal Water District	Mr.	Larry	Russell	Board President	220 Nellen Ave.	Corte Madera	CA	94925
79	Marin County Transit District	Ms.	Amy	Van Doren	Transit Planning Manager	3501 Civic Center Dr. Rm. 315	San Rafael	CA	94903
80	Marin County Emergency Services		Chris	Godley	Emergency Services Manger	3501 Civic Center Drive #145	San Rafael	CA	94903
81	Marin County Farm Advisor		Ellie	Rilla	Director	3501 Civic Center Drive	San Rafael	CA	94903
82	Marin County Department of Public Works	Mr.	Eric	Steger	Director	3501 Civic Center Drive Room #304	San Rafael	CA	94903
83	Marin County Department of Cultural and Visitor Services	Mr.	James	Farley		Marin County Fair Office Avenue of the Flags	San Rafael	CA	94903
84	Marin County Airport - Gnoss Field	Mr.	Ken	Robbins	Airport Manager	451 A Airport Road	Novato	CA	94945
85	Marin County Farm Bureau	Mr.	Jerry	Corda		5497 Redwood Highway So.	Petaluma	CA	94952
86	Marin County Department of Public Works, Traffic Division District 5	Ms.	Judy	Arnold	Supervisor	3501 Civic Center Dr. Rm. 304	San Rafael	CA	94903
87	Marin County Fire Department	Mr.	Ken	Massucco	Fire Chief	PO Box 518	Woodacre	CA	94973
88	Marin County Department of Public Works, Stormwater Pollution Prevention	Ms.	Liz	Lewis					
89	Marin County Administrator	Mr.	Matthew	Hymel	County Administrator	3501 Civic Center Drive	San Rafael	CA	94903

Agency Scoping Packet Distribution List 8-4-08

#	Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
90	Marin County Dept of Solid/Hazardous Waste	Mr.	Michael	Frost		65 Michell Blvd.	San Rafael	CA	94973
91	Marin County Counsel	Mr.	Patrick	Faulkner	County Counsel	3501 Civic Center Drive, Rm. 275	San Rafael	CA	94903
92	Local Agency Formation Commission	Mr.	Peter	Banning	Executive Officer	Civic Center 165 North Redwood Drive, Suite 160	San Rafael	CA	94903
93	Marin County Environmental Health Services (EHS)	Mr.	Phil	Smith					
94	Marin County Department of Parks and Open Space	Ms.	Sharon	McNamee	Director and General Manager	3501 Civic Center Drive Room #415	San Rafael	CA	94903
95	Marin Agricultural Commission	Ms.	Stacy K.	Carlsen	Agriculture Commissioner	1682 Novato Blvd., Ste. 150-A	Novato	CA	94947-7021
96	Novato Sanitary District	Mr.	James D.	Fritz	President	500 Davidson Street	Novato	CA	94945
97	Novato Unified School District	Ms.	Jan	La Torre-Derby, Ed.D.	Superintendent	1015 - 7th St	Novato	CA	94945
98	Bel Marin Keys Community Services District	Mr.	Bill	McGrath	President	4 Montego Key	Novato	CA	94949
99	Bolinas Community Public Utility District	Ms.	Jennifer	Blackman	General Manager	P.O. Box 390	Bolinas	CA	94924
100	Bel Marin Keys Community Services District	Ms.	Madeline	Swartz	Chair				
101	Muir Beach Community Services District	Mr.	Maury	Ostroff	District Manager	19 Seacape Dr.	Muir Beach	CA	94965-9701
102	Tam Community Services District	Mr.	Phil	Gorny		305 Bell Lane	Mill Valley	CA	94941
103	Community Development Agency	Mr.	Alex	Hinds	Director	3501 Civic Center Drive, #308	San Rafael	CA	94903
104	Marin County Community Development Agency - Planning		Kim	Shine	PC Secretary	3501 Civic Center Dr # 308	San Rafael	CA	94903-4157
105	Community Development Agency	Ms.	Rachel	Warner		3501 Civic Center Drive, #308	San Rafael	CA	94903
106	Community Development Agency	Ms.	Tammy	Taylor		3501 Civic Center Drive, #308	San Rafael	CA	94903
107	Community Development Agency	Mr.	Tim	Haddad	Environmental Coordinator	3501 Civic Center Drive, #308	San Rafael	CA	94903
108	Community Development Agency	Mr.	Tom K.	Lai	Deputy Director	3501 Civic Center Drive, #308	San Rafael	CA	94903
109	Marin County Board of Supervisors	Mr.	Charles	McGlashan	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
110	Marin County Board of Supervisors	Mr.	Harold C.	Brown, Jr.	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
111	Marin County Board of Supervisors	Ms.	Judy	Arnold	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
112	Marin County Board of Supervisors	Mr.	Steve	Kinsey	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
113	Marin County Board of Supervisors	Ms.	Susan	Adams	Supervisor	3501 Civic Center Drive, #329	San Rafael	CA	94903
114	Marin County Office of Education	Ms.	Mary Jane	Burke	Superintendent	1111 Las Gallinas Ave	San Rafael	CA	94903
115	Sonoma County Administrator	Mr.	Bob	Deis	County Administrator	575 Administration Dr. Rm 104A	Santa Rosa	CA	95403
116	Sonoma County Permit and Resource Management Department	Mr.	Pete	Parkinson	Permit and Resource Management Director, Department Head	2550 Ventura Avenue	Santa Rosa	CA	95403

Agency Scoping Meeting
August 14, 2008

Meeting Registration
Handouts
Presentation
Meeting Notes
Comments/Responses

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Agency Scoping

SCOPING MEETING
ENVIRONMENTAL IMPACT STATEMENT and concurrent ENVIRONMENTAL IMPACT REPORT
PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT-GNOSS FIELD
August 14, 2008

Sign-in Sheet

Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. Mrs. Ms. Dr. Other:	Roger Roberts	223 So. Heights Blvd. San Rafael, Ca. 94901 (representing Marin Conservation League)	<rer.der@comcast.net>	yes ✓
Mr. Mrs. Ms. Dr. Other:	Ken Robbins	451-A Airport Rd Novato, Ca. 94945	krobbins@co.marin.ca.us	CURRENTLY INCLUDED
Mr. Mrs. Ms. Dr. Other:	John Roberto	County of Marin	jraplan@sbcglobal.net	
Mr. Mrs. Ms. Dr. Other:	MARK JANOFSKY	" "	mjanofsky@co.marin.ca.us	✓
Mr. Mrs. Ms. Dr. Other:	Bill Tyler	Novato Fire Dist.	btyler@novatofire.org	✓
Mr. Mrs. Ms. Dr. Other:	Craig Tackabery	County of Marin	ctackabery@co.marin.ca.us	
Mr. Mrs. Ms. Dr. Other:	Rebecca Ng	Marin County EHS	rng@co.marin.ca.us	

Agency Scoping

SCOPING MEETING
ENVIRONMENTAL IMPACT STATEMENT and concurrent ENVIRONMENTAL IMPACT REPORT
PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT-GNOSS FIELD
August 14, 2008

Sign-in Sheet

Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. Mrs. Ms. Dr. Other:	Rachel Warner	County	rwarner@co.marin.ca.us	
Mr. Mrs. Ms. Dr. Other:	Barbara Salzman	MARIN Audub. S.		
Mr. Mrs. Ms. Dr. Other:	Rob Ad	Landrum : Brown		
Mr. Mrs. Ms. Dr. Other:	Barry Franklin	FAA		
Mr. Mrs. Ms. Dr. Other:	Eric Steger	Marin Co. DPW	estcger@co.marin.ca.us	
Mr. Mrs. Ms. Dr. Other:				
Mr. Mrs. Ms. Dr. Other:				

Airfield Tour Agency Scoping

SCOPING MEETING
ENVIRONMENTAL IMPACT STATEMENT and concurrent ENVIRONMENTAL IMPACT REPORT
PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT-GNOSS FIELD
August 14, 2008

Sign-in Sheet

Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. Mrs. Ms. Dr. Other:	HANS GRUNT	CITY OF NOVATO	hgrunt@ci.novato.ca.us	✓
Mr. Mrs. Ms. Dr. Other:	MARK JANOFSKY	MARIN COUNTY ENV HLTH SVCS	mjanofsky@co.marin.ca.us	
Mr. Mrs. Ms. Dr. Other:	Nona DENNIS	Mill Valley (Marin Conservation League)	nbdennis@sbcglobal.net	✓
Mr. Mrs. Ms. Dr. Other:	Craig Tackabery	Marin County Public Works	ctackabery@co.marin.ca.us	
X Mr. Mrs. Ms. Dr. Other:	Bill Tyler	NFD 95 Rowland Way Nov 94947	btyler@novato.org	✓
Mr. Mrs. Ms. Dr. Other:	Tammy Taylor	Marin County Environmental Planning	ttaylor@co.marin.ca.us	
Mr. Mrs. Ms. Dr. Other:	Rebecca Ng	Marin County EnvHealth Services	rng@co.marin.ca	

Airfield Tour Agency Scoping

SCOPING MEETING
ENVIRONMENTAL IMPACT STATEMENT and concurrent ENVIRONMENTAL IMPACT REPORT
PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT-GNOSS FIELD
August 14, 2008

Sign-in Sheet

Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. Mrs. Ms. Dr. Other:	Barbara Salzman	MARIN Audubon Soc 47 Kent Ave Larkspur	bsalzman@att.net	✓
Mr. Mrs. Ms. Dr. Other:	Barry Franklin	851 Mitten Rd Ste. 201 Burlingame, CA 94	barry.franklin@faa.gov	
Mr. Mrs. Ms. Dr. Other:	Rachel Warner	County Civic Center	rwarner@co.marin.ca.us	
Mr. Mrs. Ms. Dr. Other:	John Roberto	County of Marin	jraplan@sbcglobal.net	
Mr. Mrs. Ms. Dr. Other:				
Mr. Mrs. Ms. Dr. Other:				
Mr. Mrs. Ms. Dr. Other:				

MARIN COUNTY AIRPORT
GNOSS FIELD

ENVIRONMENTAL IMPACT STATEMENT (EIS)
AND CONCURRENT
ENVIRONMENTAL IMPACT REPORT (EIR)
FOR THE PROPOSED EXTENSION OF RUNWAY 13/31

Agency Scoping Meeting
Discussion Outline

August 14, 2008
1:00 – 3:00 p.m.

Marin Civic Center
Room 266
Emergency Operations Center (EOC)
3501 Civic Center Drive
San Rafael, CA 94903

I. BACKGROUND AND PURPOSE AND NEED

PROJECT LOCATION

Marin County Airport - Gnoss Field (the Airport) is located in Marin County, California, north of the City of Novato. Automobile access is from US Highway 101 at the Atherton Avenue Exit (see Exhibit 1).

BACKGROUND

The Airport serves as an important link in the regional transportation network by providing air travel options for residents and businesses of Marin County. The Airport has one runway (Runway 13/31) that is 3,300 feet long and 75 feet wide (see Exhibit 2). On an annual basis, approximately 95,000 takeoffs and landings occur at the Airport. The Airport is a designated reliever category facility of design group B-1 with typical aircraft types including single and twin engine propeller aircraft, as well as small business jet aircraft. The existing runway is surrounded by a system of levees and ditches that protect the airport from flooding and channels drainage through the surrounding area.

An *Airport Master Plan* was adopted by the County of Marin in 1989, then updated in March of 1997. An *Airport Land Use Plan* was adopted by the County in 1991. A *Preliminary Design Report for a Runway Extension*, prepared in 2002, together with an *Aviation Demand Forecast* document the need for runway improvements to serve existing and anticipated aircraft and activity levels, as well as current and future changes in small aircraft design.

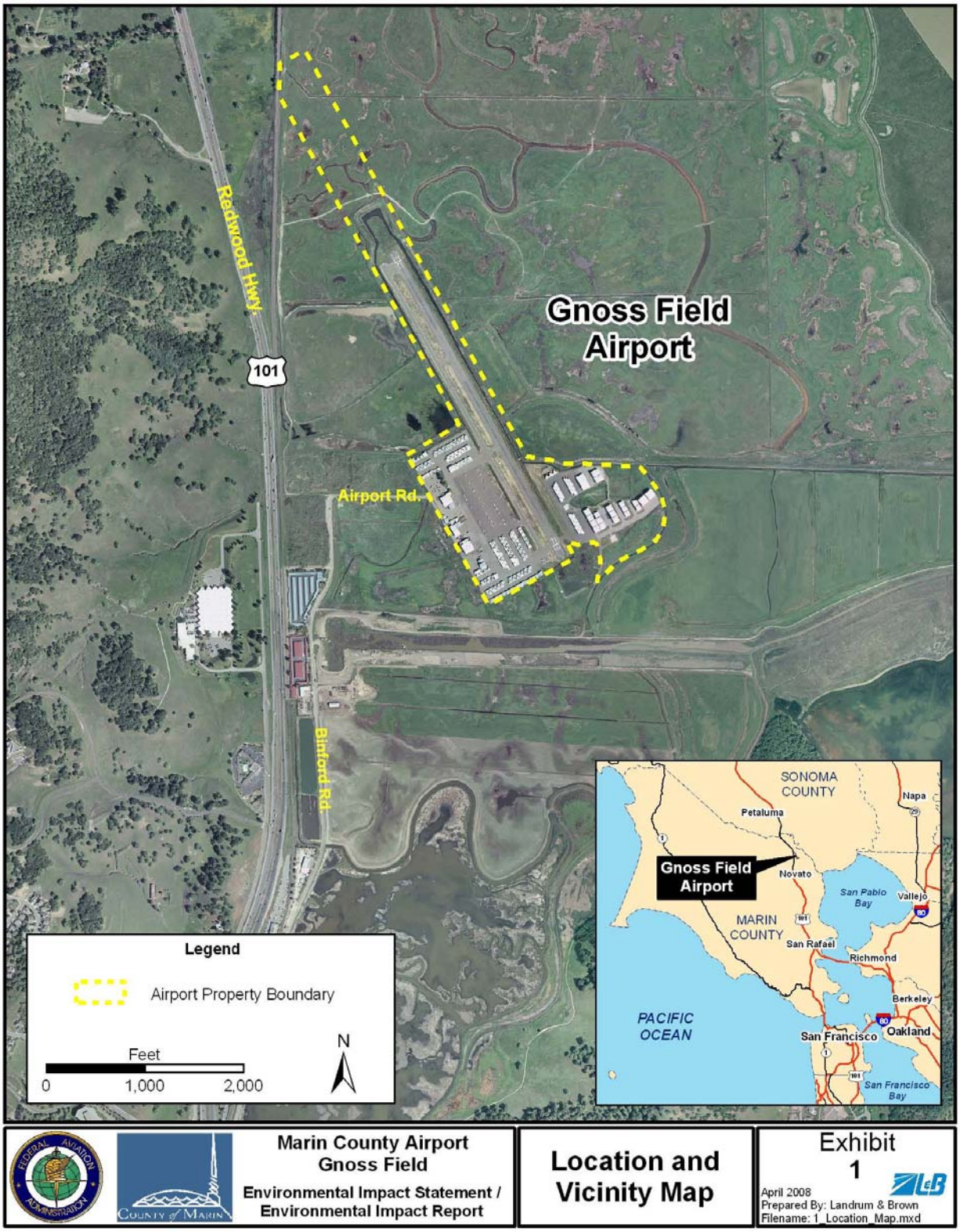
PRELIMINARY UNDERSTANDING OF PURPOSE AND NEED

The airport currently faces a number of 'challenges' that this proposed project is designed to overcome. These are described below:

> ***The current runway length of 3,300 feet limits the ability of current Airport tenants to operate aircraft at optimum weights for maximum efficiency.*** In simple terms, this means that the length of the runway requires pilots to restrict the weight of the aircraft well below what the aircraft could accommodate. This is done by either reducing fuel or by reducing passengers and/or cargo. The first option limits the distance the aircraft can fly, resulting in aircraft taking off from the Airport for another nearby airport where they can then fuel up completely before continuing to the final destination. The second option limits the number of people carried and/or what each person is allowed to bring on the aircraft, which sometimes results in aircraft making two trips to the same destination to transport the desired number of people/ cargo. The other potential outcome of these situations is that residents and businesses choose to drive to another reliever airport (e.g. Sonoma and Napa County airports) that has the necessary runway length to accommodate their transportation needs. Extension of the

runway would require an associated extension of the taxiway, as well as the levees surrounding the runway in order to properly realign the drainage around airport. Re-programming of the pilot navigational aids to reflect the extended runway would also be required.

The Airport needs to comply with FAA standards for Runway Safety Areas. The FAA has guidelines for the layout of runways, including areas that are specifically designed to enhance the safety of air travel. One such area is called the Runway Safety Area (RSA). The latest FAA guidance for an airport that serves the type of aircraft as are served at Marin County Airport, calls for a 240-foot long by 120-foot wide RSA beyond each end of the runway. This area needs to be graded, free of obstructions, and capable of supporting the weight of an aircraft and emergency equipment in the event that an aircraft rolls beyond the end of the runway. The Airport currently has a 125-foot overrun (RSA) at the south end of the runway and a 100-foot overrun (RSA) at the north end of the runway. The Airport has two options for addressing this issue. The first option is to reduce the overall length of the runway and designate a portion of the current runway as overrun area. The result of this would be a reduction in the overall length of the runway and a corresponding reduction in the ability of the Airport to serve its role as a designated 'reliever' in the transportation network of the area (see previous for more discussion of runway length issues). The second option is to extend the runway overrun areas to meet the current standards. In the last five years, the FAA has encouraged all airports to fully comply with safety standards and has dedicated funding for meeting that goal.


Redwood Hwy.
101
Gnoss Field Airport
Airport Rd.
Binford Rd.
SONOMA COUNTY
Napa
Petaluma
Gnoss Field Airport
Novato
San Pablo Bay
Vallejo
MARIN COUNTY
San Rafael
Richmond
Berkeley
PACIFIC OCEAN
San Francisco
Oakland
San Francisco Bay
Legend
Airport Property Boundary
Feet
0
1,000
2,000
N
Marin County Airport
Gnoss Field
Environmental Impact Statement / Environmental Impact Report
Location and Vicinity Map
Exhibit
1
April 2008
Prepared By: Landrum & Brown
Filename: 1_Location_Map.mxd

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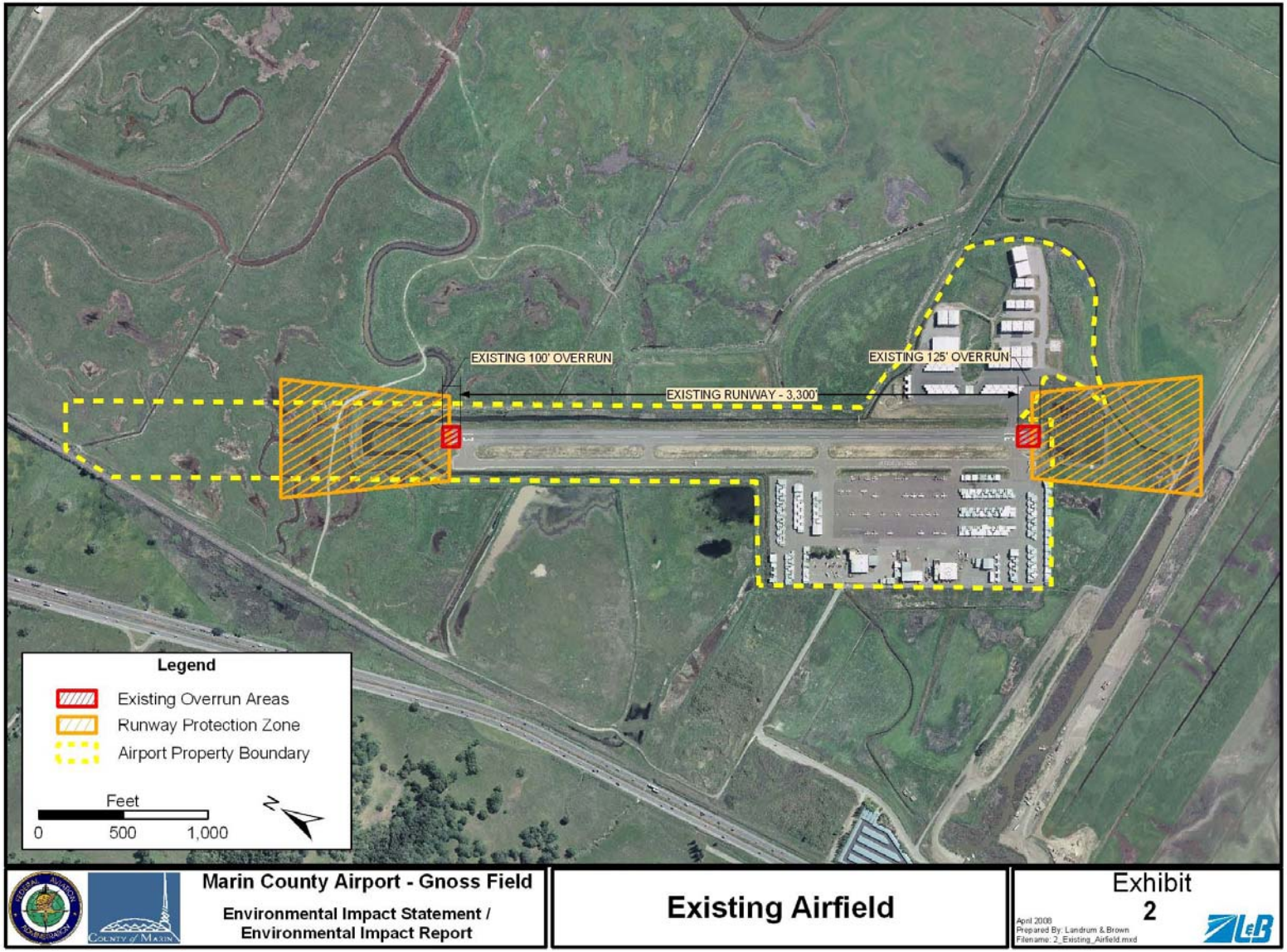
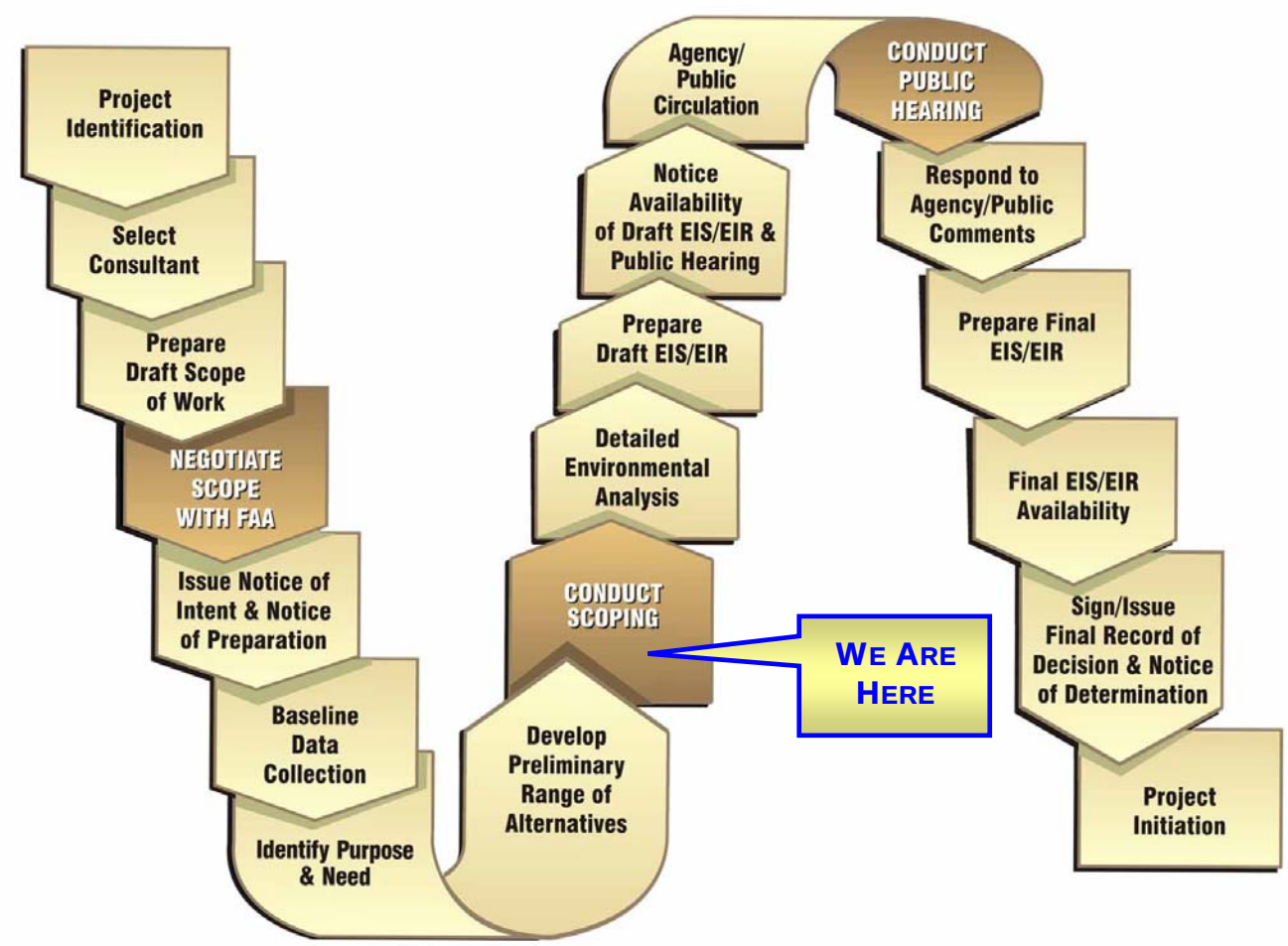

EXISTING 100' OVERRUN
EXISTING RUNWAY - 3,300'
EXISTING 125' OVERRUN
Legend
Existing Overrun Areas
Runway Protection Zone
Airport Property Boundary
Feet
0
500
1,000
Marin County Airport - Gnoss Field
Environmental Impact Statement / Environmental Impact Report
Existing Airfield
Exhibit
2
April 2008
Prepared By: Landrum & Brown
Filename: 2_Existing_Airfield.mxd

# #

II. INTRODUCTION TO THE SCOPING PROCESS

The environmental documentation will be prepared to comply with the requirements of the National Environmental Policy Act on 1969 (NEPA) as implemented in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions;* as well as the laws of the State of California (California Environmental Quality Act – CEQA), the Guidelines for Implementation of CEQA, and the Marin County Environmental Impact Review Guidelines.



As the initial step in the preparation of the EIS and concurrent EIR, the scoping process is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action. Therefore, the scoping process will identify:

- Range of actions (project, procedural changes)
- Alternatives – those to be rigorously explored and evaluated and those that may be eliminated
- Range of environmental impacts

The scoping process will determine the scope and significant issues to be analyzed in depth and will also identify and eliminate from detailed study the issues that are not significant or that have been covered by prior documentation.

- Actions
  - Proposed Action (Proposed Project)
  - Dependent/Independent Actions as related to the Proposed Action
  - Cumulative Actions
- Alternatives
  - Sponsor's Proposed Project - Runway 13/31 would be extended 1,100 feet to the north from 3,300 linear feet to 4,400 linear feet.
  - Runway 13/31 would be extended 1,100 feet to the south from 3,300 linear feet to 4,400 linear feet.
  - Runway 13/31 would be extended to the north and to the south to bring the runway length from 3,300 linear feet to 4,400 linear feet.
  - No Action Alternative
  - Operational procedure modifications
  - Development of alternative airports (off-site alternatives)
  - Technology that could affect aviation demand such as teleconferencing and video conferencing.
- Impacts
  - Direct
  - Indirect
  - Cumulative

The FAA issued a Notice of Intent (NOI) to prepare an EIS in the *Federal Register* on July 11, 2008. The County of Marin issued a Notice of Preparation (NOP) to announce the preparation of an EIR on July 11, 2008.

The FAA and County request that all scoping comments be formalized in written correspondence by August 29, 2008 to:

Mr. Barry Franklin
Federal Aviation Administration
Western Pacific Region
San Francisco Airport District Office
831 Mitten Road, Room 210
Burlingame, CA 94040-1303

III. AGENCY COORDINATION AND COMMENT AT KEY PROJECT MILESTONES

Agency coordination will occur throughout the EIS and EIR development processes, as necessary, with those agencies where resource impacts are likely to occur. For example, agency coordination could occur as key environmental studies are prepared, such as findings of natural and cultural resource surveys, air quality and noise modeling methodologies, and results. In addition, all of the agencies will be notified of the availability of the Draft EIS and Draft EIR when they are available for public review. Any mitigation strategies associated with this proposed project would also be coordinated with the appropriate agencies to comply with Federal, state, and local regulations.

IV. SPONSOR'S PROPOSED PROJECT

As previously described in Section I, the issues currently facing the Airport are:

- The current runway length of 3,300 feet limits the ability of current Airport tenants to operate aircraft at optimum weights for maximum efficiency.
- If the runway is extended, the Airport would need to comply with FAA standards for Runway Safety Areas (RSAs). In the last five years, the FAA has encouraged all airports to fully comply with safety standards and has dedicated funding for meeting that goal.

Marin County, as the owner and operator of Gnoss Field Airport, has proposed the following improvements to address both of the issues described for the Airport (see Exhibit 3):

- Extend Runway 13/31 from 3,300 feet to 4,400 feet with RSAs that meet current FAA guidelines
- Extend the corresponding taxiway to the full length of the runway
- Levee extension and realignment of drainage
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway

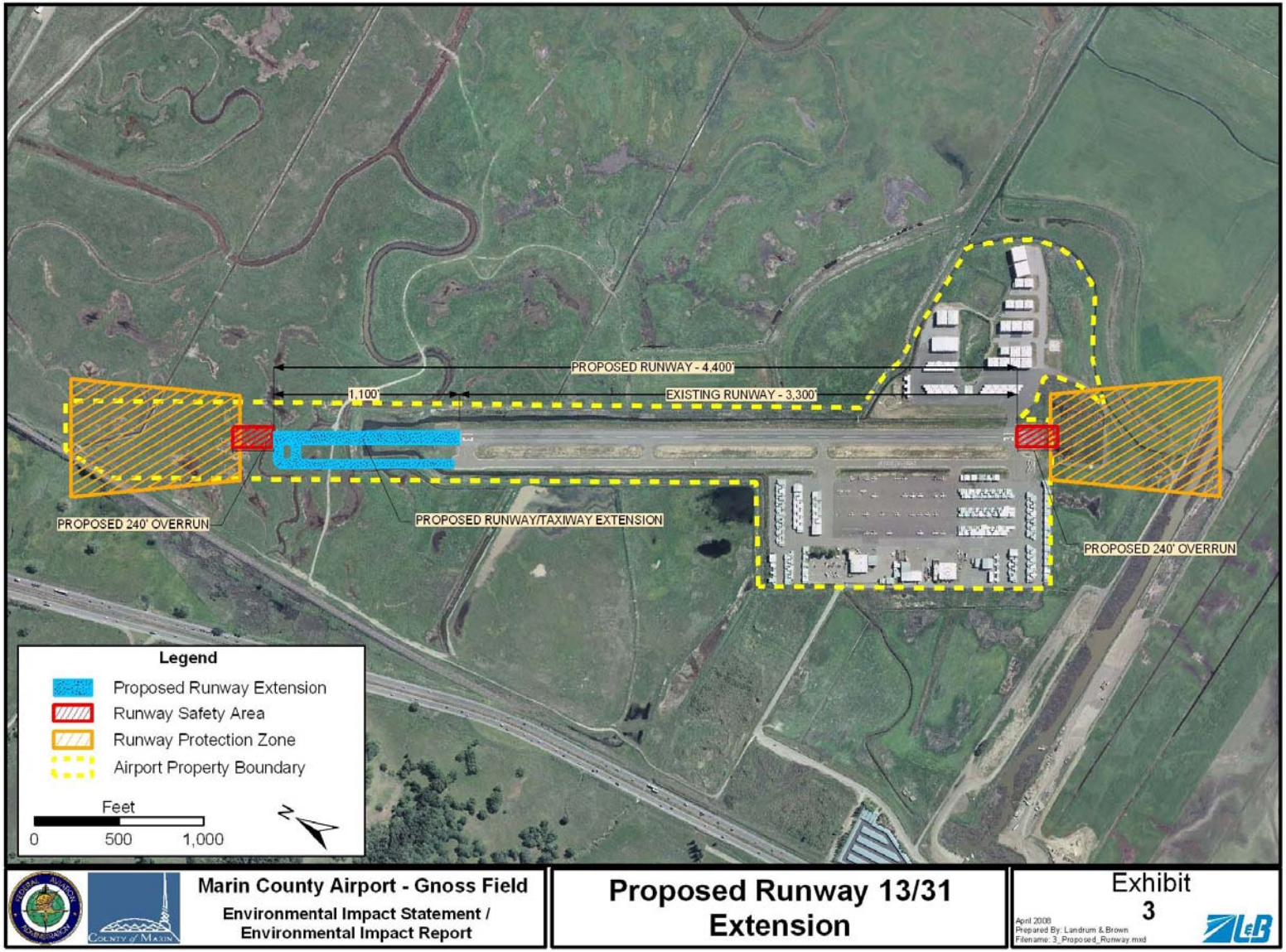
In accordance with the National Environmental Policy Act (NEPA), FAA Orders 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions,* 1050.1E, *Environmental Impacts Policies and Procedures,* and the laws of the State of California, an environmental review of this proposed project is being prepared to disclose the potential environmental impacts of the proposed action (project) and to identify necessary mitigation. To comply with the relevant environmental laws, this proposed project requires the preparation of an Environmental Impact Statement (EIS) to comply with the National Environmental Policy Act and an Environmental Impact Report (EIR) to comply with the California Environmental Quality Act.

As previously stated in Section III, the FAA is the Federal Lead Agency for the NEPA compliance and EIS documentation. Marin County is the State Lead Agency for the CEQA compliance and EIR documentation. Landrum & Brown is the Contractor preparing the EIS and EIR Documentation, with support from sub-consultants that specialize in local environmental resources.

DEVELOPMENT OF STUDY AREA BOUNDARIES

For the purposes of this EIS and EIR, it is anticipated that two study areas will be developed illustrating the airport property and surrounding communities. Exhibits will be created using digital mapping and Geographic Information System (GIS) to show the study areas with existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical, geographic, and natural features, along with selected place names, road names, and names of geographic features.

The General Study Area (GSA) will cover a broad area so that the potential impacts due to the Proposed Project and its alternatives can be adequately assessed, in particular for the assessment of potential noise impacts. The GSA will be developed using a composite of previous airport noise contours and current and anticipated aircraft flight paths. A substantial buffer area will then be added to allow for any increase in the size of the future noise contour. The GSA Area boundary lines will be squared off to follow roadways where available. The Detailed Study Area (DSA) will be smaller than the GSA to accommodate the more detailed analysis of construction and development-related impacts that would result from the Proposed Project and its alternatives. The Detailed Study Area (DSA) boundary will be based on the areas where it is anticipated that direct impacts could occur.


PROPOSED RUNWAY - 4,400'
1,100'
EXISTING RUNWAY - 3,300'
PROPOSED 240' OVERRUN
PROPOSED RUNWAY/TAXIWAY EXTENSION
PROPOSED 240' OVERRUN
Legend
Proposed Runway Extension
Runway Safety Area
Runway Protection Zone
Airport Property Boundary
Feet
0
500
1,000
N
Marin County Airport - Gnoss Field
Environmental Impact Statement / Environmental Impact Report
Proposed Runway 13/31 Extension
Exhibit
3
April 2008
Prepared By: Landrum & Brown
Filename: 3_Proposed_Runway.mxd

# #

V. RANGE OF ALTERNATIVES

In addition to the Sponsor's Proposed Project, the EIS and EIR will evaluate a comprehensive range of alternatives. This is necessary to ensure that other alternatives that satisfy the proposed project purpose and need, while having a less detrimental effect on the environment, have not been prematurely dismissed from consideration. The evaluation of these alternatives will be subject to a three-phased approach:

1. Identify a comprehensive range of alternatives.

2. Conduct a qualitative evaluation of all alternatives and define a short list of alternatives to be considered for further evaluation based on their compliance with the proposed project's purpose and need.

3. Perform detailed evaluation of the short listed alternatives to consider operational, financial, constructability, and environmental impacts.

The comprehensive range of alternatives will consider:

- **Sponsor's Proposed Project - Runway 13/31 would be extended 1,100 feet to the north from 3,300 linear feet to 4,400 linear feet.** This length would maintain the airport's ability to accommodate current and projected airport operations. To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and major realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

- **Runway 13/31 would be extended 1,100 feet to the south from 3,300 linear feet to 4,400 linear feet.** This length would maintain the airport's ability to accommodate current and projected airport operations. To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the south from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and major realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

- **Runway 13/31 would be extended to the north and to the south to bring the runway length from 3,300 linear feet to 4,400 linear feet.** This length would maintain the airport's ability to accommodate current and projected airport operations. To compliment the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north and to the south to bring the total taxiway length from 3,300 linear feet to 4,400 linear feet. There would be associated levee construction and major

realignment of drainage in order to protect the runway extension against flooding. The GPS instrument approach for Runway 13/31 would be reprogrammed to accommodate the extension of the runway.

- **No Action Alternative (Baseline 2007):** Under this alternative, the existing airport would be retained without improvements. The county would not change the infrastructure of the existing airport and no extensions or associated improvements would be constructed. This "do-nothing" alternative also serves as a baseline for evaluating other alternatives.

- **Operational procedure modifications:** Operational changes may include, but are not limited to, allocating demand to other nearby airports serving the region.

- **Development of alternative airports (off-site alternatives):** Per CEQA, other regional airports will be evaluated to determine if the Proposed Action could be completed at an off-site location. This alternative will also consider other potential sites to develop a new or replacement airport to serve the Marin County Region**.**

- **Technology:** This will include an assessment of existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing.

This comprehensive range of alternatives will be subjected to qualitative evaluation techniques that will serve to identify a short-list of alternatives to be considered for more detailed analysis. These evaluations will focus on the ability of the alternatives to satisfy the proposed project's purpose and need.

REFINEMENT OF ALTERNATIVES

In preparation for detailed environmental evaluation, refinement of the alternatives may include preliminary engineering to establish longitudinal and transverse gradients, drainage features, and temporary construction areas/easements. This level of detail provides information on implementation and constructability, operational feasibility, and the feasibility and reality of obtaining and applying for environmental permits (i.e., local, state, Federal) for construction.

PRELIMINARY DESIGN OF AIRFIELD COMPONENTS

This effort involves engineering studies to advance alternatives from the conceptual stage through preliminary engineering to develop:

- Runway geometrics and horizontal and vertical alignments
- Runway and taxiway construction zone (extents of disturbance)
- Temporary construction easements

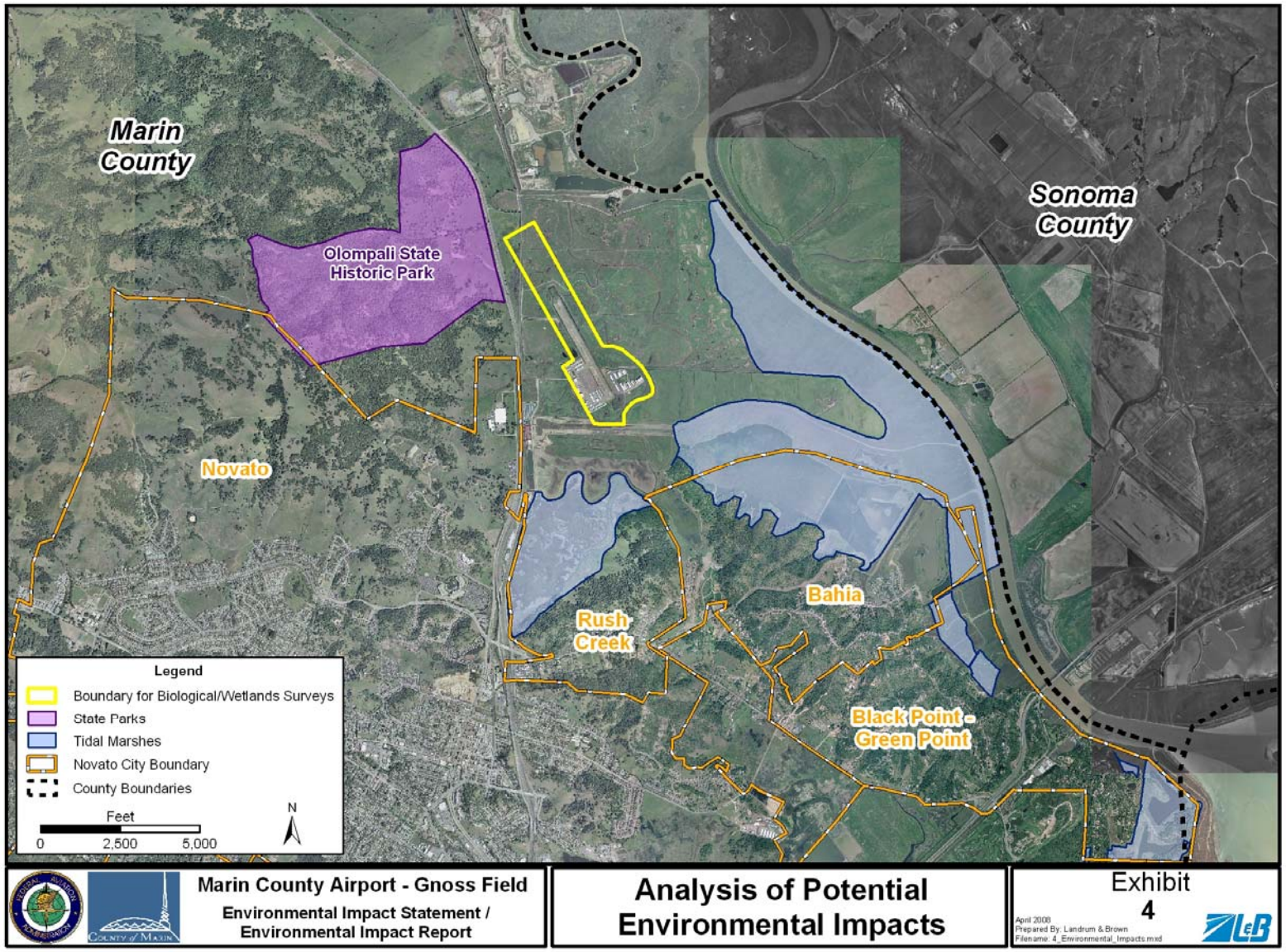
- Levee extension and realignment of drainage facilities/easements and their impacts
- Temporary and permanent re-programming of navigational aids
- Necessary relocations on airport property
- Other necessary relocations
- Impacts on airport operations during construction
- Constructability analysis

VI. LIKELY IMPACTS OF THE PROJECT

Based on an initial review of the project, potential impacts are likely for the categories of resources listed below (see Exhibit 4). Mitigation measures would be developed for adverse impacts as a result of the proposed project, which would meet requirements for both NEPA and CEQA (Mitigation and Monitoring Reporting Program). Also, in accordance with Executive Order 12898, the EIS and EIR will address environmental justice issues to ensure that minority and low-income communities would not be subject to disproportionately high and adverse environmental effects.

- Noise Impacts
- Compatible Land Use
- Air Quality
- Water Quality
- Wetlands
- Ecological Resources (including Threatened and Endangered Species)
- Floodplains
- Seismicity and Geology
- Traffic and Circulation
- Visual and Aesthetic
- Cultural and Historic Resources
- Hazardous Wastes
- Socioeconomics

# #


Marin County
Sonoma County
Olompali State Historic Park
Novato
Rush Creek
Bahia
Black Point - Green Point
Legend
Boundary for Biological/Wetlands Surveys
State Parks
Tidal Marshes
Novato City Boundary
County Boundaries
Feet
0
2,500
5,000
N
Marin County Airport - Gnoss Field
Environmental Impact Statement / Environmental Impact Report
Analysis of Potential Environmental Impacts
Exhibit
4
April 2008
Prepared By: Landrum & Brown
Filename: 4_Environmental_Impacts.mxd

##

VII. OPPORTUNITY FOR AGENCIES TO COMMENT ON THE EIS AND EIR SCOPE OF WORK

Comments and suggestions are invited from all interested parties to ensure that the full range of issues related to the proposed project is addressed and that all significant issues are identified. Written comments and/or questions should be mailed by **August 29, 2008** to:

Mr. Barry Franklin
Federal Aviation Administration
Western Pacific Region
San Francisco Airport District Office
831 Mitten Road, Room 210
Burlingame, CA 94040-1303

# #

WELCOME

to the

Marin County Airport – Gnoss Field

Scoping Meeting

for the proposed extension of Runway 13/31

Environmental Impact Statement (EIS)

and concurrent

Environmental Impact Report (EIR)

Purpose of the Meeting

<u>Accomplish the following goals</u>

- Introduce the project
- Introduce the scope of the proposed action (project) and the environmental processes
- Identify issues

Scoping Meeting
August 14, 2008
Federal Aviation Administration

Project Background

Marin County Airport – Gnoss Field

- Located in Marin County, California (north of Novato)
- Serves as an important link in the regional transportation network as a reliever airport

Project Background

Marin County Airport – Gnoss Field

- One runway (Runway 13/31) that is 3,300 feet long
- ~95,000 takeoffs and landings annually
- Single and twin engine propeller aircraft, small business jets
- System of levees protect the runway from flooding

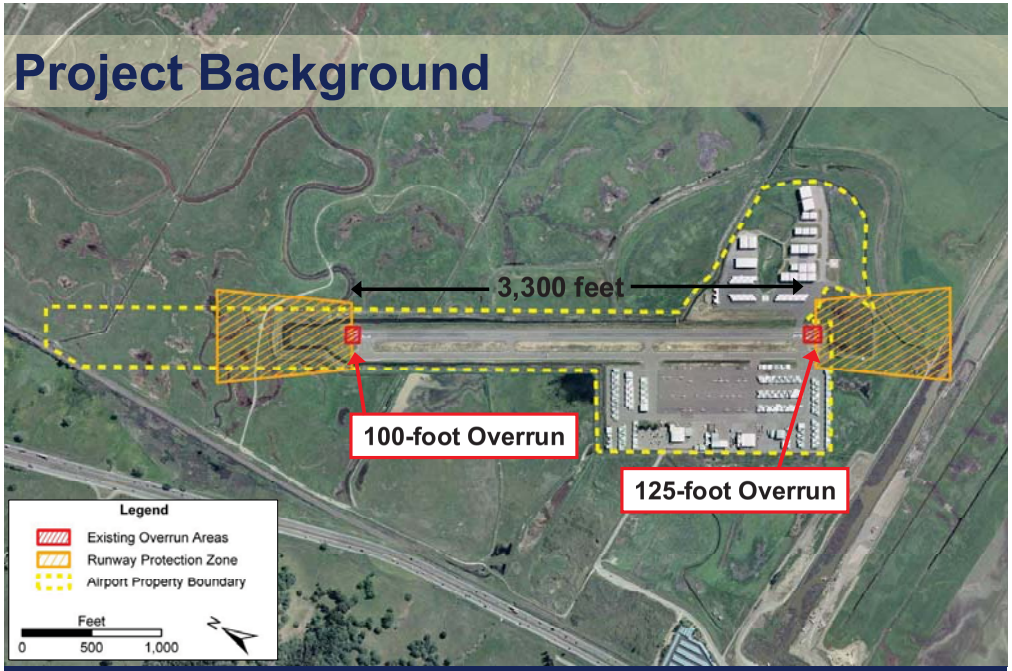
Scoping Meeting
August 14, 2008
Federal Aviation Administration

Project Background

Challenges to overcome

- **The current runway length of 3,300 feet limits the ability of current Airport tenants to operate aircraft at optimum weight for maximum efficiency**
  - Currently requires pilots to restrict the weight of the aircraft well below what the aircraft could accommodate
  - They must either reduce fuel or reduce the passengers and/or cargo
- **The Airport needs to comply with current FAA standards for Runway Safety Areas (RSAs)**
  - Latest FAA guidance calls for 240-foot long by 120-foot wide RSA beyond the end of each runway
  - Currently the Airport has 125-foot overrun (RSA) on the south end and 100-foot overrun (RSA) on the north end

Project Background



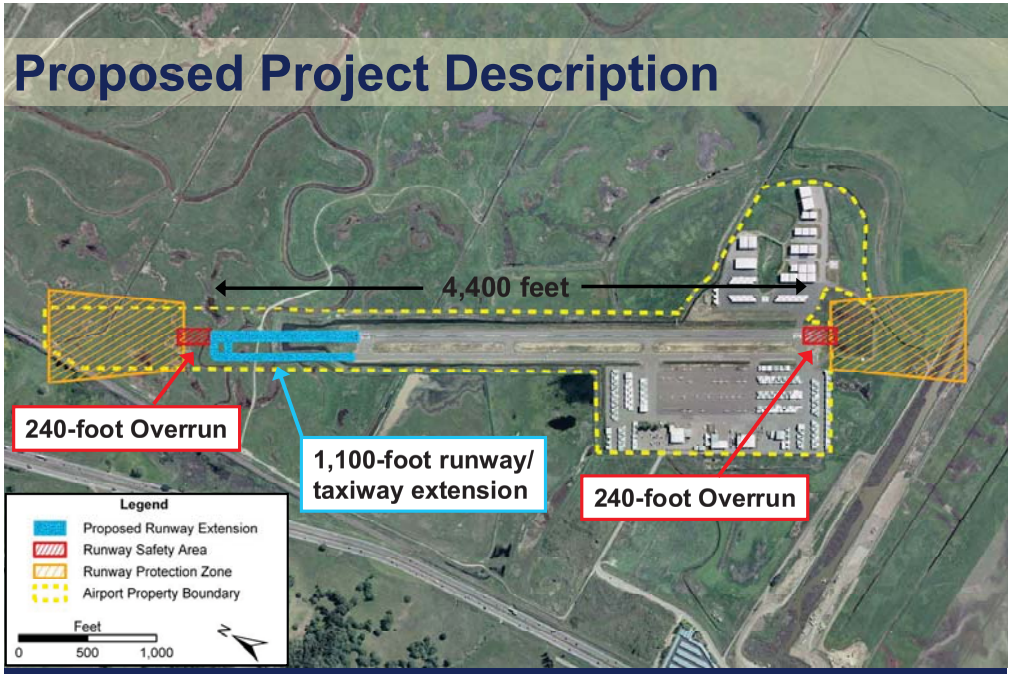
Scoping Meeting
August 14, 2008
Federal Aviation Administration

Proposed Project Description

Marin County, as the owner and operator of Gnoss Field Airport, has proposed the following improvements:

- Extend Runway 13/31 to the north from 3,300 feet to a total length of 4,400 feet with RSAs (i.e. overrun areas) that meet current FAA guidelines
- Extend the corresponding taxiway to the full length of the runway
- Levee extension and realignment of drainage
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway

Proposed Project Description



Scoping Meeting
August 14, 2008
Federal Aviation Administration

Environmental Processing

Environmental Processing

To comply with the relevant environmental laws, this project requires the preparation of:

- An **Environmental Impact Statement (EIS)** to comply with the National Environmental Policy Act
- An **Environmental Impact Report (EIR)** to comply with the California Environmental Quality Act
- Other Federal and state laws/acts that are relevant to the project site or type of impacts
  - Section 106 Consultation
  - Department of Transportation 4(f)/303(c)
  - Endangered Species Act
  - Clean Water Act
  - NAAQS/CAAQS
  - Others

Scoping Meeting
August 14, 2008
Federal Aviation Administration

Environmental Processing

Introduction to Applicant/Agents:

- **FAA** is the Federal Lead Agency for the NEPA compliance and EIS documentation
- **Marin County** is the State Lead Agency for the CEQA compliance and EIR documentation
- **Landrum & Brown** is the Contractor preparing the EIS/EIR Documentation
  - Sub-consultants that specialize in local environmental resources

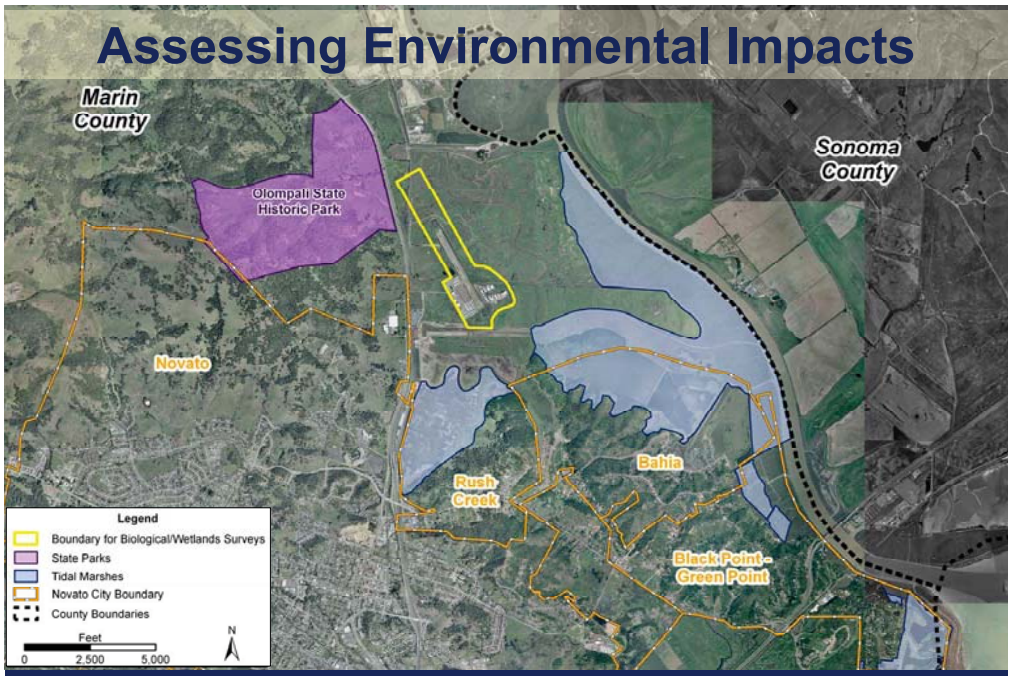
Environmental Processing

NEPA/CEQA Requirement to Study Alternatives:

- **In addition to Sponsor's Proposed Project, the following alternatives will be studied (at a minimum):**
  - No Action/No Project (2007 baseline)
  - Reconfiguration of the Airfield: extending the runway/taxiway to the south, or in both directions, from 3,300 feet to a total length of 4,400 feet
  - Development of alternative airports and/or allocating demand to other nearby airports serving the region
  - Technology: existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing

Scoping Meeting
August 14, 2008
Federal Aviation Administration

Assessing Environmental Impacts



Questions/Comments

Please submit written Scoping comments by 5:00 PM Pacific time on August 29, 2008 to:

Mr. Barry Franklin
Federal Aviation Administration
Western Pacific Region
San Francisco Airport District Office
831 Mitten Road, Room 210
Burlingame, CA 94040-1303

Scoping Meeting
August 14, 2008
Federal Aviation Administration

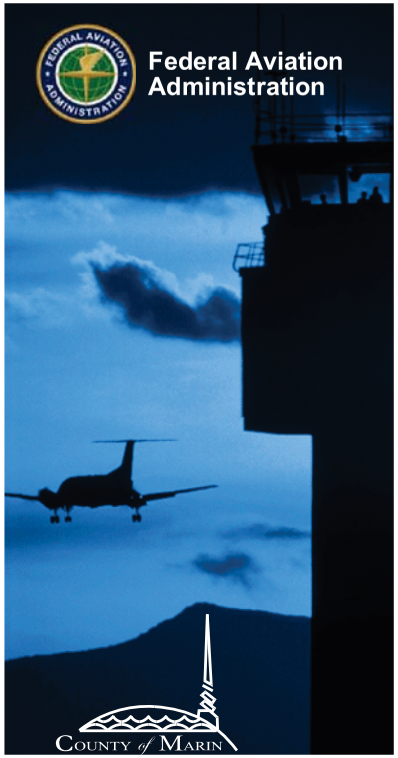
Agency Scoping Meeting

Environmental Impact Statement
and concurrent
Environmental Impact Report
Marin County Airport –
Gnoss Field

Presented to: EIS and EIR Agencies

By: FAA Consultant, Landrum & Brown

Date: August 14, 2008, 1:00 PM



Welcome

Ground Rules for Today's Meeting…

- **The Purpose** of today's meeting is to provide the governmental agencies/regulatory organizations the opportunity to comment on the scope of the EIS and concurrent EIR

- We will receive questions/comments from the agencies at the end of the presentation

- Non-Agency Attendees – you are welcome to observe this meeting and we hope it is informative to you

  - **You will have two ways to comment on the scope for consideration:**
    - ***Public Scoping Meeting tonight at Marin Humane Society – 6:30 pm – 8:30 pm***
    - ***Mail a comment/question to Barry Franklin before August 29***

Agenda

I. Purpose of Presentation
II. Project Background
III. Proposed Project Description
IV. Environmental Processing

I. Purpose of Presentation

Accomplish the following goals

- Introduce the project and the key team members to agencies
- Familiarize agencies with the scope of the proposed action (project) and the environmental processes
- Identify issues of concern to participating agencies
- Create a list of contacts within each participating agency

II. Project Background

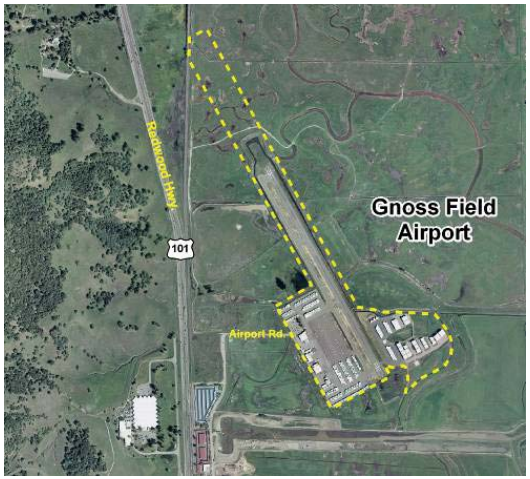
Marin County Airport – Gnoss Field

- Located in Marin County, California (north of Novato)
- Serves as an important link in the regional transportation network as a reliever airport

II. Project Background

Marin County Airport – Gnoss Field

- One runway (Runway 13/31) that is 3,300 feet long
- ~95,000 takeoffs and landings annually
- Single and twin engine propeller aircraft, small business jets
- System of levees protect the runway from flooding

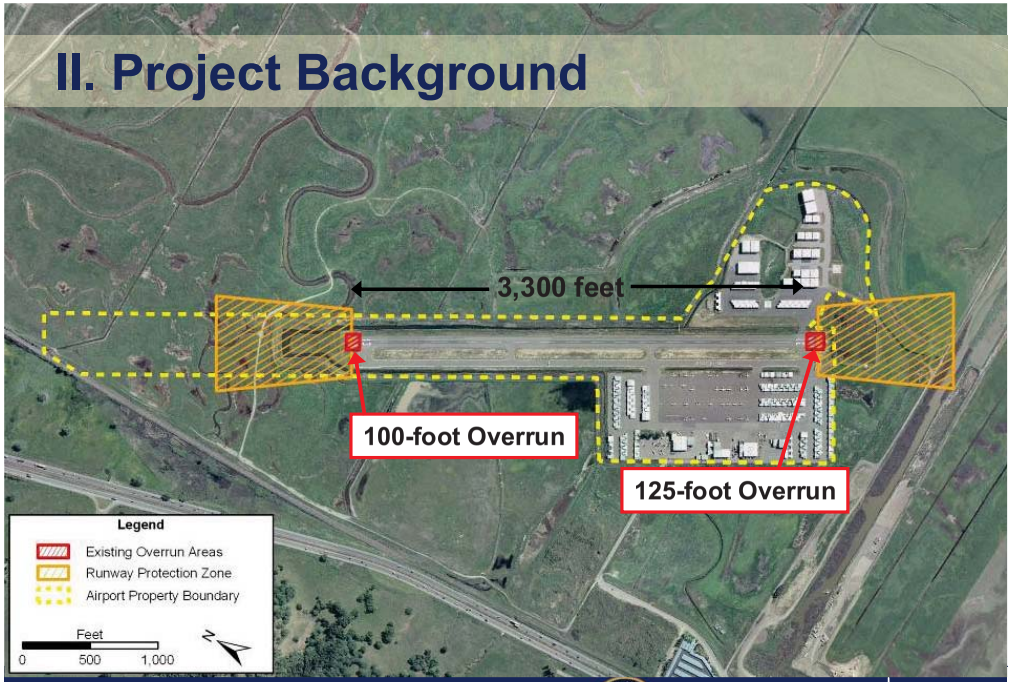


II. Project Background

Challenges to overcome

- **The current runway length of 3,300 feet limits the ability of current Airport tenants to operate aircraft at optimum weight for maximum efficiency**
  - Currently requires pilots to restrict the weight of the aircraft well below what the aircraft could accommodate
  - They must either reduce fuel or reduce the passengers and/or cargo
- **The Airport needs to comply with current FAA standards for Runway Safety Areas (RSAs)**
  - Latest FAA guidance calls for 240-foot long by 120-foot wide RSA beyond the end of each runway
  - Currently the Airport has 125-foot overrun (RSA) on the south end and 100-foot overrun (RSA) on the north end

II. Project Background



III. Proposed Project Description

Marin County, as the owner and operator of Gnoss Field Airport, has proposed the following improvements:

- Extend Runway 13/31 to the north from 3,300 feet to a total length of 4,400 feet with RSAs (i.e. overrun areas) that meet current FAA guidelines
- Extend the corresponding taxiway to the full length of the runway
- Levee extension and realignment of drainage
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway

III. Proposed Project Description

IV. Environmental Processing

IV. Environmental Processing

To comply with the relevant environmental laws, this project requires the preparation of:

- An **Environmental Impact Statement (EIS)** to comply with the National Environmental Policy Act
- An **Environmental Impact Report (EIR)** to comply with the California Environmental Quality Act
- Other Federal and state laws/acts that are relevant to the project site or type of impacts
  - Section 106 Consultation
  - Department of Transportation 4(f)/303(c)
  - Endangered Species Act
  - Clean Water Act
  - NAAQS/CAAQS
  - Others

IV. Environmental Processing

Introduction to Applicant/Agents:

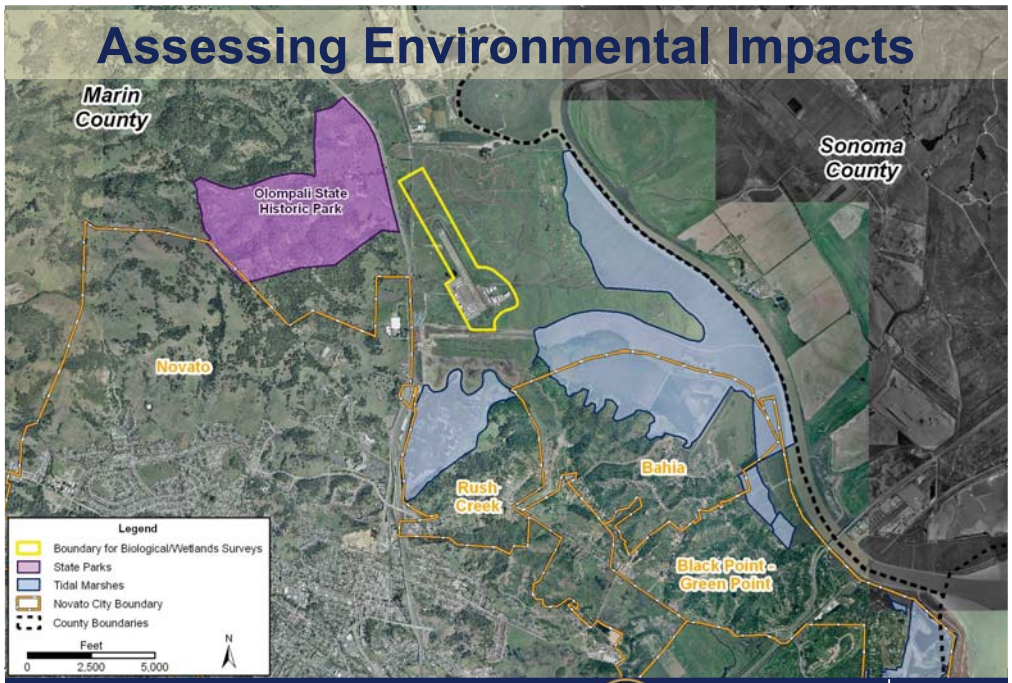
- **FAA** is the Federal Lead Agency for the NEPA compliance and EIS documentation
- **Marin County** is the State Lead Agency for the CEQA compliance and EIR documentation
- **Landrum & Brown** is the Contractor preparing the EIS/EIR Documentation
  - Sub-consultants that specialize in local environmental resources

IV. Environmental Processing

NEPA/CEQA Requirement to Study Alternatives:

- **In addition to Sponsor's Proposed Project, the following alternatives will be studied (at a minimum):**
  - No Action/No Project (2007 baseline)
  - Reconfiguration of the Airfield: extending the runway/taxiway to the south, or in both directions, from 3,300 feet to a total length of 4,400 feet
  - Development of alternative airports and/or allocating demand to other nearby airports serving the region
  - Technology: existing and emerging technologies that could affect aviation demand such as teleconferencing and video conferencing

Assessing Environmental Impacts



Questions?

Please submit written Scoping comments by 5:00 PM Pacific time on August 29, 2008 to:

Mr. Barry Franklin
Federal Aviation Administration
Western Pacific Region
San Francisco Airport District Office
831 Mitten Road, Room 210
Burlingame, CA 94040-1303

For more information: *www.gnossfieldeis-eir.com*

Thank you!

MEETING NOTES

Agency Scoping Meeting
August 14, 2008, 1:00 – 3:00 P.M.

Marin County Airport - Gnoss Field
Environmental Impact Statement (EIS) and Concurrent Environmental Impact Report (EIR) for the Proposed Extension of Runway 13/31

The Agency Scoping Meeting was held at the Marin Civic Center, Room 266, Emergency Operations Center (EOC), 3501 Civic Center Drive, San Rafael, CA 94903.

Introductions

Barry Franklin, Environmental Protection Specialist with the Federal Aviation Administration (FAA), opened the meeting at 1:05 PM. Mr. Franklin introduced himself, as well as John Roberto, representing the County of Marin, and Rob Adams, representing Landrum & Brown.

Meeting Procedure

Mr. Franklin stated that this is a government agency meeting. Members of the public are welcome to observe. The opportunity for comments from the public will occur at the Public Scoping Meeting, to be held this evening at 6:30 pm at the Marin Humane Society.

Mr. Franklin then stated that this is a scoping session designed for agencies to provide comments on the scope of work for the proposed project. No decisions will be made here today. When all agency representatives have commented, there may be time remaining for a general discussion, but this is not designed to be a question-and-answer session.

EIS and EIR Processes

Mr. Franklin outlined the general NEPA EIS process and then turned the floor over to Mr. Roberto who explained the general CEQA EIR process. An EIS document and a concurrent EIR document are being prepared to evaluate the potential environmental impacts of this proposed project. The FAA is the lead agency for the EIS.

Presentation

Rob Adams presented background information about the proposed project.

Agency Comments

1. Rebecca Ng, Marin County Environmental Health Services, stated that the Redwood Landfill is located north of the airport, in close proximity to the end of the runway, approximately 3,000-3,500 feet away. Current standards call for 10,000 feet of separation between a landfill and a runway end for turbo-charged aircraft and 5,000 feet of separation for piston aircraft. The existing runway does not meet current standards. An extension would lessen the separation distance.

2. Bill Tyler, Acting Fire Marshall, Novato Fire Protection District, requested that the Runway Safety Area (RSA) with the runway extension be an all-weather surface, preferably paved with asphalt or better, and capable of withstanding 40,000 lbs. gross weight. Captain Tyler also requested that the existing gravel road that provides access to the end of the runway be maintained in its present condition with the runway extension or improved, but not removed. If buildings or structures would ever become part of the proposed project, Captain Tyler reserves the right to comment at that time.

There being no other agencies present, at 1:55 PM, Mr. Franklin announced that they would take a short break until 2:15 PM. After the break, Mr. Franklin, Mr. Roberto, and Mr. Adams would stay until 3:00 PM in the event that other agency representatives arrive and would like to provide comments.

No other agency representatives arrived after the break. The meeting closed at 3:00 PM.

SUMMARY OF AGENCY SCOPING COMMENTS

In general, agency comments during scoping focused on four specific areas. **Table A-1** provides a summary list of the topics commented on and the location within the document where these issues are addressed.

Table A-1
AGENCY COMMENTS RECEIVED DURING SCOPING
Gnoss Field Airport

General Comment	Agency	EIS Section
There may be a requirement to prepare a Lake and Streambed Alteration Agreement (LSAA)	California Department of Fish and Game	At this time, it is not believed that a LSAA will be required
A Hazardous Air Pollutant survey be completed	USEPA	Chapter 4, Affected Environment and Appendix F, Air Quality
Request that FAA consider all pertinent emergency service regulations in the design and assessment of the proposed runway extension	Novato Fire protection Division	Chapter 5, Section 5.4, Secondary (Induced) Impacts
Concern about the proximity of the Redwood Landfill and the potential for the project to bring aircraft closer to the landfill	Marin County Environmental Health Services	FAA has reviewed this issue separately from the EIS

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APPENDIX B
PUBLIC INVOLVEMENT

This appendix includes documentation of scoping and coordination with the general public that was conducted during development of the Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) including the public scoping hearing conducted on August 14, 2008. Individuals and organizations that provided scoping comments were added to the project mailing list. The FAA and the County of Marin provided these individuals and organizations an opportunity to review how their scoping comments were addressed in the Draft EIS/Draft EIR and comment on all aspects of the Draft EIS/Draft EIR during the December 9, 2011 to February 6, 2012 Draft EIS/Draft EIR public comment period. Individual and organization comments on the Draft EIS/Draft EIR are provided in Appendix P, *Comments Received on Draft EIS/Draft EIR* and responses to those comments are provided in Appendix Q, *Responses to Comments*.

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Public Scoping Meetings
August 14, 2008

Published Notices/Affidavit
Invitation Letters
Invitation Letters Distribution List
Meeting Registration
Presentation
Display Boards
Speaker Registration
Scoping Transcript
Comments/Responses

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PUBLIC SCOPING MEETING

On Environmental Study
Of Proposed Extension of Runway 13/31
At Marin County Airport – Gnoss Field

THURSDAY, AUGUST 14, 2008
6:30 – 8:30 PM
Marin Humane Society Auditorium
171 Bel Marin Keys Blvd.
Novato, CA,

Presentation at 6:30 PM
Scoping comments accepted until 8:30 PM

www.gnossfieldeis-eir.com

FOOTHILL ASSOCIATES

ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE

TRANSMITTAL **March 11, 2008**

TO: Sara Hassert **WITH: Landrum & Brown**

FROM: John Heal/Rachelle Johnson, Document Prod. Coordinator

SUBJECT: Gnoss Field Airport Runway Extension EIS/EIR

We are sending you the following via U.S. Mail

Document	Copies
Levee Reconstruction Project Marin County Airport Administrative Draft Initial Study, October 16, 2001 Prepared by R.C. Fuller Associates	1
Levee Reconstruction Project Joint Aquatic Resource Permit Application for the Proposed Marin County Airport, February 2004 Prepared by Padre Associates, Inc.	1
Levee Reconstruction Project Preliminary Jurisdictional Delineation of Waters of the U.S. and Wetlands, January 2003 Prepared by Padre Associates, Inc.	1

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PROOF OF PUBLICATION
(2015.5 C.C.P.)

LANDRUM & BROWN

PUBLIC SCOPING MEETING

STATE OF CALIFORNIA
County of Marin } SS

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily in the County of Marin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Marin, State of California, under date of FEBRUARY 7, 1955, CASE NUMBER 25568; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

AUGUST 3

all in the year 2008.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Donna Lazarus

Signature

3 AUGUST

Dated this.....day of.....2008

Proof of Publication of

PUBLIC SCOPING MEETING

On Environmental Study
Of Proposed Extension of Runway 13/31
At Marin County Airport – Gnoss Field

THURSDAY, AUGUST 14, 2008
6:30 – 8:30 PM

Marin Humane Society Auditorium
171 Bel Marin Keys Blvd.
Novato, CA

Presentations at 6:30 PM
Scoping comments accepted until 8:30 PM

www.gnossfieldeis-eir.com

FEDERAL AVIATION ADMINISTRATION

COUNTY of MARIN

PROOF OF PUBLICATION

The Novato Advance
PO Box 8
Novato, Ca 94948-0008
415-892-1516 Fax: 415-897-0940

Affidavit of Publication

To: LANDRUM & BROWN
SARA HASSERT
8755 W.HIGGINS RD. STE.850
CHICAGO, IL 60631-

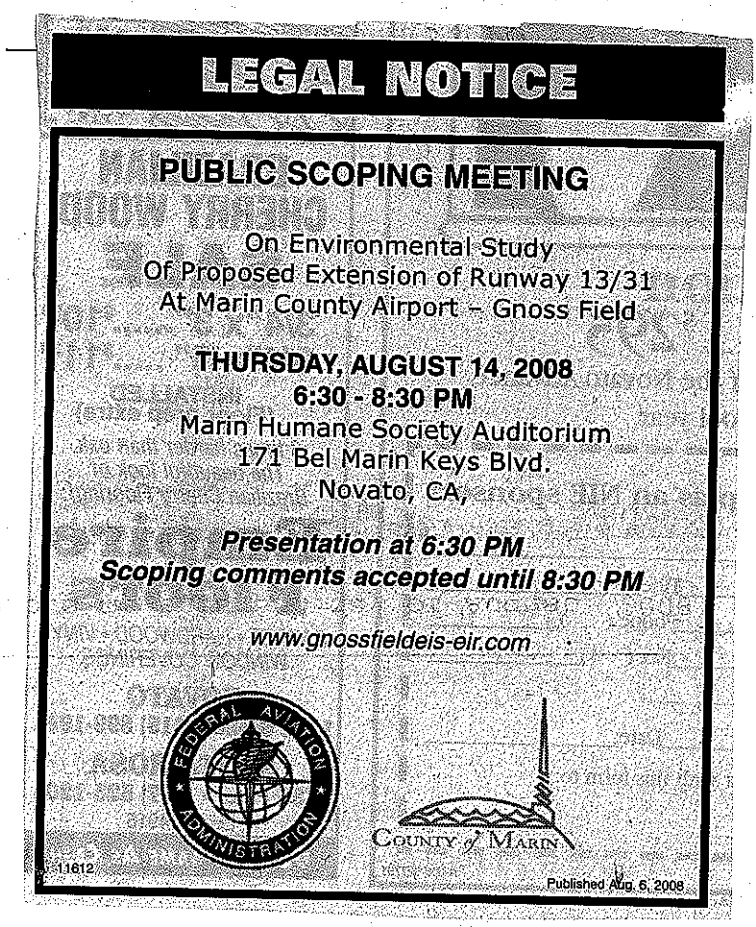
Re: Legal notice #11612

State of CA }
} SS:
County of Marin }

I, Christine A. Harris, being duly sworn, depose and say: that I am the Office Manager of The Novato Advance, a weekly newspaper of general circulation published in Novato, County of Marin, State of CA; and that a notice, of which the annexed is a printed copy, was duly published in The Novato Advance once on 08/06/08.

C A Harris

Sworn to before me this 6th day of August, 2008



LEGAL NOTICE

PUBLIC SCOPING MEETING

On Environmental Study
Of Proposed Extension of Runway 13/31
At Marin County Airport - Gnoss Field

THURSDAY, AUGUST 14, 2008
6:30 - 8:30 PM
Marin Humane Society Auditorium
171 Bel Marin Keys Blvd.
Novato, CA,

Presentation at 6:30 PM
Scoping comments accepted until 8:30 PM

www.gnossfieldeis-eir.com

FEDERAL AVIATION ADMINISTRATION

COUNTY of MARIN

11612

Published Aug. 6, 2008

The Novato Advance
PO Box 8
Novato, Ca 94948-0008
415-892-1516 Fax: 415-897-0940

Affidavit of Publication

To: LANDRUM & BROWN
SARA HASSERT
8755 W.HIGGINS RD. STE.850
CHICAGO, IL 60631-

Re: Legal notice #11612

State of CA }
} SS:
County of Marin }

I, Christine A. Harris, being duly sworn, depose and say: that I am the Office Manager of The Novato Advance, a weekly newspaper of general circulation published in Novato, County of Marin, State of CA; and that a notice, of which the annexed is a printed copy, was duly published in The Novato Advance once on 08/06/08.

C A Harris

Sworn to before me this 6th day of August, 2008

LEGAL NOTICE

PUBLIC SCOPING MEETING

On Environmental Study
Of Proposed Extension of Runway 13/31
At Marin County Airport – Gnoss Field

THURSDAY, AUGUST 14, 2008
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Novato, CA,

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www.gnossfieldeis-eir.com

11612

Published Aug. 6, 2008

PROOF OF PUBLICATION
(2015.5 C.C.P.)

LANDRUM & BROWN

PUBLIC SCOPING MEETING

STATE OF CALIFORNIA
County of Marin } SS

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily in the County of Marin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Marin, State of California, under date of FEBRUARY 7, 1955, CASE NUMBER 25568; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

AUGUST 3

all in the year 2008.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Donna Lazarus

Signature

Dated this 3 day of AUGUST 2008

Proof of Publication of

PUBLIC SCOPING MEETING

On Environmental Study
Of Proposed Extension of Runway 13/31
At Marin County Airport – Gnoss Field

THURSDAY, AUGUST 14, 2008
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www.gnossfieldeis-eir.com

FEDERAL AVIATION ADMINISTRATION

COUNTY of MARIN

PROOF OF PUBLICATION

MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
ALEX HINDS, DIRECTOR

August 4, 2008

Dear Interested Community Member:

RE: Proposed Extension to Runway 13/31 at Marin County Airport – Gnoss Field
State Clearinghouse Number: 2008072037

I would like to invite you to a public scoping session regarding the Environmental Impact Statement (EIS) and concurrent Environmental Impact Report (EIR) that are being prepared for the proposed extension of Runway 13/31 at Marin County Airport – Gnoss Field. The scoping session will be held Thursday, August 14, 2008, from 6:30 – 8:30 P.M. at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd., Novato, CA.

The purpose of the meeting is to identify environmental issues and concerns the public may have about the proposed project so that these issues can be evaluated in the EIS that is being prepared by the Federal Aviation Administration (FAA) and the concurrent EIR that is being prepared by the County of Marin. The attached notice provides more details about the project and the meeting.

Please join us and share your questions and concerns about the scope of the environmental analysis for the proposed project. If you would prefer to submit your comments in writing, or cannot attend the scoping meeting, written comments will be accepted until 5:00 p.m. on August 29, 2008. Please mail your written comments prior to the August 29 submittal deadline to:

Barry Franklin, Environmental Protection Specialist
Federal Aviation Administration, San Francisco Airports District Office
831 Mitten Road, Room 210, Burlingame, CA 94010-1303

Please contact the Marin Department of Public Works at 415-473-2103 if you have questions about the project. Additional project information is available at: www.gnossfieldeis-eir.com

Sincerely,

T Haddad

Tim Haddad
Environmental Coordinator

Attachments: Notice of Public Scoping Session
Agenda for Public Scoping Session
Location Map for the Marin Humane Society Auditorium
Scoping Session Procedure Information
Written Comment Form

3501 CIVIC CENTER DRIVE, ROOM 308 – SAN RAFAEL, CA 94903-4157 – 415-499-6269 – FAX 415-499-7880

MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
ALEX HINDS, DIRECTOR

NOTICE OF PUBLIC SCOPING MEETING

Environmental Impact Statement (EIS)
and concurrent
Environmental Impact Report (EIR)
Proposed Extension of Runway 13/31 at Marin County Airport – Gnoss Field

State Clearinghouse Number: 2008072037

The Federal Aviation Administration will prepare an Environmental Impact Statement (EIS), per National Environmental Policy Act (NEPA) Guidelines. In addition, Marin County will prepare an Environmental Impact Report (EIR) for the Marin County Airport – Gnoss Field Proposed Extension of Runway 13/31. The FAA's EIS and the County of Marin's EIR will be produced concurrently.

Pursuant to federal, state and local guidelines, the FAA will be the Federal lead agency for the National Environmental Policy Act (NEPA) compliance and EIS, and the County will be the state lead agency for California Environmental Quality Act (CEQA) compliance and the EIR. The FAA has determined that an EIS is required for the proposed project. The County has determined that a full scope EIR is required for the proposed project; therefore pursuant to CEQA Guidelines Section 15060(c) an Initial Study has not been prepared.

The potential environmental effects are described below to the extent known and the project location, background, and description are provided. Additional information is available at the project web site: www.gnossfieldeis-eir.com

The EIS and EIR will focus on the following topical issues:

1) Noise Impacts	7) Ecological Resources	13) Transportation and Circulation
2) Compatible Land Use	8) Hydrology	14) Aesthetic and Visual Resources
3) Compliance with Adopted Plans	9) Floodplains	15) Public Services
4) Air Quality	10) Geophysical	16) Utilities and Service Systems
5) Water Quality	11) Historic Resources	17) Socioeconomics
6) Wetlands	12) Hazardous Wastes	

3501 CIVIC CENTER DRIVE, ROOM 308 – SAN RAFAEL, CA 94903-4157 – 415-499-6269 – FAX 415-499-7880

To ensure that the EIS and the EIR for this project are thorough and adequate, and meet all the needs of the agencies reviewing it, the FAA and County are soliciting comments on specific issues to be included in the environmental review. Public comments on the scope of the issues to be evaluated in the EIS and EIR are encouraged. A copy of the Preliminary Design Report is on file with the office of the Marin Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, CA, 94903, and is available for public review between the hours of 8:00am to 12 noon and 1:00pm to 5:00 pm, Monday through Friday. A summary of the proposed project may be obtained by calling (415) 499-7877.

Please submit your written comments concerning the scope of the EIS and EIR to the Federal Aviation Administration by August 29, 2008 (written comments must be received no later than 5:00 PM PST on August 29, 2008). **Comments by FAX will not be accepted.** Please direct questions about the EIS and the EIR to Mr. Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration.

SEND COMMENTS TO: Mr. Barry Franklin
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

A public scoping meeting will be held for the EIS and for the EIR. The meeting will be held at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd, Novato, CA, on August 14, 2008 from 6:30 PM to 8:30 PM.

Signature: T Haddad RW

_____
Tim Haddad, Environmental Coordinator

MARIN COUNTY
COMMUNITY DEVELOPMENT AGENCY
ALEX HINDS, DIRECTOR

MEMORANDUM

DATE: August 4, 2008

RE: Notice of Public Scoping Meeting
Environmental Impact Statement (EIS) and concurrent Environmental Impact Report (EIR) for the proposed extension of Runway 13/31 at Marin County Airport – Gnoss Field
State Clearinghouse Number: 2008072037

TO:

State Clearinghouse

ABAG Clearinghouse

U.S. Army Corps of Engineers San Francisco District

Advisory Council on Historic Preservation

National Marine Fisheries Service

National Park Service Pacific West Region

U.S. Fish and Wildlife Service Region 8

U.S. Environmental Protection Agency Region 9

U.S. Environmental Protection Agency Office of Federal Activities

U.S. Department of Housing and Urban Development

National Oceanic and Atmospheric Administration (NOAA)

U.S. Department of the Interior (DOI) Office of Environmental Policy and Compliance

U.S. Forest Service

Bureau of Indian Affairs

Bureau of Land Management

U.S. Congress, Congressional District 6

The Federated Indians of Graton Rancheria

Pomo Coast Miwok Wappo

Pomo Coast Miwok

California Department of Food and Agriculture

California Central Valley Flood Protection Board

Caltrans District 4

Caltrans Division of Aeronautics

California Department of Fish and Game Region 3

Governor's Office of Planning and Research

California Department of Public Health/Drinking Water

California Office of Emergency Services

Wildlife Conservation Board

Health and Human Services Agency

California Native American Heritage Commission

California Department of Water Resources

Office of Environmental Health Hazard Assessment

California National Guard

California Department of Housing and Community Development

California Integrated Waste Management Board

California Water Resources Control Board

Air Resources Board

Governor's Office of Homeland Security

California Energy Commission

California Resources Agency

California State Office of Historic Preservation

California Environmental Protection Agency

California Public Utilities Commission

California State Lands Commission

California Department of Parks and Recreation

California Department of Forestry and Fire Protection

Olompali State Historic Park

3501 CIVIC CENTER DRIVE, ROOM 308 – SAN RAFAEL, CA 94903-4157 – 415-499-6269 – FAX 415-499-7880

Office of Agriculture and Environmental Stewardship

California State Water Resources Control Board

California Department of General Services

California Department of Transportation

San Francisco Bay Conservation and Development Commission

Bay Area Quality Management District Office (BAAQMD)

California Department of Conservation

Environmental Resources Conservation System

San Francisco Bay Regional Water Quality Control Board Region 2

California State Senate District 3

City of Sausalito

City of Mill Valley

Town of Corte Madera

City of San Anselmo

Metropolitan Transportation Commission

San Rafael Chamber of Commerce

Town of Ross

Flood Control 7 Advisory Board

City of Belvedere

City of Petaluma

City of Larkspur

City of San Rafael

Town of Tiburon

Town of Fairfax

Marin/Sonoma Mosquito Vector Control District

City of Novato

Novato Fire Department

Novato Fire Protection District

Novato Chamber of Commerce

Novato Community Development

Novato Postmaster

Novato Parks, Recreation, and Community Services

Novato Public Works

Novato Unified School District

Novato Sanitary District

Bolinas Community Public Utility District

Marin City Community Services District

Bel Marin Keys Community Services District

Muir Beach Community Services District

Tam Community Services District

North Marin Water District

Marin Municipal Water District

Marin County Community Development Agency

Marin County Board of Supervisors

Marin County Transit District

Marin County Emergency Services

Marin County Farm Advisor

Marin County Department of Public Works

Marin County Department of Cultural and Visitor Services

Marin County Airport – Gnoss Field

Marin County Farm Bureau

Marin County Fire Department

Marin County Office of Education

Marin County Administrator

Marin County Dept of Solid/Hazardous Waste

Marin County Counsel

Local Agency Formation Commission

Marin County Environmental Health Services (EHS)

Marin County Department of Parks and Open Space

Marin Agricultural Commission

North Coast Railroad Authority

SMART District Office

Interested Parties

Pursuant to state and local guidelines implementing the California Environmental Quality Act, please be advised that the Federal Aviation Administration (FAA) is the lead agency for the preparation of an Environmental Impact Statement (EIS) and the County of Marin County is the lead agency for the preparation of a concurrent Environmental Impact Report (EIR) for the proposed extension of Runway 13/31 at Marin County Airport – Gnoss Field. The FAA and the County of Marin need to know the views of your agency as to the scope and content of the environmental information in the EIS and EIR that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the project EIS or EIR when considering your permit or other approval required for the project.

To ensure that the EIS and EIR for this project is thorough and adequate, comments on specific issues to be included in the environmental analysis are requested. The FAA and the County will hold a Public Scoping Meeting on Thursday, August 14, 2008, from 6:30 – 8:30 P.M. at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd., Novato, CA. The purpose of the meeting is to identify environmental issues and concerns the public may have about the proposed project so that these issues can be evaluated in the EIS and the EIR. Please join us and share your questions and concerns about the scope of the environmental analysis for the proposed project. If you would prefer to submit your comments in writing, or cannot attend the scoping meeting, written comments will be accepted until 5:00 p.m. Pacific time on August 29, 2008. Please mail your written comments prior to the August 29 submittal deadline to:

Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration, San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

Please contact the Marin Department of Public Works at 415-473-2103 if you have questions about the project. Additional project information is available at: www.gnossfieldeis-eir.com

PROJECT TITLE: Proposed Extension of Runway 13/31 at Marin County Airport – Gnoss Field

DATE: August 4, 2008

PREPARED BY: _____
Tim Haddad

TITLE: Environmental Coordinator
TELEPHONE: (415) 499-6269

FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

PUBLIC SCOPING SESSION

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

August 14, 2008
6:30 – 8:30 PM
Marin Humane Society Auditorium
171 Bel Marin Keys Blvd.
Novato, California

AGENDA

6:30 PM	I.	Introductions
6:35 PM	II.	Purpose of Meeting/Meeting Procedure
6:40 PM	III.	Project Overview
7:00 PM	IV.	Public Comments and Concerns on Scope of Environmental Analysis on the Proposed Project
8:30 PM	V.	Adjournment

FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

PUBLIC SCOPING SESSION

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

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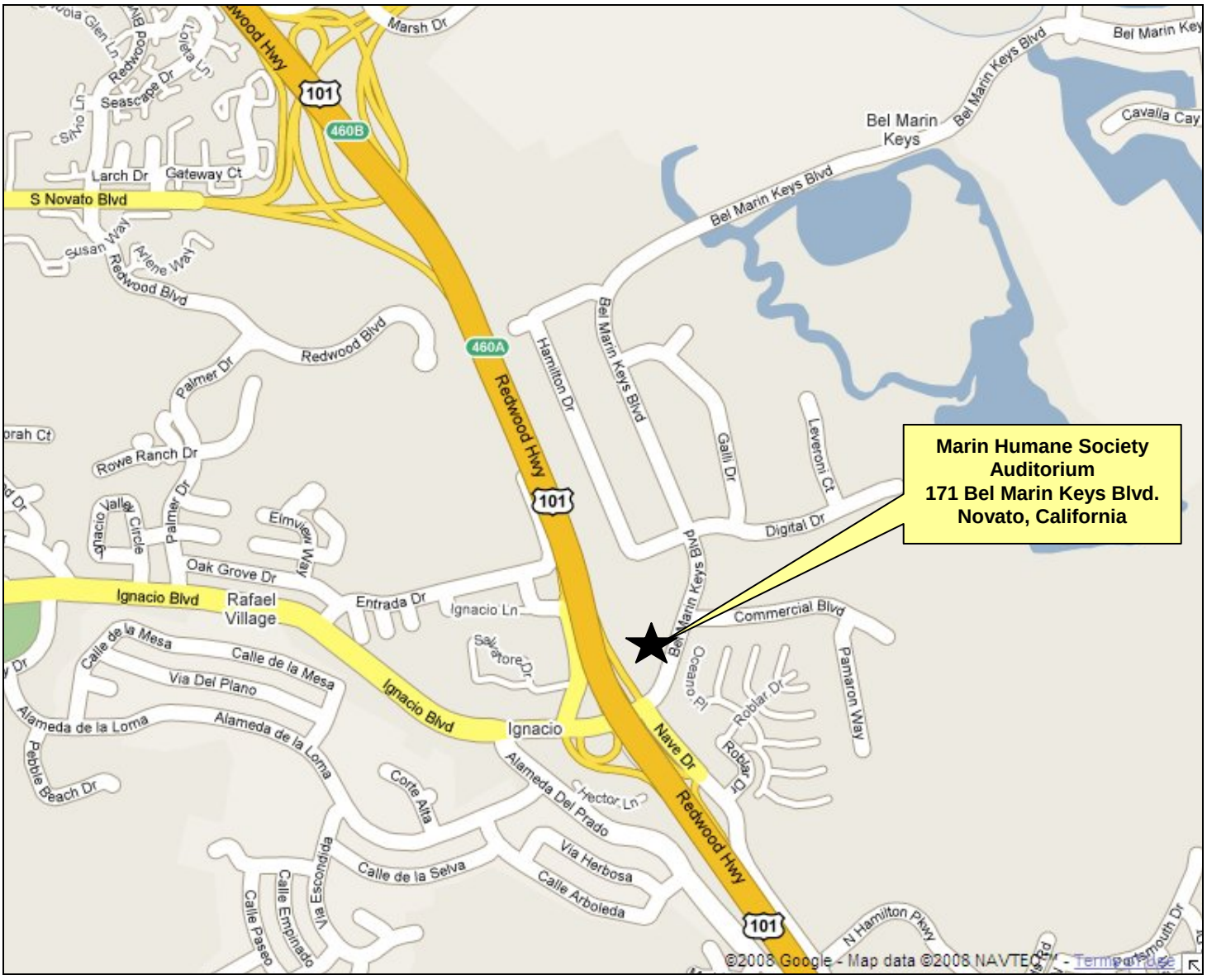

FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

August 14, 2008

PUBLIC SCOPING SESSION PROCEDURAL INFORMATION

Purpose of the Scoping Session

The Federal Aviation Administration (FAA) and the County of Marin are holding this public scoping session to facilitate maximum public participation in the development of the Environmental Impact Statement (EIS) and concurrent Environmental Impact Report (EIR) for the proposed extension of Runway 13/31 at Marin County Airport – Gnoss Field. This scoping session is being held pursuant to the National Environmental Protection Act (NEPA) and California Environmental Quality Act (CEQA) to provide early consultation with the public on the EIS and concurrent EIR being prepared for the project. This early consultation is typically called scoping.

The purpose of this public scoping session is to provide individuals, organizations and agencies an opportunity to raise concerns about the environmental effects of the proposed project. Comments will be recorded and be made part of the formal EIS and EIR records. There are likely to be questions raised by speakers at the session, although in the interest of giving everyone a chance to speak, any questions asked will be responded to through the EIS and EIR processes rather than at this meeting. Responses to comments and questions will not be provided at the scoping session since the purpose of the session is for the public to provide information to the FAA and to the County.

Comments must be limited to the scope of environmental effects to be studied, rather than commenting on the merits of the project at this time. NEPA and CEQA define environmental effects as direct, indirect, and cumulative impacts to the natural and man-made environment affected by the project. Effects analyzed under CEQA must be related to a physical change in the environment. (CEQA Guidelines sections 15358 and 15360.)

Comment Procedure

At the public scoping session, members of the public will have the opportunity to submit written comments and/or to make oral comments during the session. In order to allow everyone an equal opportunity to speak, each speaker will be limited to three (3) minutes. Members of organizations are encouraged to select a spokesperson from the organization to speak on the group's behalf to avoid repetition of the same concerns.

Comment forms are available for those who wish to submit written comments either to supplement or take the place of oral comments at the session. Comment forms may also be used to indicate agreement with specific speakers or organization environmental issues in lieu of orally repeating similar concerns. Written comments about the scope of the environmental report will be accepted until 5:00 p.m. local time on August 29, 2008 and must be submitted to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303.

Other Opportunities for Public Comment

The public will have additional opportunities to comment during the EIS and EIR processes and hearings on the merits of the proposed project. Notices regarding the availability of the Draft EIS and Draft EIR, as well as the date, time, and location of public hearings on this matter, will be sent to everyone who indicates on the scoping session sign-in sheet that he or she would like to join the project mailing list.

Project information is also available at: www.gnossfieldeis-eir.com

Public Scoping Packet Distribution List 8-4-08

Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
ABAG Clearinghouse	Ms.	Rose	Jacobs Gibson	President Supervisor, County of San Mateo	P.O. Box 2050	Oakland	CA	94604
State Clearinghouse	Mr.	Terry	Roberts	State Clearinghouse Director Governor's Office of Planning and Research	P.O. Box 3044	Sacramento	CA	95812-3044
Marin Audubon Society	Ms.	Barbara	Salzman	President/Nominating Committee	48 Ardmore Road	Larkspur	CA	94939
California Native Plant Society	Mr.	Bob	Soost		PO Box 589	Inverness	CA	94937
Marin Agricultural Land Trust	Mr.	Bob	Berner	Executive Director	P.O. Box 809	Point Reyes	CA	94956
Petaluma Riverkeeper	Mr.	David	Yearsley		521 Walnut St.	Petaluma	CA	94952
Save the Bay	Mr.	David	Lewis	Executive Director	350 Frank Ogawa Plaza, # 900	Oakland	CA	94612-016
Environmental Action Committee of West Marin	Mr.	Fred	Smith	Executive Director	P.O. Box 609	Pt. Reyes Station	CA	94956
Nature Conservancy	Ms.	Jennifer	Johnson		PO Box 860	San Anselmo	CA	94979
Marin Conservation League	Ms.	Nona	Dennis	President	1623A Fifth Avenue	San Rafael	CA	94901
SPAWN	Mr.	Reuven	Walder		Box 400	Forest Knolls	CA	94933
Friends of Novato Creek	Ms.	Sue	Lattanzio		PO Box 5312	Novato	CA	94948
SPAWN	Mr.	Todd	Steiner	Director	Box 400	Forest Knolls	CA	94933
Planning and Conservation League	Ms.	Traci	Sheehan	Executive Director	1107 9th Street, Ste. 360	Sacramento	CA	95814
Environmental Action Club				Newsletter Editor	885 College Ave.	Kentfield	CA	94904
Sierra Club - Marin Group				Chairperson	P.O. Box 3058	San Rafael	CA	94912
Environmental Education Council of Marin	Mr.	Aaron	Lanstein		42 Bolinas Road, Suite G	Fairfax	CA	94930
No Wetlands Landfill Expansion	Mr.	Brent	Newell		515 Hayes Lane	Petaluma	CA	94954
Petaluma Wetlands Alliance	Mr.	Gerald	Moore	Chairman	P.O. Box 973	Petaluma	CA	94953
Sustainable Novato	Mr.	John	Schlag	President	852 Diablo Avenue, #106	Novato	CA	94947
Sustainable Marin	Ms.	Kiki	LaPorta	President	1017 Bel Marin Keys Boulevard	Novato	CA	94949
Marin Conservation League	Mr.	Lawrence	Smith		21 Terry Circle	Novato	CA	94947
The Water Quality Association	Mr.	Richard	Bailey		660 Plum Street	Novato	CA	94945
Environmental Forum of Marin	Ms.	Vicki	Rupp	Executive Director	P.O. Box 150459	San Rafael	CA	94915
Environmental Health Network Marin County Branch				Director	P.O. Box 1155	Larkspur	CA	94977
Bay Institute of San Francisco	Ms.	Angela	Moskow	Executive director	695 DeLong Avenue, Suite 100	Novato	CA	94945
The Bay Institute of San Francisco	Mr.	Marc	Holmes	Bay Restoration Program Director	695 DeLong Avenue, Suite 100	Novato	CA	94945
California Waterfowl Association	Mr.	Bob	Mc Landress	President	4630 Northgate Boulevard, Suite 150	Sacramento	CA	95834
Romberg Tiburon Center for Environmental Studies	Dr.	Toby	Garfield	Executive Director	3152 Paradise Drive	Tiburon	CA	94920
River Vista Homeowners Association	Mr.	Bruce	Worthington		6 River Vista Ct.	Novato	CA	94945
Partridge Knolls Homeowners Assoc	Ms.	Cynthia	Clinton		440 Woodhollow Drive	Novato	CA	94945
	Mr. & Mrs.	Dennis & Nancy	Gates		851 Arlington Blvd	El Cerrito	CA	94530
Bahia Homeowners Association	Ms.	Helen	Loorya	Steward Properties Services, Inc	720 South Point Blvd #210	Petaluma	CA	94945
San Marin Improvement Association	Mr.	Mike	Morris		936 B Seventh Street P.M.B.329	Novato	CA	94945
Verissimo Valley Homeowner's Association	Mr.	Norm	deBack		15 Saddle Ln	Novato	CA	94947
San Marin Valley Homeowners Assoc		R.	Crutchfield		PO Box 6533	Santa Rosa	CA	95406
Atherton Community Association	Ms.	Vickie	Miller		25 Archibald Lane	Novato	CA	94945
McClay Road Homeowner's Association					704 McClay Rd	Novato	CA	94947
Wildhorse Valley Association., Inc.				Director	110 Wild Horse Valley Dr	Novato	CA	94947
Aeroclub Marin				Director	451 Airport Road	Novato	CA	94945
California Groundwater Association	Mr.	Augie	Guardino	President	P.O. Box 14369	Santa Rosa	CA	95402
	Mr.	Scott	Shepardson		130 Sanchez Way	Novato	CA	94947

Public Scoping Packet Distribution List 8-4-08

Org 1	Salutation	FirstName	LastName	Title	Address 1	City	State	Zip
	Ms.	Susan	Stompe		110 San Mateo Way	Novato	CA	94945
	Mr.	Kevin	Lara		15 Oak Shade Lane	Novato	CA	94945
	Mr.	Harry	Graves		686 Albatross Drive	Novato	CA	94945
	Mr.	John	Yee		100 Saddle Wood Drive	Novato	CA	94945
		T.J.	Neff		P.O. Box 301	Novato	CA	94949
Kelleher Corporation	Mr.	Theodore E.	Fullmer	Flight Department Manager	2770 Canterbury Dr.	Santa Rosa	CA	95405
	Mr.	Tom	Yarish		23 Nelson Avenue	Mill Valley	CA	94941
	Mr.	David	Leveroni III		3100 Novato Boulevard	Novato	CA	94947
California Wildlife Conservation Board	Mr.	John P.	Donnelly	Executive Director	1807 13th Street, Suite 103	Sacramento	CA	95811
	Mr.	Phillip	Bortolussi		19 Mariele Drive	Fairfax	CA	94903
	Ms.	Shirley	Fleischman		PO Box 2610	Novato	CA	94948
Anthony F. Silvera Trust					140 Blackstone Drive	San Rafael	CA	94903
Binford Road LLC					984 Hensley Way	Richmond	CA	94801
Buck Center for Research in Aging					8001 Redwood Boulevard	Novato	CA	94945
Burdell Air Partners LLC					2660 Baker Street	San Francisco	CA	94123
J Cashew Corp					300 Drakes Landing Road #120	Greenbrae	CA	94904
JHW Family LTD Partners					300 Drakes Landing Road #120	Greenbrae	CA	94904
Novato Redwood Properties Inc					PO Box 2625	Novato	CA	94948
Novato RV Park					1530 Armstrong Avenue	Novato	CA	94945
Rancho del Pantano					100 Black John Road	Novato	CA	94945
Redwood Landfill Inc					8950 Redwood Boulevard	Novato	CA	94945
State of California					1807 13th Street Ste-103	Sacramento	CA	95814
Alexander Anolik Professional Law Corporation	Mr.	Alexander	Anolik	Esquire	2107 Van Ness Ave. Suite 200	San Francisco	CA	94109
Novato Advance	Ms.	Mary	Connelly		PO Box 8	Novato	CA	94948
Marin Independent Journal	Mr.	Matt	Wilson	Executive Editor/Marin IJ	PO Box 6150	Novato	CA	94948-6150
Novato Advance	Mr.	Tim	Omarzu	Editor	PO Box 8	Novato	CA	94948
Marin Independent Journal	Mr.	Brad	Breithaupt	Environmental Reporter	PO Box 6150	Novato	CA	94948-6150
Marin Independent Journal	Mr.	Richard	Halstead	Reporter	PO Box 6150	Novato	CA	94948-6150
Pacific Sun		Samantha	Campos	Reporter	835 4th Street, Suite B	San Rafael	CA	94901

Public Meeting

SCOPING MEETING
ENVIRONMENTAL IMPACT STATEMENT and concurrent ENVIRONMENTAL IMPACT REPORT
PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT-GNOSS FIELD
August 14, 2008

Sign-in Sheet

Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. Mrs. Ms. Dr. Other:	Robert RAVEN	250 San Felipe Way Novato CA 94945	-	
Mr. Mrs. Ms. Dr. Other:	TED NEWMAN	316 DEERTRAIL LANE MILL VALLEY 94941	smoothlandings@comcast.net	✓ due 8/25 SMH mail hard copy of presentation
✓ Mr. Mrs. Ms. Dr. Other:	JoAnn Behm	160 H. LN Novato CA 94945	jobehm@behmer.us	✓ due 8/25 SMH e-mail copy of presentation
Mr. Mrs. Ms. Dr. Other:	LEE MILLER	475 WILSON NOVATO 94947	MILLERVIDEO@COMCAST.NET	✓ e-mail copy of presentation due 8/25 SMH
Mr. Mrs. Ms. Dr. Other:				
Mr. Mrs. Ms. Dr. Other:				
Mr. Mrs. Ms. Dr. Other:				

Page 1 of 9

Public Meeting

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Mr. Mrs. Ms. Dr. Other:	MICHAEL MORRIS	255 SADDLE WOOD DR NOVATO, CA 94945	MMORRIS@MA.ORG	✓
Mr. Mrs. Ms. Dr. Other:	Don Urban	28 Nunes	—	
Mr. Mrs. Ms. Dr. Other:	Roger Roberts representing Marin Conservation League	223 So. Heights Blvd San Rafael, Ca. 94901	<rer.der@comcast.net>	yes ✓
Mr. Mrs. Ms. Dr. Other:	Ed Mainland	1017 Bel Marin Keys Blvd Novato CA 94949	emainland@comcast.net.	No
Mr. Mrs. Ms. Dr. Other:	Tim Omarzu	1068 MACHIN Ave NOVATO 95945	Editor@Novatoadvance.com	✓
Mr. Mrs. Ms. Dr. Other:	Jean Harris Johnson	265 Saddle Way NOVATO CA 94945	jharrisj@comcast.net	✓
Mr. Mrs. Ms. Dr. Other:	[illegible]		MAS	✓

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Public Meeting

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Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. ☒ Mrs. Ms. Dr. Other:	Corey Stranger	360 Saddlewood Dr. Novato, CA 94945	cstranger@thallen.com	✓
Mr. Mrs. Ms. Dr. Other:	Craig Tackabery	Marin County Public Works		
Mr. Mrs. Ms. Dr. Other:	Brian + Sandy Williams	254 Butterfield Dr. Novato, CA 94945		2 ✓
Mr. Mrs. Ms. Dr. Other:	[signature]	465 Redwood Blvd Novato 94947		
Mr. Mrs. Ms. Dr. Other:	Christopher Gilkerson	226 Saddlewood Dr. Novato 94945	gilkerson1000@msn.com	✓
Mr. Mrs. Ms. Dr. Other:	Peter Johnson	265 Saddle Wood Dr Novato CA 94945	Peterjj@comcast.net	✓
Mr. Mrs. Ms. Dr. Other:	Don Wilhelm	21 Hayes St. Novato 94947	SFDON@GTE.NET	✓

Public Meeting

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Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. Mrs. Ms. Dr. Other:	CLARENCE BRACEY	331 SCHOOL RD NOVATO, CA 94945		✓
Mr. Mrs. Ms. Dr. Other:	Kathleen Rus	624 Santana Rd Novato 94945	Kathy@kathyrus.com	✓
Mr. Mrs. Ms. Dr. Other:	Jeanette Weber	185 Saddlewood Novato Ca 94945	jnetw@comcast.net	✓
Mr. Mrs. Ms. Dr. Other:	Rosalie Webb	222 Crest Novato 94945		✓
Mr. Mrs. Ms. Dr. Other:	SALLY SCOTTO	504 SANTANA RD NOVATO CA 94945	sallyann@sasi-inc.com	✓
Mr. Mrs. Ms. Dr. Other:	Mark Barosko	604 Santana Rd Novato CA 94945	barosko4@aol.com	✓
Mr. Mrs. Ms. Dr. Other:	Tanya Maxwell		tmaxwell@co.marin.ca.us	✓

Public Meeting

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Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. / Mrs. X / Ms. / Dr. / Other:	CAROLYN PATTERSON	451 Airport Rd Novato, Ca 94945	carolyn @ aeroclubsmarin.com	
Mr. / Mrs. / Ms. / Dr. / Other:	Jeff Fowles			
Mr. / Mrs. / Ms. / Dr. / Other:	HAROLD BEXTON	640 SANTANA RD. NOVATO, CA 94945	bextonhr@yahoo.com	
Mr. ✓ / Mrs. / Ms. / Dr. / Other:	Ron Zechlin	25 Summers Ave Novato, Ca 94945	rztico@verizon.net	
Mr. / Mrs. / Ms. / Dr. / Other:	FAY GALE	9 William Rd NOVATO, CA 94945		
Mr. / Mrs. / Ms. / Dr. / Other:	Lynn Baker	115 COBBLESTONE CRT NOVATO	None	
Mr. / Mrs. / Ms. / Dr. / Other:	Robert Ros	624 Santana Rd Novato		

Public Meeting

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Mr. / Mrs. / Ms. / Dr. / Other:	Leo & KAREN BOURKE	2320 LAGUNA VISTA NOVATO 94945		
Mr. / Mrs. / Ms. / Dr. / Other:	Greg + Terrie France	2515 Laguna Vista Dr Novato CA 94945		
Mr. / Mrs. / Ms. / Dr. / Other:	SUSAN STOMPE	110 San Mateo Way Novato 94945	SSSTOMPE@ verizon.net	✓
Mr. / Mrs. / Ms. / Dr. / Other:	BOB MINKIN	28 Partridge Dr. 94945	BOB@MINKINDESIGN.COM	X
Mr. / Mrs. / Ms. / Dr. / Other:	Patricia Capretta	2408 Laguna Vista Dr. Novato Ca 94945	Capretta@att.net	✓
Mr. / Mrs. / Ms. / Dr. / Other:	STEVE ARAGO	1140 DANIEL CT PETALUMA, CA	stevearago@yahoo.com	✓
Mr. / Mrs. / Ms. / Dr. / Other:	MIKE RING	170 SAGEWOOD DR NOVATO, CA 94945	mike.ring@verizon.net	✓

Public Meeting

SCOPING MEETING
ENVIRONMENTAL IMPACT STATEMENT and concurrent ENVIRONMENTAL IMPACT REPORT
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August 14, 2008

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Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. Mrs. Ms. Dr. Other:	ROBERT FUJIMOTO	346 SCHOOL RD NOVATO, CA 94945	bfuj@msn.com	✓
Mr. Mrs. Ms. Dr. Other:	Hank Barnard	427 Grand View Novato Ca. 94945	hank barnard@AOL.com	✓
Mr. Mrs. Ms. Dr. Other:	MICHAEL BOZZUTO	732 SANTANA Rd NOVATO	Mbozzuto@mclens CATERING.COM	
Mr. Mrs. Ms. Dr. Other:	Mike & Diane DYVAD	2511 Topaz Dr Novato	dfarnsie@yahoo.com	✓
Mr. Mrs. Ms. Dr. Other:	Denise Moore	612 Santana Rd Novato		
Mr. Mrs. Ms. Dr. Other:	Robert Pace	2511 LAGUNA VISTA NOVATO CA	—	✓
Mr. Mrs. Ms. Dr. Other:	JOSEPH VALLS	5055 SANTANA ROAD NOVATO, CA 94945	FF42RACER@COMCAST.NET	

Public Meeting

SCOPING MEETING
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Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
✓ Mr. Mrs. Ms. Dr. Other:	Ed Budzinski	600 SANTANA Road Novato, CA 94945	edbudl@comcast.net	✓
Mr. Mrs. Ms. Dr. Other:	Kathy Budzinski	"	Katmer2002@yahoo.com	✓
✓ Mr. Mrs. Ms. Dr. Other:	Ramin A. Khany	23 BRAUN CT Sausalito Ca	RKHANY@WM.com	✓
Mr. Mrs. Ms. Dr. Other:	Pam Wendell	2521 Laguna Vista Novato	elmoswife@msn.com	✓
Mr. Mrs. Ms. Dr. Other:	Elmo Shropshire	2521 Laguna Vista Novato	Docelmo@msn.com	✓
Mr. ✓ Mrs. Ms. Dr. Other:	Monica Devincenzi	2000 Geng Rd., Palo Alto, CA 94303	mdevincenzi@wm.com	✓
Mr. Mrs. Ms. Dr. Other:	RAUL GARCIA	77 Larkspur San Rafael Ca	raul@forster-Kraeger.com	✓

Public Meeting

SCOPING MEETING
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Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. / Mrs. / Ms. / ✓ Dr. / Other:	Richard Levy	2516 Laguna Vista Drive Novato, CA 94945	drrl@comcast.net	✓
Mr. / Mrs. / Ms. / Dr. / Other:				
Mr. / Mrs. / Ms. / Dr. / Other:				
Mr. / Mrs. / Ms. / Dr. / Other:				
Mr. / Mrs. / Ms. / Dr. / Other:				
Mr. / Mrs. / Ms. / Dr. / Other:				
Mr. / Mrs. / Ms. / Dr. / Other:				

Public Scoping Meeting

Environmental Impact Statement
and concurrent
Environmental Impact Report
Marin County Airport –
Gnoss Field

Presented to: Interested Parties

By: FAA Consultant, Landrum & Brown

Date: August 14, 2008, 6:30 PM

Agenda

I. Purpose of Presentation
II. Project Background
III. Proposed Project Description
IV. Environmental Processing

I. Purpose of Presentation

Accomplish the following goals

- Introduce the project
- Introduce the scope of the proposed action (project) and the environmental processes
- Identify issues

II. Project Background

Marin County Airport – Gnoss Field

- Located in Marin County, California (north of Novato)
- Serves as an important link in the regional transportation network as a reliever airport

II. Project Background

Marin County Airport – Gnoss Field

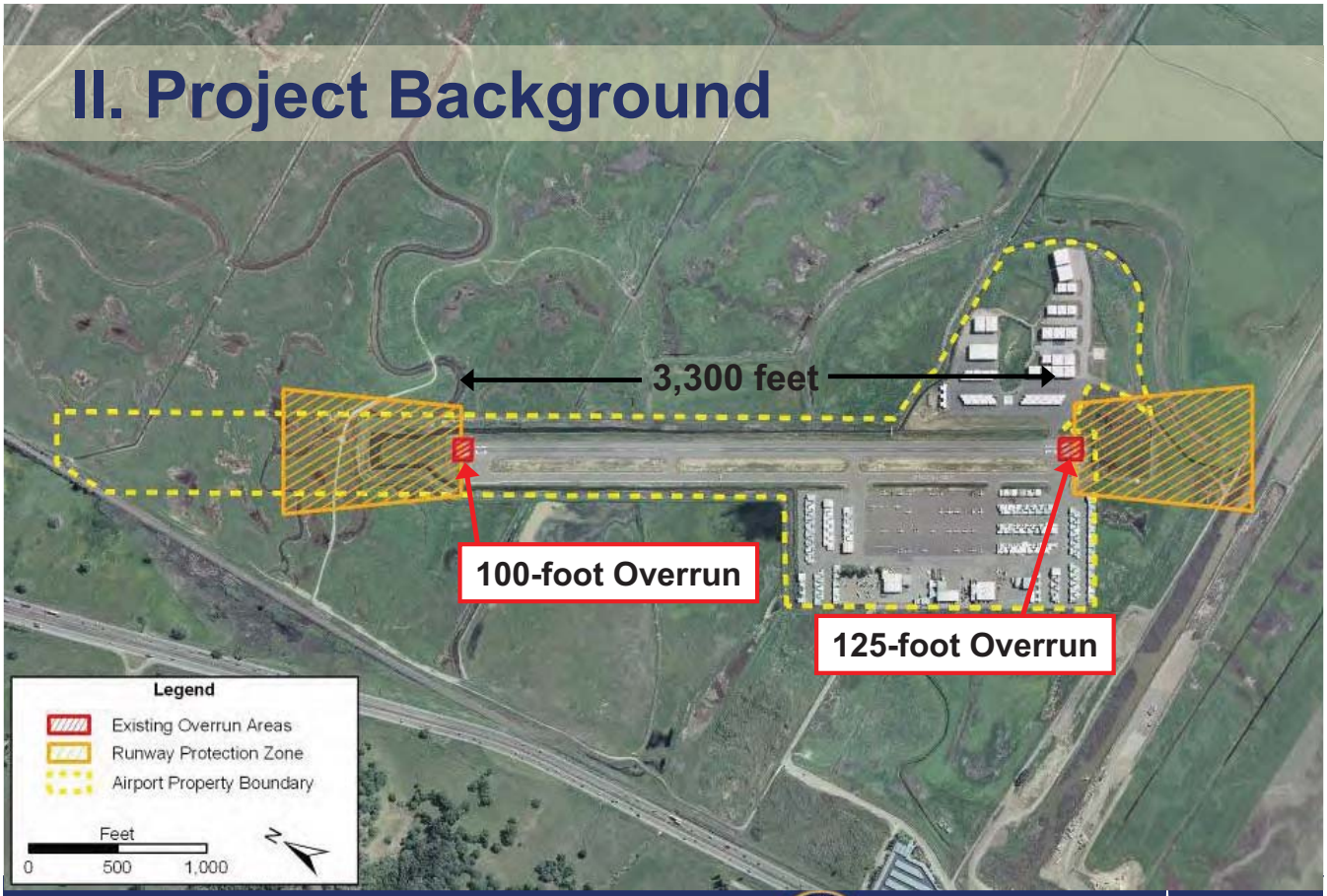
- One runway (Runway 13/31) that is 3,300 feet long
- ~95,000 takeoffs and landings annually
- Single and twin engine propeller aircraft, small business jets
- System of levees protect the runway from flooding

II. Project Background

Challenges to overcome

- **The current runway length of 3,300 feet limits the ability of current Airport tenants to operate aircraft at optimum weight for maximum efficiency**
  - Currently requires pilots to restrict the weight of the aircraft well below what the aircraft could accommodate
  - They must either reduce fuel or reduce the passengers and/or cargo
- **The Airport needs to comply with current FAA standards for Runway Safety Areas (RSAs)**
  - Latest FAA guidance calls for 240-foot long by 120-foot wide RSA beyond the end of each runway
  - Currently the Airport has 125-foot overrun (RSA) on the south end and 100-foot overrun (RSA) on the north end

II. Project Background

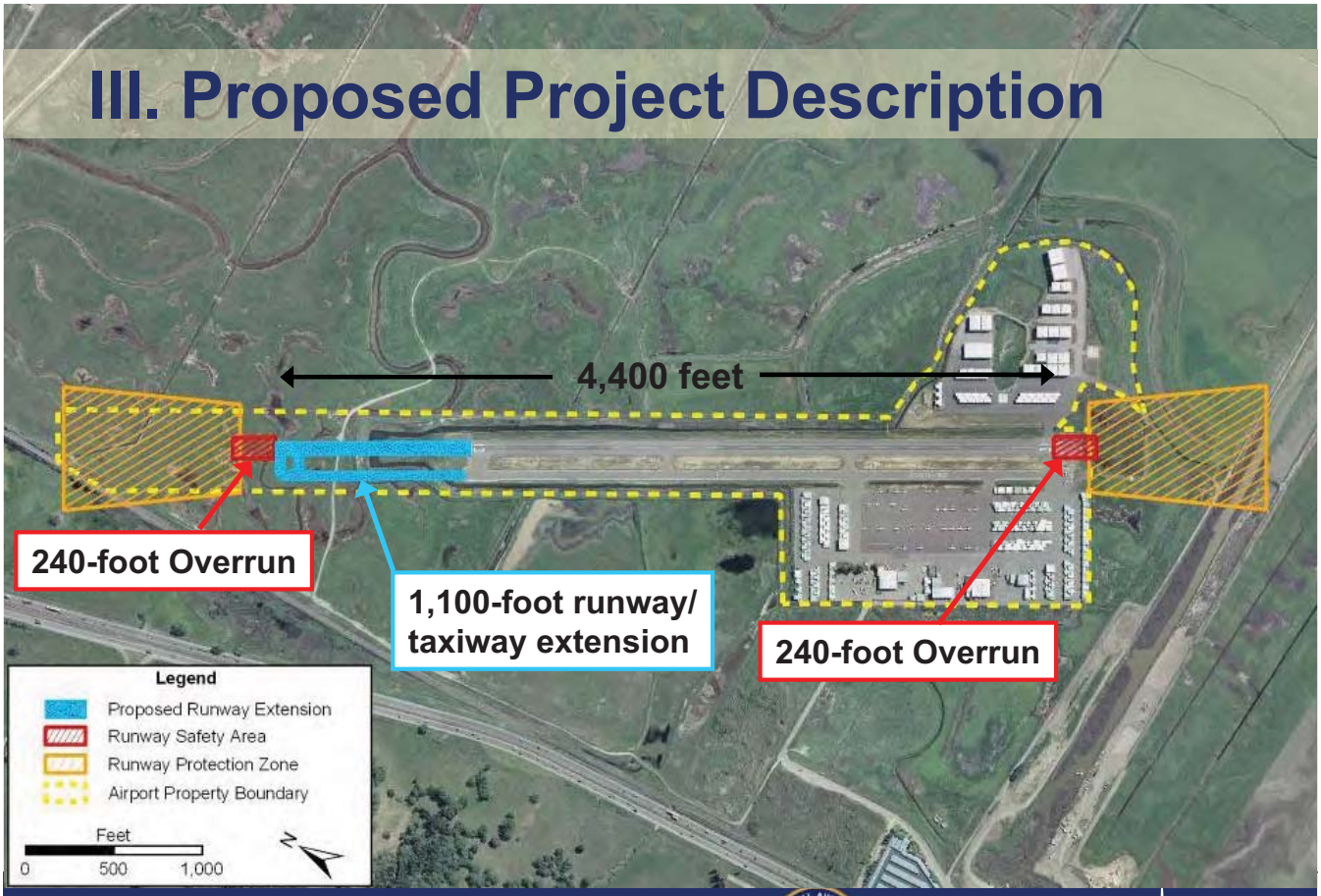


III. Proposed Project Description

Marin County, as the owner and operator of Gnoss Field Airport, has proposed the following improvements:

- Extend Runway 13/31 to the north from 3,300 feet to a total length of 4,400 feet with RSAs (i.e. overrun areas) that meet current FAA guidelines
- Extend the corresponding taxiway to the full length of the runway
- Levee extension and realignment of drainage
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway

III. Proposed Project Description



IV. Environmental Processing

IV. Environmental Processing

To comply with the relevant environmental laws, this project requires the preparation of:

- An **Environmental Impact Statement (EIS)** to comply with the National Environmental Policy Act
- An **Environmental Impact Report (EIR)** to comply with the California Environmental Quality Act
- Other Federal and state laws/acts that are relevant to the project site or type of impacts
  - Section 106 Consultation
  - Department of Transportation 4(f)/303(c)
  - Endangered Species Act
  - Clean Water Act
  - NAAQS/CAAQS
  - Others

IV. Environmental Processing

Introduction to Applicant/Agents:

- **FAA** is the Federal Lead Agency for the NEPA compliance and EIS documentation
- **Marin County** is the State Lead Agency for the CEQA compliance and EIR documentation
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IV. Environmental Processing

NEPA/CEQA Requirement to Study Alternatives:

- **In addition to Sponsor's Proposed Project, the following alternatives will be studied (at a minimum):**
  - No Action/No Project (2007 baseline)
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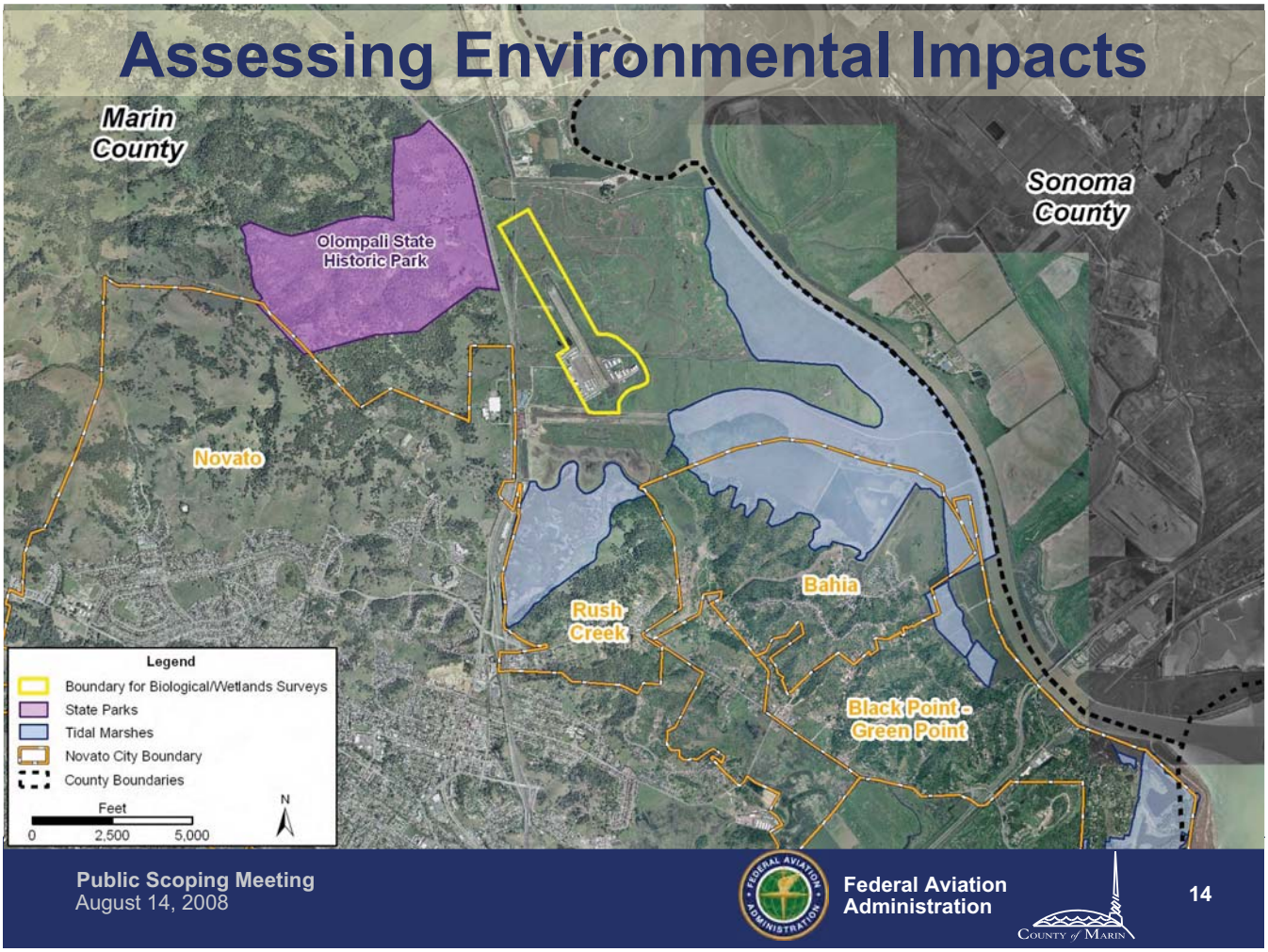


Scoping Comment Period

Please submit written Scoping comments by 5:00 PM Pacific time on August 29, 2008 to:

Mr. Barry Franklin
Federal Aviation Administration
Western Pacific Region
San Francisco Airport District Office
831 Mitten Road, Room 210
Burlingame, CA 94040-1303

For more information: *www.gnossfieldeis-eir.com*

Thank you!

WELCOME

to the

Marin County Airport – Gnoss Field

Scoping Meeting

for the proposed extension of Runway 13/31

Environmental Impact Statement (EIS)

and concurrent

Environmental Impact Report (EIR)

Purpose of the Meeting

Accomplish the following goals

- Introduce the project
- Introduce the scope of the proposed action (project) and the environmental processes
- Identify issues

Scoping Meeting
August 14, 2008
Federal Aviation Administration
County of Marin

Project Background

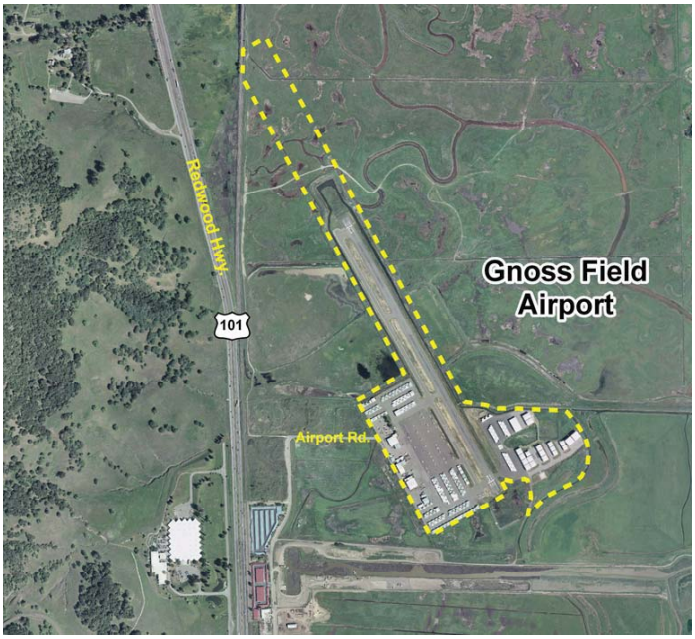
Marin County Airport – Gnoss Field

- Located in Marin County, California (north of Novato)
- Serves as an important link in the regional transportation network as a reliever airport

Project Background

Marin County Airport – Gnoss Field

- One runway (Runway 13/31) that is 3,300 feet long
- ~95,000 takeoffs and landings annually
- Single and twin engine propeller aircraft, small business jets
- System of levees protect the runway from flooding



Project Background

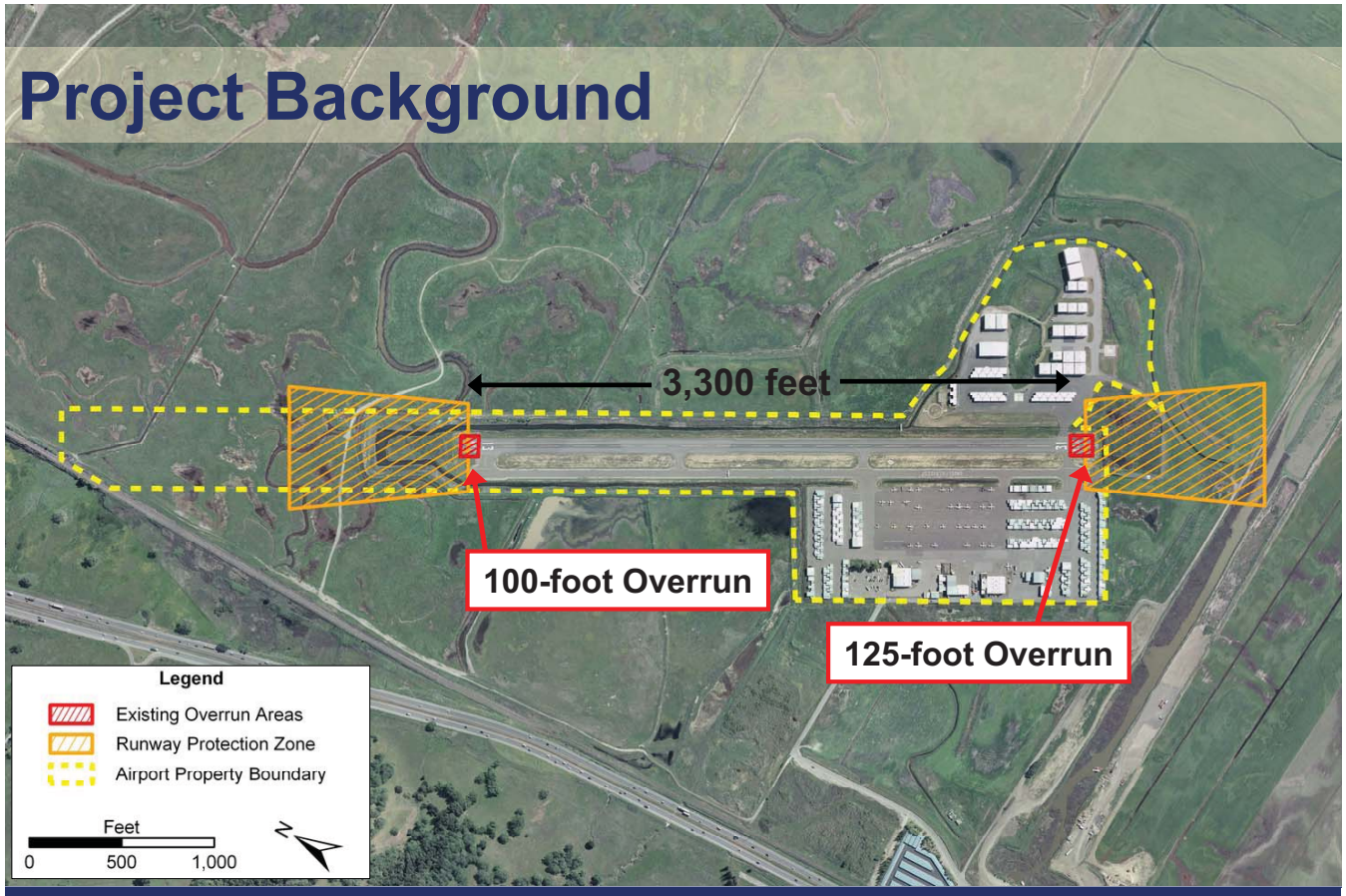
Challenges to overcome

- **The current runway length of 3,300 feet limits the ability of current Airport tenants to operate aircraft at optimum weight for maximum efficiency**
  - Currently requires pilots to restrict the weight of the aircraft well below what the aircraft could accommodate
  - They must either reduce fuel or reduce the passengers and/or cargo
- **The Airport needs to comply with current FAA standards for Runway Safety Areas (RSAs)**
  - Latest FAA guidance calls for 240-foot long by 120-foot wide RSA beyond the end of each runway
  - Currently the Airport has 125-foot overrun (RSA) on the south end and 100-foot overrun (RSA) on the north end

Scoping Meeting
August 14, 2008

Federal Aviation Administration

County of Marin



Scoping Meeting
August 14, 2008

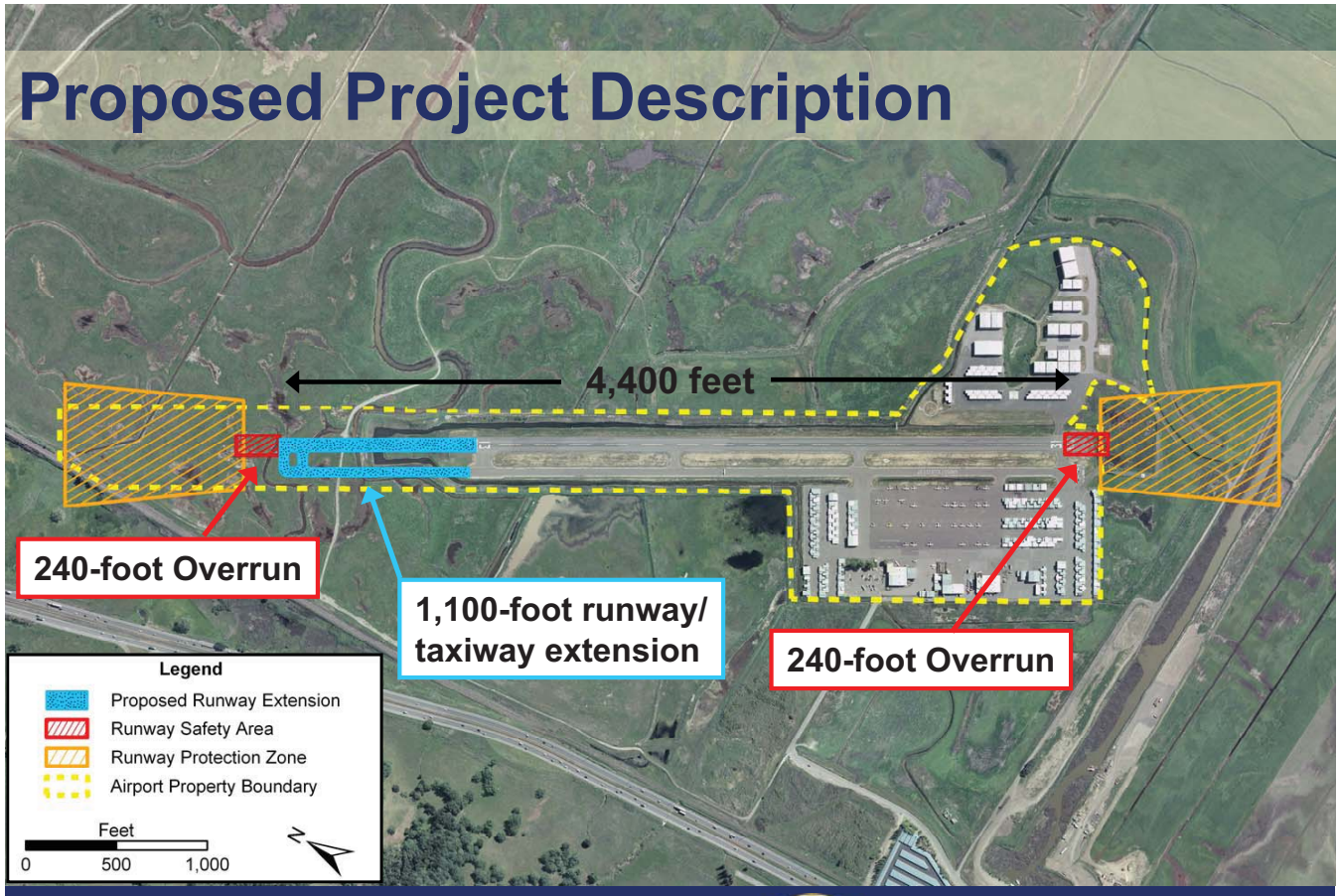
Federal Aviation Administration

County of Marin

Proposed Project Description

Marin County, as the owner and operator of Gnoss Field Airport, has proposed the following improvements:

- Extend Runway 13/31 to the north from 3,300 feet to a total length of 4,400 feet with RSAs (i.e. overrun areas) that meet current FAA guidelines
- Extend the corresponding taxiway to the full length of the runway
- Levee extension and realignment of drainage
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway



Scoping Meeting
August 14, 2008
Federal Aviation Administration
County of Marin

Environmental Processing

Environmental Processing

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Scoping Meeting
August 14, 2008
Federal Aviation Administration
County of Marin

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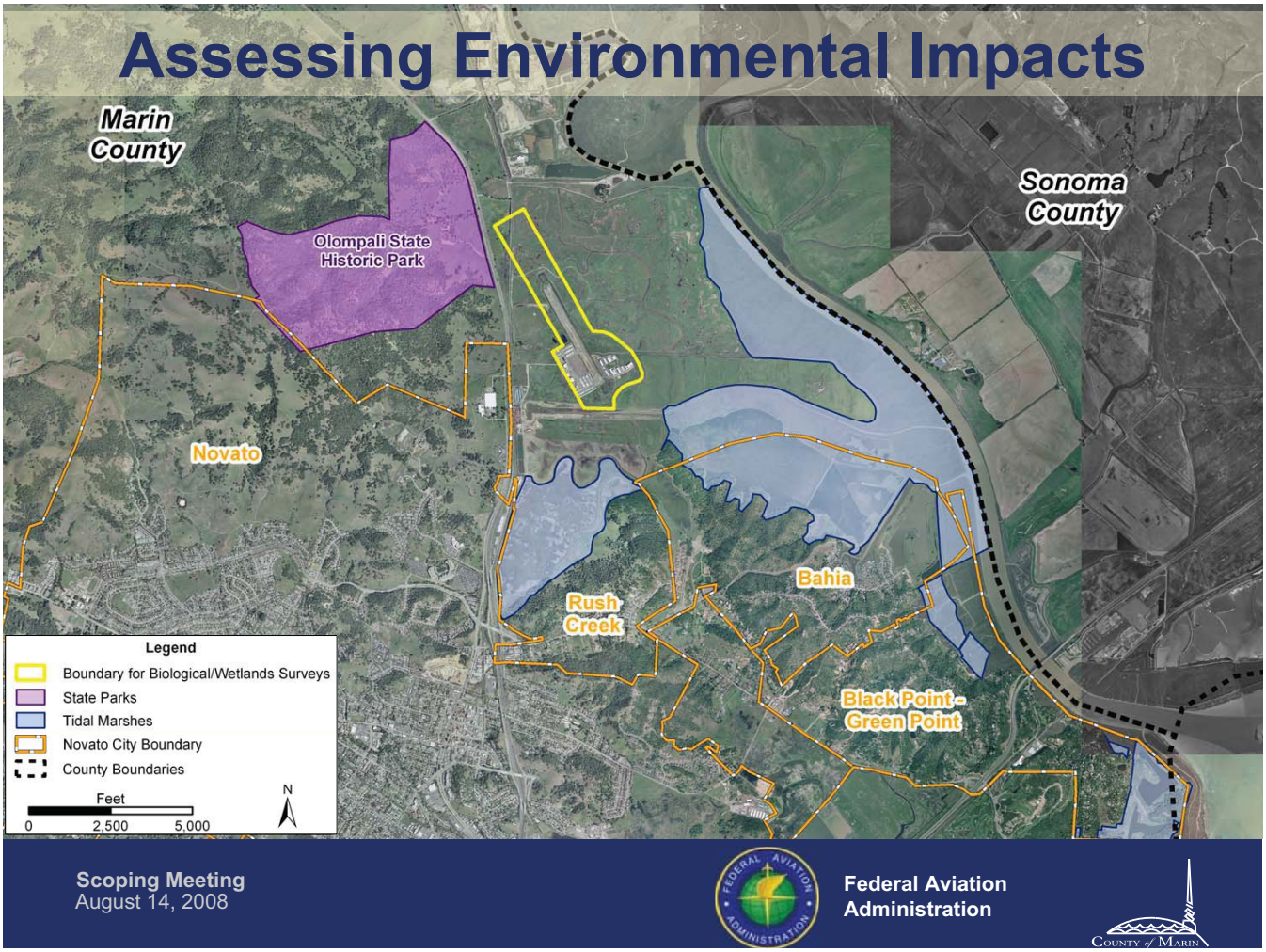

Questions/Comments

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San Francisco Airport District Office
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Burlingame, CA 94040-1303

Scoping Meeting
August 14, 2008
Federal Aviation Administration
County of Marin

Name: Rob Peek

organization: CITIZEN

Address: 2511 Laguna Vista Dr.
Novato CA 94945

1 of 22

Name: Rosalie Webb

Organization: Black Point Environmental Action Committee

Address: 222 Crest Rd
Novato 94945

2 of 22

Name: Antonio Capretta

organization: Bahia homeowner

Address: 2408 Laguna Vista Dr
Novato Ca

3 of 22

Name: T. J. NEFF

organization: Self

Address: 363 GRANDVIEW AVE
NOVATO CA. 94945

4 of 22

Name: HANK BARNER

Organization: Black Point Improvement Club

Address: 427 Grand View Ave
Novato Ca 94945

5 of 22

Name: Ed Budzinski

Organization
BAHIA RESIDENT

Address:
600 SANTANA RD
Novato CA

6 of 22

Name: CLARENCE BRACEY

organization:

Addres:
331 SCHOOL RD
BLACK POINT (NOVATO)

7 of 22

Name: Behm

organization:

Addres: 160 H. Lane
Novato CA
94945

8 of 22

Name: Roger Roberts

Organization: Marin Conservation League

9 of 22

Address: 1623-A Fifth Ave.
San Rafael, Calif. 94901
Tel. (415) 485-6257
e-mail: <mcl@marinconservationleague.org>

Name: BRIAN WILLIAMS

organization Partridge Knolls II HOA

Address: Novato

10 of 22

name: Jean Johnson

organization:

address: 265 Saddle Wood Dr
NOVATO CA 94945

11 of 22

Name: Robert FUJIMOTO

organization:

Address: 346 School RD, NOVATO. 94945

Noise abatement

12 of 22

Name: JOSEPH MACCS

Organization:

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NOVATO, CA 94945

13 of 22

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HAROLD BEXTON

Organization:

NEARBY HOMEOWNER

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organization: Sustainable Novato

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Novato, CA 94949

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organizations — Self —

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250 San Felipe Way
Novato CA 94949

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Name: Lynn Baker

organization: None

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organization:
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316 DEER TRAIL LANE
MILL VALLEY, CA 94941

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FEDERAL AVIATION ADMINISTRATION

AND THE COUNTY OF MARIN

Thursday, August 14, 2008, 6:30 P.M.

Marin Humane Society Auditorium

171 Bel Marin Keys Blvd.

Novato, CA

Public Scoping Session on Environmental Impact Statement

and Concurrent EIR for Proposed Extension of Runway 13/31

At Marin County Airport - Gnoss Field

~OOO~

Reported by Tahsha Sanbraillo

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San Rafael, CA 94901
(415) 457-4417

ITEM 1. Introduction.

Mr. Franklin - My name is Barry Franklin and I am an Environmental Protection Specialist with the Federal Aviation Administration in Burlingame, California. I am being joined here tonight at this public scoping meeting this evening by, to my right, John Roberto, who is representing Marin County, and the FAA's consultant, Rob Adams, who will be doing the presentation this evening.

Before I go into my opening remarks, I just wanted to make a short statement. Some of you may not be aware of the FAA's role in this whole process. You are probably aware that this is the County of Marin's project, but you are probably wondering, well, what is the FAA doing? The FAA's role here is that we give federal funding to the Marin County, or the Gnoss Field Airport, therefore we have a federal obligation to prepare a separate and independent environmental documentation for the Marin County proposed project. And not only is the federal document required because of federal funding that is given to the Airport, but also the Airport is responsible for preparing what we call an Airport Layout Plan, or an ALP, which basically depicts the entire development on the airport that can go from what the FAA describes as short-term, in five years, or long-term, that can go out as far as 20 plus years. And that is a document that the FAA has to approve for the County before

their projects will move forward. So, in short, basically that is an overview of the FAA's role in the Marin County project.

The FAA is preparing this NEPA document in accordance with the federal legislation known as the National Environmental Policy Act, or NEPA. As the federal agency, we announced the proposed project in what we call our Notice of Intent, to prepare an EIS in the Federal Register. And that was done July 11, 2008. Also, the County published the same Notice of Intent, or what we call the NLI, in the Marin Independent Journal on July 11th and 13th, and the Novato Advance on July 16, 2008.

I just want to take this opportunity to make sure everyone understands that no decisions are going to be made here tonight. Today's scoping process, as the FAA typically runs it, is we ask that the public and/or agency representatives that are present here tonight will give us your comments, concerns, and other issues that you may want to talk about before us tonight. If time is allotted, then we would entertain questions after everyone has had an opportunity to give their comments. Basically, our job here just tonight is just to listen to what you have to say about the County's proposed project. Once we finish the scoping meeting and we have heard what you have to say to us tonight, we would move forward and start to prepare what we

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call the Draft EIS and, at the same time, have the County's Draft Environmental Impact Report prepared at the same time. When the Draft EIS is ready for distribution and review by the public that is done for us by the U.S. Environmental Protection Agency, or the EPA. That document will also be published in a Federal Register at that time. The FAA's policy prior to a public hearing is to allow the public a 45-day period to review and comment on the Draft EIS. Once the 30 days have passed, we would hold a public hearing again, go through the same process again, and also allow the public and/or regulatory agencies to give us their feedback a second time on the Draft EIS and the Draft Environmental Impact Report, and before we move on to the following documents.

Before we ask anyone to come up tonight to receive verbal comments, I would just like to give you a few ground rules, if you will. As stated earlier, we are here to listen to what you have to say, but we also have a Court Reporter present to ensure that we have an accurate transcript of the meeting, and also there will be audio recording, as well. For those who may not want to come up to the podium tonight and give us verbal comments, we do have comment cards or comment sheets that you can use to write your comments, as well. And on the bottom of that

same sheet, it has my name and address of where you can mail your comments or concerns to, as well.

What we are going to do here now is I am going to stop and I am going to hand it over to John Roberto to give you an overview of the County's role, and other items he wanted to discuss. And after John has completed, we will then turn it over to Mr. Rob Adams for the presentation.

Audience - Question. Is it appropriate to roll back all the comments and questions until the presentations are done?

Mr. Roberto - You will have to wait until after -- is this on? Yes, if you will, once the presentation may answer some of your questions, so if you would just give it a minute, we will be very fast here. On the part of the County of Marin, I would like to say welcome this evening and to kind of cut through this very quickly, the FAA needs to comply with the National Environmental Policy Act, and are preparing the Environmental Impact Statement. This is an environmental analysis of the runway extension project being proposed by the Department of Public Works in the County of Marin. The Marin County Board of Supervisors eventually will be making the decision on this project. Before they can act, they need to comply with the California Environmental Quality Act, and must prepare an Environmental Impact Report. So there will be two reports being prepared.

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We have combined the public scoping meetings, we may combine the public hearings on these documents, they are anticipated to be released at the same time, together, and so then you will have the option to see them. The reason that there are two reports is that the guidelines for implementing these documents are a little bit different. And the County of Marin, in preparing the EIR [inaudible] talk about mitigation measures that can be implemented, if the project should have an adverse effect. And we may [inaudible] about noise, [inaudible]. And ways to deal with that are called mitigation measures. And the Environmental Quality Act requires us to look at those and investigate the impacts of those mitigation measure. The National Environmental Policy Act is going to be part of that. The California Environmental Quality Act, because it looks at the growth implications of this application, whereas the National Environmental Policy Act does not require it. So these documents will be somewhat different because the issues they address are mostly the same, but there are some nuances too. So just to let you know that there are two things going on here, if you care about that, your comments tonight should be whatever you are concerned about -- whatever you are concerned about. It will be our responsibility to see whether it is CEQA-related or NEPA-related. So your comments will be addressed in these documents. The purpose is so we

know once these documents are done, this does not mean anything relative to whether this project goes ahead or not. There will be other hearings on that matter before the Marin County Board of Supervisors. And the decision will be made at that time. These documents are informational only, and these documents are here to what the environmental effects of this proposal, and that is why we want to hear from you tonight. So thank you and we look forward to hearing what you have to say.

Mr. Franklin - Before Rob comes up, I have one more statement to make, and, sir, I thank you for bringing that to our attention. We have comment cards that are being passed out now for those that want to come up and give their comments. Once the cards are filled out, we ask that you return them to Tamara Taylor, who is handing them out, so that we can call you in order. Due to the size of the crowd that we have here tonight, we would like to limit each speaker to about 5 minutes. Hopefully that will allow everyone to give comments. At this time, Rob, if you could come up?

ITEM 2. Purpose of meeting/meeting procedure.

Mr. Adams - All right, thank you. And good evening. I know you are all very interested to have your comments known, so I am going to keep the presentation brief and afterwards you will have an opportunity to come up.

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Our agenda for the presentation, we are going to talk a little bit about the purpose of the presentation some of the project background, what has occurred that has brought us here to tonight's meeting, and then I am going to go through a description of the proposed project, the County's proposal for the Airport. And then I am going to follow it up with a brief discussion about the environmental processing that will occur for this project, and some of that is going to be duplicative of what units are varied and John talked about, so in those areas, again, I will just move through those pretty quickly.

The purpose of our presentation tonight is to introduce the project to you, talk a little bit about the scope of the project, and the environmental processes that we have, but probably most importantly is to identify what issues you feel should be addressed in the study. This is your opportunity to raise those concerns that then get raised in the study. We have some ideas, we are professionals in this area, so we know the types of things, we have done a little bit of research already to understand some of the potential impacts, but we do value your input and feel like you really bring a key piece of the puzzle here tonight.

So a little bit of the background. I am sure, as most of you know, we are in the North Bay Area here, and

Gnoss Field sits right along the 101, right where that little dot is there. It is an important link in the regional air transportation network. It serves as what we call a "reliever airport." That is a distinction. There is a reliever airport and then there is something called a primary airport. A primary airport in this area is San Francisco International and Oakland. Those airports are serving passengers, paying passengers, and large cargo. The smaller airports like Gnoss Field are referred to as "reliever airports" and they do just that, they relieve some of the traffic that can go to the very specific locations in which there is that demand for air service.

Let us talk a little bit about the airport itself. I am not sure how many of you have actually been to the airport, so I am going to give you a very overview. What you see here is, just as orientation, this is 101 running north and south through this area here, this dotted yellow line that you see is the airport property boundary, and they own all of the land within that yellow dotted line. The runway -- and it is a little bit difficult to see, we have got some better images coming up, but the runway, there is one runway that sits right in that general location, and that runway has a name, it is called Runway 1331. And how it gets that name given to it is, if you imagine that there is a compass, a 360° compass here, and you just lop off the

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last zero of the compass heading, you will see that this runway is oriented in the 130 direction, and the 310 direction, and that is how all runways across the entire country are named, is by their orientation to a compass heading. So Gnoss Field, it is 1331. The length of that runway is 3,300-feet. At the airport, on an average year, there is roughly 95,000 landings or take-off's at the airport. That is the average that you would get, looking back the last few years. Most of those landings and take-off's are being conducted by small single-engine propeller aircraft. There are some twin engine propeller aircraft that operate there, and there also are some small business jets that operate at the airport. There is a system of levees and, again, it is a little bit difficult to see on this map, we have got some better ones, but you can see this little dark line through there. This area is a really low area, and therefore there is a system of levees that help protect the airport from flooding. There is also some ditches that move the water that is coming down off of the hill, and moves it around the airport and the levee system that is in place today.

Okay, so there are a couple of challenges that are facing the airport. The first is its current runway length. I mentioned that it is 3,300-feet, this limits the ability of the current airport users to fully utilize their aircraft

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that they have there today. I want to be clear about this. We are not talking about new aircraft or bigger aircraft, we are talking about the aircraft that operate at Marin today. And essentially, to put this in simple terms, if there is an aircraft pilot that he has been engaged to transport, let us say seven people to Denver, his aircraft can hold seven people, as well as their luggage; the problem he has with 3,300-feet is he cannot put enough fuel, and he cannot put all those passengers and luggage on there with that length of the runway. So what he has to do, he has to make either two trips, flying half the people and half the luggage on the first trip, and then fly back and pick up the other half, or he has to bring in two aircraft at the same time to fly that group to the airport that they are going to, and back. So essentially what you have happen is, either they choose a different airport, they choose not to make the trip, or they have extra flights coming in to the airport to serve that client. Generally, if somebody is interested enough to make a flight to Denver and make those arrangements, what ends up happening a lot of the times is that there are two flights that occur where one aircraft should have been able to accommodate that.

The other issue that is facing the airport is the need to comply with current FAA standards for what are called "Runway Safety Areas." The latest FAA guidance

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calls for a runway overrun area of 240-feet in length, and 120-feet wide. The current airport has 125-feet on the south end, and 100-feet on the north end. Now, let me just show you -- it would be easier to just show you this. We have now rotated the image a little bit here. North is in this direction right here, here is the 101, here is the runway, and you get a little bit better picture of the runway there. What I am talking about is right here, there is a 100-foot overrun, and 125-foot overrun on either end of that runway. Now, what is an overrun? An overrun is an area sometimes paved, sometimes it is just compacted dirt, it is an area that has to be available so that if aircraft for whatever reason go beyond the end of the runway, that there is an area that they have some safety margin there that they can move their aircraft onto without hitting a ditch or a tree, or something like that. It is a safety -- it is an extra added safety feature there. So right now, the airport -- their overruns are not meeting the FAA standards for this size of airport and the size of aircraft that are operating today at the airport.

So to address those two issues, Marin County, as the owner and operator of the airport, have proposed the following improvements: first is to extend the runway from 3,300-feet to a total length of 4,400-feet, so that is an 1,100-foot addition to the runway, as well as installing

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the proper overrun areas of 240-feet on both the north and south end of that runway.

Unidentified speaker - Is the suggestion on the prior phase [inaudible].

Mr. Adams - No, it is not. We will get to that on the next slide. You will see a map of it.

Also, there is a taxiway that is adjacent to the runway, which is shown -- here is the runway, and here is the taxiway, right through here. They would extend that taxiway to meet so it would continue on to serve the end of the runway there. There is also some levee work, I mentioned that there is levees there today that currently come around the end of the existing end of that north end of that runway. Those would have to be extended out farther to the north, as well, to continue that protection for the end of that runway. There also are some navigational aids which are -- there is lighting systems and other transmission signals that aircraft use to align themselves properly with the runway. Those would have to be shifted to the north, as well. One thing to note on here is, I showed you this yellow box, originally, this yellow shape here that is the airport property, all of these improvements would stay on airport property. There would be no land acquisition with this particular proposal that the county has put forth.

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So let us talk a little bit now about what the environmental process is. This is a diagram here that shows you from beginning to end, which starts with project identification, all the way through selecting a consultant, preparing an initial scope of work, all the way to here we are today, we are at conduct scoping. Now, if you look at that, you might say, "Gosh, we are sort of mid-way through the process." And you would be exactly wrong if you felt that. We are at the beginning of the process. Barry mentioned that there is no decisions that are being made here tonight and I will just echo that. There has been a lot of work that has occurred to get to this step, but the real work begins here and, gosh, we only have this one little box here called "Detailed Environmental Analysis," that box should be off of the screen because that is really where all the work gets done. So that is the phase that we are getting ready to step into and, again, that is why it is so important for us to hear from you and from the regulatory agencies about what are the specific issues, because we are getting ready to start doing our analysis on all of the environmental issues. So that is why this process here tonight is so important. As we move through that process, though, you see here is that Draft EIS/EIR that Barry mentioned, the public hearing, Barry mentioned that as well, and then on through down and through here, to where right

here is really where we are trying to get to, which is the end of this environmental process, which is decisions being made in terms of the environmental preference of the project, or not. As John mentioned, whether or not the project actually gets built is outside of my realm -- outside of my scope, if you will.

Barry and John both mentioned this, but I will just reiterate it very quickly. The Environmental Impact Statement, or EIS, that is being prepared to comply with the National Environmental Policy Act. That is a federal statute. The Environmental Impact Report is being prepared to comply with the California Environmental Quality Act, a state law. We also recognize that there is other federal and state laws and acts that we are going to be looking at. Some of these include, but are not limited to the ones that are on the screen here, Section 106 Consultation. What is that? That is looking at historic, architectural, archaeological, and cultural resources. We are also looking at something called Department of Transportation 4F. Any time you are dealing with a project that is dealing with a Department of Transportation facility like an airport, any time you are dealing with anything that might impact an airport or a park, or anything that has been funded through the Department of Transportation, you have to look at a special section of impacts called DOT4F. We are going to

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be looking at the Endangered Species Act, we are going to be looking at the Clean Water Act, NACTS and CACS (phonetic), those are acronyms that in simple terms are looking at air quality and air emissions from the project, both on the federal and the state level. And there are literally dozens of others that I could have put up there. We are going to hold all the questions. If you want to write it down on your sheet of paper, that would be good.

Unidentified speaker - For this process, is there a traditional Use Permit for this process?

Mr. Adams - Again, we are dealing with the environmental process. John and Barry also talked a little bit about their roles. I am not going to belabor this, but Barry here is representing the FAA, which is the lead Federal agency, John is representing Marin County, which is the state lead agency.

John mentioned some of the differences between the NEPA or EIS process, as well as versus the CEQA and EIR process. One of the differences that I wanted to highlight for you here is that, in the NEPA process, the Alternatives Analysis is handled a little bit differently than in the CEQA process. Under the NEPA and the EIS process, when we find that there are alternatives that meet the purpose and need for the project, that essentially can solve the problem and if they are feasible and reasonable alternatives, those

alternatives have to be analyzed in the same way and in the same level and detail as the County's proposal, so they are given equal weight and they are treated exactly the same when we are evaluating their environmental effects in the EIS document. So when you look at the EIS document, that is going to provide a little bit more information about the environmental impacts of alternatives to the project than the CEQA EIR document would, will, and normally does.

So what are some of those alternatives? Well, we have already started to sort of sit around the table and think, well, what could some of those alternatives be? Obviously, under both an EIS and an EIR, you are looking at a no-action or a no-project condition. That will be included. We also will be looking at alternatives to the reconfiguration of the airfield, so the County's proposal is to extend that runway to the north, just all that 1,100 feet goes to the north. We will also be looking at alternatives that extend 1,100-feet to the south. What about 550-feet to the north and 550-feet to the south? Maybe there is some iterations in between there that we look at -- what are all of the different alternatives, to see what the environmental effects are. We also will be looking at alternative airports and alternative facilities that could accommodate the demand that we are talking about. And then, finally, we will be looking at technology. Are there existing

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technologies or emerging technologies that can help alleviate the situation that they are facing?

So I mentioned that we have done a little bit of research already and this is just a map that shows the area and starts to highlight some of the environmental resources, and I will underscore -- this is some. We know that there is more out there and we know that we are going to be addressing them. But just to kind of get the ball rolling, to talk about what are the potential impacts out there, I was just going to identify a couple of them. We know, first and foremost, that just to the northwest of the airport is the Olompali State Historic Park, so first off there, we have a potential historic and cultural resource that we are going to be dealing with and understanding what the potential impacts of this project are on that resource. This area through here and down on the east side, we know that there is seasonal wetlands in that area, so we are going to understand what is out there, what are the potential impacts to those areas. When you look farther south, in close we have some more areas of potential wetlands. We know that there is some wildlife preserves over a little bit southeast. When you are looking even farther south, in the Rush Creek and Bahia areas, we understand that the issues are going to be more about over-flights and noise issues. We understand that those are

going to need to be addressed. And we are prepared to address those. We also want to hear tonight, though, what your thoughts are on those particular issues.

Now, there are a whole host of other issues that we can talk about. Those are the ones, though, that kind of get our minds thinking about the types of impacts that could come from this project.

Okay, I am essentially done. I am just going to mention one final thing, and then we will get to your comments. Barry mentioned that he is the person that all written comments should go to, whether you are commenting on the EIS or the EIR, they all go to Barry. He is the clearinghouse for all of those. We need those comments to be postmarked by August 29th of 2008. His address is there. If you picked up a handout, you have the sheet. The only thing you do not have on the sheet is the website. There is a website for this project and it is in one of your handouts, but it is not in the other. I just want to make sure you see that. There is going to be more information as we go through the process on that website, and it will be a resource for the type of documents that you are getting tonight. So with that, Barry, I am going to turn it back over to you, and I am going to move this around here.

Mr. Franklin - Before I call the first speaker up, I did notice that some other people came in after we

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finished our opening remarks. And if you have not gotten a card and you want to make vocal comments, please raise your hand and we will get a card to you. Before we also bring up the first speaker, I would like to emphasize, and I know you probably have some burning questions to ask us, but we would like to get to all the commenters that want to make comments tonight before we entertain any questions. And that will help us and make our process more efficient.

ITEM 3. Public Comments and Concerns on Scope of Environmental Analysis on the Proposed Project.

Mr. Franklin - The first speaker we are going to have come up tonight is Rob Pack.

Mr. Pack - My name is Robert Pack. I live on Laguna Vista Drive, which is on base to Runway 31. I have lived there for 32 years. I will give you a little background. I have experience flying everything from Piper Cubs to Boeing 737's. I have got several degrees in engineering, aeronautical engineering, and a lot of experience with airplanes. I have flown in --

Audience - Can't hear you.

Mr. Pack - Can you hear that? Okay. Can I keep going? I am not here to ask any questions, except to challenge the need for this runway extension. My feeling is, and I think your comment here that the present Runway

of 3,300-feet is not long enough for the current operators is not correct. I own an airplane, it is not based at Gnoss, it is a single engine airplane, and flying out of a 3,300-foot airport is absolutely no problem at all. All my information that I am going to give you has come from Aviation Week and Space Technology Sourcebook 2008, and this is kind of considered the bible. In here, they publish aircraft landing and take-off runway limits. Now, for business jet aircraft, there are approximately five dozen business jet aircraft models on the market today. Of those, only the Cessna CJ1, 2 and 3 series aircraft can operate out of 3,300-feet. By extending the runway to 4,400-feet, we are going to open this airport to about 20 more different types of aircraft -- Leer jet, 4045, Citation Encore Sovereigns, Citation Excel S, The Phenom 100, 300 series that are coming on line, the Beach Hawker Premier, Hawker XP, and Hawker 750. Now, all these airplanes are bigger and carry more fuel than the Citation. The Citations that are flying over us today carry about 5-700 gallons of fuel. These are plans that carry up to 1,700 gallons of fuel. The scary part that I would like to put in here is that, by going to 4,400-feet, we are also going to open the airport up to commercial operation. Fokker 700, 100, ATR 42, and 72 aircraft, those are aircraft that weigh up to 60,000 pounds and carry up to 72 passengers, have FAA certified landing

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and take-off field limits of less than 4,400-feet. This is all in here, it is all FAA certified take-off and landing field limits. In addition, bombardier Q200, 300 and 400, 78-passenger airplanes will be open, and there is about 20 or 30 other aircraft which will be right on the margin, so not hot day, heavy take-offs. If you leave a little fuel, you can leave everything off. The 4,400-foot length, I think, should be put in perspective. Most people do not realize it, but at that length, you can operate an airbus A318, fully loaded, out of Gnoss Field. And that airplane weighs 149,000 lbs. and carries 7,000 lbs. of fuel -- excuse me, 7,000 gallons of fuel. So by extending this runway 1,100-feet, what we are doing is taking it from one jet aircraft that can operate there today, to probably 30 types of jet aircraft that can operate. They are a lot bigger and they all carry more fuel. The only other thing that I wanted to say, noise abatement procedures are pretty well proscribed at Gnoss. I live, like I say, right on the base leg to 31 and the people that violate the noise procedures are the guys that operate the King Air Turbo Props and the Citation Jets. Last Sunday, the last time I saw a violation, a Citation made a straight out departure from 31, this is at 09:40 local time, and of course a straight out departure on 31 is strictly prohibited. In addition, the last thing is that the business jets that we are talking

about, we are not talking about just a few. The manufacturers estimate that, in the next five years, they will produce more than 6,800 business jets. And that is more than the number of commercial jetliners that are in the United States today. And that is just the additional business jets that will be produced in the next five years. So there will be a lot of airplanes and there will be a lot of desire to use them. Somebody made a comment that if he was flying to Denver, he would make two flights because on a hot day, you probably cannot take off with a CJ at full gross; well, no, you cannot. But, gee, if I was the pilot of that airplane, I would take -- I would tell everybody, "Let's go to Napa, or let's go to Santa Rosa, we can take off full gross right there and they are 30 minutes away." Thank you very much.

Mr. Adams - The next speaker is Rosalie Webb.

Ms. Webb - Hi. I am Rosalie Webb, representing the Black Point Environmental Action Committee. We have passed petitions back in December of 2000 when the jet -- Burdell Jet (phonetic), whatever it was called, was applying. It went away, and here, eight years later, I feel your notification was lousy -- a lot of us were very active, and I happened to see a blurb in the I.J., and consequently, the real reason I am here is the noise. And I do not see a need, really. The Airport has not broken even in years,

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and they -- the pilots, most of them, are okay, but the bad ones do not give a damn whose house they are flying over, or anything, whether the warming up at 4:00 in the morning, or 6:00 in the morning, they do not care. And we were told last time, well, the Board of Supervisors will take care of that. Well, the Board of Supervisors has never taken care of that. You call Gnoss and you get an answering machine. And they do not return your call. And they do not do a damn thing about it. So you can imagine why our community is not at all interested in having a longer airport. And today, with fossil fuels and all, I think it is nutty to be encouraging this. I tried calling a lot of the people who had signed petitions eight years ago, and they have moved, or this and that, and I know you will have a list of the people who have attended, but I would like to pass this and anyone who wants to sign it can. I would appreciate it. We are just mainly going to try to keep you informed because I do not think you all have done a very good job at all about -- normally, this would be much fuller. Thank you.

Mr. Adams - Thank you. The next name I have here is Antonio Capretta. You have to forgive me if I am not pronouncing your name correctly. Just correct me.

Mr. Capretta - Good evening. I live up on the [inaudible] in Bahia and have been there for several years. So we are right on the base of the incoming of all of these

planes, and as Rob pointed out, it is already 24/7 right now. There are jets coming in all hours of the day, all hours of the night. And we put up with it because it is one or two jets average per day, maybe three or four. If you extend that runway 1,100-feet, you are going to have 30-50 more jets coming in there, and a lot more take-offs and landings. We live there, we have got kids. These are dangerous planes, they could crash, there has been a lot of crashes at Gnoss in its history, and you can look it up. And now you want to extend it 1,100-feet? Bring in all these different jets? Why? What is the point? They can go to Napa. That is a much bigger area for this. They can go to Santa Rosa. We do not understand why you want to do this. You gave a really nice presentation, but you did not give us an equal side to why you need to do this, other than the FAA feels it is not up to spec. It does not matter if it is up to spec or not, you have got a lot of planes coming in there, there are a lot of happy guys that fly in and out of there every night, every day. If you put 1,100-feet more on that runway, we are going to have more traffic and more impact than we care to have. We are against it. We think it is inappropriate, and you have to listen to the people that live there, that have to experience this day in and day out. We moved out there to get away from the hectic life of the City and the Urban. Now you are just bringing it right

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back out there. There is no need to do this. You should let it go and respect the rights of our privacy and our peace in that area. Thank you.

Mr. Adams - The next speaker I am going to call is TJ -- I believe the last name is pronounced Neff. N-e-f-f.

Comment [s1]: Was this Rob or Barry?

Mr. Neff - I apologize. I arrived late. I did not realize I was actually signing up to speak. I thought I was just filling out a form to advise people that I was here. But since I am here, I will direct a couple comments, as unprepared as they are. TJ Neff is my name. I have had an airplane based at Gnoss Field since 1973, and had an office there since 1986. I wanted to comment on several things that other speakers have said, just as a matter of clarity. Mr. Pack indicated that many larger airplanes would be capable of using Gnoss Field with a 4,600-foot runway. I think from a runway length perspective, he is absolutely correct, but I think there are some other factors which really bear strongly on their ability to do that, and that one of them would be wheel loadings. These larger airplanes have much much heavier wheel loadings and the runway is incapable and is certain in its configuration now of accommodating those much larger airplanes because the asphalt surface and the underpinning below it simply will not do it. So there will never be a regional carrier landing a 72-passenger airplane at Gnoss Field. It is a

runway of 10,000-feet long, and unless the runway configuration in terms of depth and strength was changed dramatically. The last speaker said there have been crashes at Gnoss Field. I think it is safe to say that I know of two fatalities, and that was two gentlemen who took off and ran into Mauper Dell(phonetic). There have been a number of crashes, but no fatalities, so we have been very very fortunate and/or lucky, or the system is pretty well thought through. We have never had in my recollection a "business" airplane, meaning a twin engine or a larger airplane -- well, let me retract that -- certainly a turbine powered or jet powered airplane, we have never had any kind of incident at all with one of those kind of airplanes. We should all remember the airport has been there since 1968 in its current configuration, and almost all the homes south of the airport were built much after 1968. So unfortunately, the residents knew of its existence when they either built or bought their homes. And I live in Black Point, so I am rather sensitive to the noise factor myself. Having been able to observe the action around the airport, first hand, for many years now, I think the occasion of people extending over what we now consider the normal base leg -- and, by the way, I do not consider Laguna Vista Drive the base leg, folks, that is way too far southeast to be a base leg. The airplane should be well inside that other base leg. Let me

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finish my thought. You are correct, and I am agreeing with you. I think the efforts to educate the pilot community about the noise sensitivity of the folks, and rightfully so, that are south and southeast of the airport, I think that effort has begun to really bare fruit. I think no matter how jaundiced one might be, I certainly have noticed over the years, having operated there, and also been living in Black Point, that the incident of people, if you will, violating -- and there is no violation per se, but violating that noise sensitive air space has been reduced. It has not increased as a factor of the number of flights that come and go from the airport. I might have comments later on, but that is all I have for now. Thank you very much.

Mr. Adams - Thank you. The next speaker is Hank Barner.

Mr. Barner - Good evening. I am Hank Barner, President of the Black Point Improvement Club. I have a letter with about 13 comments, unfortunately addressed to Mr. Rawls (phonetic), but maybe you will accept it, or I would be happy to change the name and send it off by mail. The comments are really concerning questions, and do not deal with merit at this point. Perhaps the first real question is one of need, the 1999 Grand Jury explored that question, and found that they could not identify any substantial need for expansion of the airport at that time,

some nine years ago or so. So the question becomes what has changed since then to demonstrate a real need to do what needs to be done, or what is being proposed? We have a number of questions about noise, not only in terms of decibels, but the frequency of landings and take-off's, and so the question becomes, is one big bang every several hours better or worse than a number of smaller bangs throughout the day. It becomes a question of whether the expansion of growth would induce growth, which is a question that I am not sure about the EIS, but certainly the EIR would need to address, and growth not only in terms of the airport, but in terms of traffic to and from and generated by any expansion of the airport. Other people will comment, I am sure, you noted a number of areas that were sensitive to the environment, and the inhabitants of that environment, and in particular birds. In the presentation, one of the big neighbors that you did not include was landfill, which again is a big attraction to birds, which is not particularly conducive to airport operations. If the I.J. is correct, the cost was estimated at $2 million, of which $1.5 million would be eaten up by Environmental Impact Reports and studies. It seems to me that this seems to be somewhat out of balance. If you have a $2 million project, and $1.5 million of that is in studies, and only half a million is actually for the project, something just does not quite

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sound right there. And even if the project itself were $2 million, having a $2 million project with $1.5 million dollars worth of studies still seems to be somewhat out of whack in terms of efficient use of funds. We raised the question of increased security, which is, I think, we understand at least, is very minimal at the time, both in terms of trying to report when violations are taking place. Not only is there no one to report to, but there is not really any response once a report is filed, and obviously after the fact, it is very hard to trace to see who the violator may have been. One of the interesting things on these proposals is it is sort of the old concept of letting sleeping dogs lie, and for years people in the Green Point, Black Point area go along until something like this is being proposed, and then you start having comments and irritations becoming known. This is outside of the EIR and EIS, but we respectfully request the County to develop a liaison committee between the airport and the communities, Bahia, Rush Creek, Black Point, Green Point, so that issues of concern can be raised in a congenial kind of an environment, and problems aired early on, and resolution of those problems addressed before they become festered and a constant irritant. Thank you. Would you like this letter, or would you like me to re-address it?

Mr. Franklin - Yes, I will take it. Thank you, sir.

Mr. Barner - Thank you.

Mr. Adams - Our next speaker is Ed Budzinsky.

Mr. Budzinsk - That was pretty close. Hello, I am Ed Budzinsk. I live at 600 Santana Road. I have lived there about three years and for probably the past two years or more, I have been working pretty regularly with Ken Robbins here. It has been focused on over-flight, illegal over-flight, particularly 91-13 and 91-119, those particular flight rules that are violated on a regular basis. With Ken's help, we have reduced the amount of traffic we have had there flying over our neighborhood, directly over our neighborhood. But it still continues. It got to a point with one individual in a Leer jet would not stop, so one morning I went over there to ask him why he was doing that. I actually put myself at risk of personal harm, and I had a finger in my face, I had a volatile Lear Jet pilot screaming at me. He called the airport -- I mean, he called the Sheriff's Department, which allowed me to actually file a complaint against him, and I hoped that resulted in something. That is the type of person that is flying over our neighborhood. Mr. Neff said there have never been any accidents around Gnoss Field -- not yet. As long as they are allowed to do that, the possibility of a tragic

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accident in that neighborhood is a distinct reality. I have tried working with the FAA. I had one individual, Bruce Allen, who responded and showed some empathy. He promised me a report on the activity around the neighborhood. I never heard from him again. I finally did hear from him, only to find out he had been transferred down to Long Beach. The individual he referred me to gave me the same old stock answer, "They must have had to do that." They do not have to. We watch plane after plane level off, and blow over our neighborhood with little regard for the safety or the quality of life of the people in the Bahia neighborhood. There is complete disregard for anything having to do with that neighborhood. I think Ken has done an admirable job trying -- he gets a lot of calls that are probably not fun to take, but he handles them the best he can. I have worked with Ken in an effort to focus just on the over-flights, but the noise impact is unbelievable. We have people wandering all over the place in that neighborhood and they do not follow strict rules that are provided by the FAA, provided by the airport, and I have not seen anything that refers to ALAR or any of the risk assessment stuff that is prevalent throughout the United States. I see none of that. I believe that we ought to have a great deal of study by the NTSB, by the Risk Assessment folks, by ALAR, everything. We want decibel meters up there, we want an understanding of

what kind of impact we truly have there, and I am sure it exceeds the Novato standards for noise. That is all I have to say.

Mr. Franklin - The next speaker, I believe, is Clarence Bracey.

Mr. Bracey - Clarence Bracey, Black Point resident for 38 years. I oppose the expansion of the Gnoss Airfield. I have always opposed the expansion because of the noise it would create and does create, and the possibility of accidents. I have heard through media outlets Gnoss Airfield, referred to as "The Marin Airport." Is this what step by step enlargement is inching towards? Why wasn't Hamilton chosen as an airport, as a possible airport, since it had all of the in-place facilities at that time? Thank you.

Mr. Franklin - This next one, I will need some help with. The last name is B-E-H-M.

Ms. Behm - Good evening. My name is Jo Behm, it is Jo-Anne, and I go by Jo. I have lived on "H" Lane, which is south of the airport, up on the hill there for the past 27 years. And, true, when we built our home, the airport was already there, and I believe he said it was built in 1968, but slowly the airport -- more hangars have been added over the years, and activity has increased at the airport. And I have to also mention, I am a lover of aviation, and I

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am a former pilot, former Viet Nam officer, I love C-141's and C-5's. We own an airplane, a six place Cessna, Turbo Cessna that we keep at Gnoss Field. My husband has been a pilot for 45 years and, as I said, I am a former pilot, so I am usually in favor of aviation. And in this particular case, I definitely support extending the safety buffer areas at the end of the existing runway to comply with federal statutes. I believe we need to have those buffers at the end of the existing runway. But what I do oppose is extending the runway, overall. I would like to see numbers, how many planes at Gnoss are single-engine, or twins that are privately owned, non-corporate aircraft. Probably 99 percent of those airplanes, all of them, can go out fully loaded with full fuel on a 3,300 strip. They do not need an expanded runway, so really what I think we are seeing here is an effort to expand to accommodate more business jets. Now, I probably go on record in Marin County as having made the most phone calls to the airport recording, in the shortest period of time because what we see are salvos here. Sometimes we will have three or four months where it is really quiet, probably because we do not have a tower, and because we have such horrific cross wind landings that cross winds at this runway, it is not even safe in the first place. That is why we are positioned out at Smith Ranch instead of at Gnoss because of those horrific crosswinds

there, unsafe in my opinion. But we see salvos, or we will see a lot of increased traffic and there were a couple of years where, from my home which sits 300 feet up off of H Lane on the top of a hill, the jets -- the Leers and the Twin Turbos were coming in between 4:00 and 5:00 in the morning when my children were infants, we would all be awakened, and the animals would be scurrying to get underneath the bed. My china would move to the edge of the cabinet. It was like a minor earthquake. And I would get out there because these were regularly scheduled planes. Of course, I would call, and I would get the recording, and I would leave the message, and no one would ever call me back. But I always left the message. Eventually I was out there with binoculars. They were within 400-feet of my deck, and I could identify at least three of the call numbers. So I was not only calling in these aircraft with the tail numbers, but I could look and watch their touchdown from my deck. So we see increased traffic over the years, when we built our homes, it was tolerable. Now it is not tolerable. The other thing I want to comment, because it is up to the pilots to abide by good faith efforts out there, there is, as far as I know, there is nothing mandated in law that requires these pilots to do a patterned approach. So what happens, especially now with this fuel crisis, is these jets wanting to save money, I am sure, and I can understand it,

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instead of doing a patterned approach, coming in from the north, and turning like a right base, and then into final, they are doing straight in approaches from the south. It is those straight in approaches from the south on 3-1 that come right over our houses, and they are within 400-feet of the ridgeline, and we can get their call numbers, and it is absolutely unsettling to all the residents along H Lane. And I am sure this is exactly what the Bahia folks are feeling, and the people just up above us on Laguna Vista, and out on Crest and School Road. So we do not on the H Lane strip -- certainly would be adamantly opposed to any southward expansion of the runway in the south direction. I mean, that would be intolerable, in our view. To the north, if we had to have an extension toward the north would be more palatable, provided that every pilot is required to do the standard patterned approach, and it would be a violation of some kind of an ordinance to do otherwise. Straight-in approaches from the south have got to be completely eliminated. We would also need to insist on noise abatement policies that are followed. In Novato, you are not allowed to start construction to repair your home deck before 7:30 in the morning because of noise, so why in the world would we allow these horrific jets to come over our homes at 4:00 and 5:00 in the morning? And at 6:00 and 7:00 at night after hours, when noise -- we are supposed to have quiet

zones in the area. The other thing that has not been brought up is what comes out of this jet fuel. I am very concerned as an environmental RN about Per chlorate, the jet fuel that is showing up in the blood, urine, and hair samples, and water supplies of the people in the L.A. Basin. So I would want some of that particulate matter that comes out of this jet fuel to be evaluated in our water supplies in the North Bay Area here, if we ever increase the jet traffic. I have a unique situation. I am one of ten Californians who are bio-monitored for a national study, and I know that I have got all kinds of carcinogens and lethal products, and DDT, and stuff that I was exposed to over 50 years ago, and I do not really appreciate having exposure to environmental toxins that are way beyond my control, and the people of L.A. are saturated with this Per chlorate, and you can see it in the number of illnesses and disabilities, and things like that that are occurring in that population. I certainly would not want that to happen here. And I am also very impressed with our alternatives here -- I will wind up -- I am probably at five minutes. Our alternative airports, Napa and Sonoma, I just went on a commercial flight up to Seattle out of Sonoma, it is way out in the boondocks. I did not see any houses affected by Sonoma, and that is why I believe that they are able to thrive, and they have got a good location, it was a 20-minute drive from my house to

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the Sonoma Airport, and we hopped on one of their Twins and got up to Seattle lickety split. So we have alternatives for commercial airplanes. And my final concern is how many more commercial jets this expansion would attract. This is not really about helping the pilots that are already in the hangars, and in the tie-downs out there at Gnoss, because most of them already can take-off easily on 3,300-square-feet, fully loaded. But this is about attracting more transportation drop-offs and pick-ups at Gnoss Field, maybe not airplanes that are housed there at all, but that are doing commercial relaying out of there. And that is another reason for having opposition to the expansion, extension of the runway. Thank you.

Mr. Franklin - Next speaker is Roger Roberts.

Mr. Roberts - Good evening. I am here to make some preliminary comments on behalf of the Marin Conservation League. We will be sending you a letter that will be much more comprehensive. The first thing I would like to suggest is that, when you are doing your baseline or presenting your baseline data, that you very carefully detail its components so that we understand the type and the sort of airplanes that are presently in that baseline versus what might be projected in the future, which clearly, with an extension of this runway, will attract more business jets and create additional traffic. And the baseline is a very

important number to have, and you have got 95,000 trips, or take-offs and landings, but we need to know what type of aircraft those actually are currently. Secondly, we think the EIR should contain very careful analysis about the -- I do not quite know how to describe this -- about the number of days in the year when there is difficulty in taking off a plane fully loaded. And that, too, relates to the existing baseline. It is my understanding from talking to some people who presently use Gnoss Field that the only days that that is a problem are on hot weather summer days when the air is less dense. And if that is really only an occasional problem, we should understand that and your analysis should show exactly what those conditions are, and how often they occur, because it may be really not a significant problem. We are interested, of course, in the Greenhouse Gas Emissions Analysis that will be done in this EIR and EIS. Air quality is not just a question of pollutants, under current law here in California, at least; we now want to look at greenhouse gas emissions. And so your analysis should cover greenhouse gas emissions that presently exist in baseline use versus anticipated and cumulative greenhouse gas emissions for anticipated use.

Now we come to the question of the impacts on the wetlands. It is clear that if you expand this runway and extend it, there will be impacts on the wetlands, and we

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would be very interested to know how you plan to mitigate for that in terms of finding alternative wetlands to restore or to protect in the neighborhood, because, clearly, if you are going to take away some wetlands, there should be at a bare minimum a 1:1 replacement of the wetlands that are so impacted.

My last comment, which is a suggestion to you, and I echo some remarks made by earlier speakers, you do have alternative airports that can provide the services required, that might take care of the additional use that would be generated by an extension of this airport runway, and that is both the Petaluma Airport and the Sonoma Airport. So in terms of looking at alternative airports to handle this potential traffic, we think it is very important that those two airports be looked at quite closely as viable alternatives to extension of this runway. We will be, as I say, writing you a letter that will probably have considerably more content to it than my remarks tonight, but we think that this must be done very carefully and we will look forward to helping you do that. Bye.

Mr. Franklin - Thank you. The next speaker is Brian Williams.

Mr. Williams - I live in the Partridge Knolls II Development, it is right behind Fireman's Fund. I am a member of the Homeowner's Association there. I am very

concerned about this expansion. We did not hear hardly anything about it, as other speakers have said. And I had to call people to try to get them to come to this meeting because nobody heard about it. I am wondering, first of all, who benefits from this expansion. Does the County benefit from it? Does the taxpayers benefit from this? Or does the commercial aviation jet business benefit from this? Also, I am interested in who instigated this expansion. Did the County instigate this and think of this, or did the airplane pilots and the commercial jet business owners put this idea in the County's mind? Who is paying for all of this environmental impact report and who is paying for this expansion? Does the County own this airport? I thought I saw that we do own this airport, so who is paying for all of this? Are we taxpayers paying for this? And who was here first? I know the Airport was a very small private plane, quiet, individual owner type of situation when we all moved in here and the houses starting being built, and it was an acceptable situation. So to say that "the airport was here first, and tough luck on you homeowners, you knew what you were getting into," is completely a wrong mindset. We knew what we had, we knew what was there when we had houses built and moved into this area, but we did not plan the huge expansion that you are talking about to allow major commercial jets to come in. We have already been through

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the argument of the landfill expansion, which impedes into the marshlands and the Bay Area, and that has been approved despite opposition. I am also interested in how this fits in with the Bay Area Conservation Commission which controls and prohibits further expansion into the Bay Area, and further encroachment into the Bay Area by developments. Because the Bay Area is already 50 percent smaller than it was 50 years ago, 75 years ago, before all this filled land development was allowed. It is my impression that this airport is already on filled land, and now you want to fill in more land and lessen the marshlands and the Bay Area by this expansion. I think also it should be taken into account the explosion of planned development that the City of Novato has in this immediate area, which is going to impact directly on the already inadequate overpass of Highway 101 at the Atherton/San Marin exit. There is already too much traffic there. There is already three stoplights, and the City of Novato has planned development for major expansion of the Fireman Fund area, and commercial buildings all up and down Redwood Blvd. North. And already, the traffic is not able to be controlled and to flow smoothly the way it is now.

Now, you could say that this traffic is going to all be taken care of, and especially on the overpass, but if you look at the examples of the Petaluma overpass,

Washington Street, that is still a mess after 20-30 years, and no plans are to expand that Washington Street overpass. Look at the Terra Linda overpass that is a very dangerous overpass, and nothing has been done for that for 28 years. Look at the San Rafael situation, very difficult traffic situation there. Sir Francis Drake overpass, there seems to be no money to eliminate some of these traffic situations, and we already have a traffic situation at the Atherton overpass, and I do not see any money available from Caltrans coming in to alleviate this problem in the anywhere near future, based on past experience with these other overpasses. We are concerned about noise in the Partridge Knolls area, just like the other homeowners are, it is right next to the airport. We are also concerned about the traffic, as I said, and I think you ought to take into account when you are looking at this expansion at all of the planned development by the City of Novato, commercial development in this area that is going in within the next five to ten years. And also, to complete this, my feeling is this is mainly to allow bigger commercial jets to come in, as has been previously stated, and we are all concerned about the pollution and the noise in Marin County. We are very aware of our carbon footprint that we already have, which is much higher than the rest of the world, even in Marin County. We are already concerned about the air

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pollution and the particulate matter, and we are concerned about global warming. None of this will be improved by more commercial jets coming in, it will only be made worse. So I would ask you to have these thoughts in your mind when you are considering expanding this airport, and have better announcements and better chances for us to input this before you make any decisions. Thank you.

Mr. Franklin - Our next speaker will be Jean Johnson.

Ms. Johnson - Hi. I am Jean Johnson. I live on Sallow Wood Drive, and unfortunately I have not been on my roof, but I am sure there is a big sign that says Gnoss Field, turn right, because every plane seems to go over my house and turn right. My phone is on speed dial to Ken, who has probably I.D. and does not answer anymore, but he has had the courtesy to answer a few times, and has basically told me that, "well, you know, with the summer time, you have more windows open and you will hear more noise." Well, I am here to say that is not true, it is constant. And I can probably be blindfolded and sit out in my yard and I can tell you what time of day it is and what day of the week is by the planes that come in, and there is no 400-foot clearance, there is about 180-feet sometimes. I have reported numbers, I have taken pictures, I have called the FAA, and I have gotten nowhere. And so I think it is a

disaster and I do not see how you can justify adding any more planes as it currently needs to be fixed. And another situation is you have a lot of pilots that do come in, and they may be one-shot deal, I do not know how the system works, but they have absolutely no clue and they do not give a darn, and they will just come right down. And it is getting worse and worse. And on top of that, they will also do some of their -- the smaller planes will do their training right over our house, and so unfortunately I am here to say do not do it.

Mr. Franklin - The next name I am going to call, you definitely have to excuse me if I mess it up, Robert Fujimoto.

Mr. Fujimoto - Yes, my name is Robert Fujimoto and I live on School Road. I think it is clear from comments that you have received here that there is a noise problem on the south side of the airport. The airport has done a good job with its noise abatement program, they have reduced the noise somewhat, but we still have problems out there. Part of the problem is that there are no consequences for the pilots who violate the noise abatement rules of not taking off over the residential areas. The other part of the problem is there is no consequence to the airport for lack of enforcement of the noise abatement problem. Now, we are talking of a major expansion of this airport. We are going

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to increase the runway length by a third. And this is going to allow for heavier planes to land and more planes to land. This is a major change in the use of this airport. And this type of change requires a conditional use permit, a conditional use permit that spells out the requirements to build the expansion, and also to expand to operate the expansion. And this conditional use permit should put some teeth into the airport operations for both pilots and for airport operations, and if the airport and the pilots cannot control the flights and the noise, then the airport should have consequences. These could be such things as reduced hours, shortening the runway, or whatever, to get compliance to the guidelines, the rules that are set up, so that we do not have these stray hotshots flying over our community. Thank you.

Mr. Franklin - The next speaker is Joseph Valls.

Mr. Valls - I have lived in Bahia for 30 years. Ignacio is a nice little airport, nice little small airplanes, and now days we have jets. That is all right, it is not too bad, but they do not fly over my house, they fly over a lot of these other people's homes, and that is just not right. You are proposing 1,100-feet or 1,000-foot extension when, in actuality, according to your paperwork, you need 115-feet on the south, and 140-feet on the north. So why 1,000-feet? Follow the money. Where is the money

coming from that wants this done? Maybe Supervisor Arnold can tell us where the money is coming from, who wants this, certainly not the people who live in Bahia, certainly not the people who live in Black Point, certainly not the people who live in Partridge Knolls. Where is it coming from? We do not want it. It was a private airport, now it is a commercial use airport. And if you do this, it will really be a commercial use airport, and it is asking too much. The people in Bahia have been nailed, have been hammered on for years, and this is just one more thing that you are going to go ahead and do to us, and it is just not right. Thank you.

Mr. Franklin - Our next speaker will be Harold Bexton.

Mr. Bexton - Good evening. I am here mainly to speak about overflights and noise abatement. I can understand the need for the buffer zones and the overrun areas. Just to add a note of levity, when I learned to fly many years ago out of Dirt Field in Canada, our overrun area was a cornfield, so I can understand why you might need to do that. What really concerns me is the extension of the runway because the first speaker was absolutely right, that is going to attract many many more larger, heavier planes and jets, more jets. I have lived in Bahia for 25 years and I have seen the changes. Originally it was all small planes and the big change was when the few jets started coming in

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-- huge change in noise level. And it is interesting that most frequent violators are the larger planes, so what you are talking about with the larger runway is more violators and much higher noise levels. So, as I said, some improvements I can see, the extension of the field gives me and many of the people in the community a real concern because it just looks like a whole change to a much more commercial operation. So some of the things that I think need to be looked at are mandated patterned approaches, as somebody else mentioned, mandated noise abatement, and perhaps some kind of completely restricted overfly zone over the neighborhoods. Thank you.

Mr. Franklin - Christopher Gilkerson.

Mr. Gilkerson - Hi. I am Christopher Gilkerson. I live in the Rush Creek neighborhood, south of the airport. I want to thank Supervisor Arnold for being here. I know she and her assistant are busy taking notes. I mean, ultimately this will be a Board of Supervisors decision post-environmental impact study whether an expansion goes through. So I think everybody should understand that. I want to follow-up on some of the comments about baseline and assumptions. In the opening presentation, I was very troubled by the assumption about the challenge to overcome, and I think that we really need to know the numbers in terms of current airport tenants who are not able to operate

their aircraft at optimum weight for maximum efficiency. The example was given of taking the two trips to Denver, you know, which users is that of the 95,000 operations annually, how many of those operations are actually negatively impacted by the lack of the extra 1,100-feet and runway? I was also troubled that there seemed to be an assumption in the initial presentation that this will not encourage additional airport traffic, and that troubles me because obviously the Environmental Impact Report has to be very objective, and so I would like to know where those assumptions are coming from because it seems very contrary to common sense. I think the numbers as the baseline is probably about the most important thing in the Environmental Impact Report, so, again, I would emphasize very clear transparent assumptions and numbers so that the public can comment on that baseline, because obviously the impacts of the proposed project are all going to be based on what that baseline is.

In terms of noise, aviation activity forecasts, I think, are obviously going to be part of the analysis. The FAA in 2006 estimated that new, lighter, cheaper corporate jets like the Eclipse 500 will increase jet traffic to small airports by over 120 percent by the year 2017, so I think those additional numbers that the FAA has and relies upon obviously have to be part of your analysis.

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In terms of impacts, I think either an alternative that should be studied as part of the Impact Report, or maybe its significant mitigation measure, is how can we actually have enforceable prohibitions of flyovers over residential neighborhoods? I think you ought to analyze that. What would need to be done in order to actually make that enforceable? If you look at the diagram that we were shown, the end of that runway or the extension is going to go right into the railroad easement, and obviously there are big plans to use that railway, including bike paths. I do not see how that type of use can be compatible with extending a runway in that direction. I think that should be analyzed. There is an impact on the use and enjoyment of open space. The wetlands obviously is a open space area, and many of us contributed to the purchase of those lands for public use and enjoyment, so any increased traffic ought to look at that as a significant impact.

In terms of relationship to growth inducement, a while ago there was a big proposal for the Marin Jet Center, where Dale Air Partners was really pushing that as a development. So what is the relationship to this runway extension to future growth of the airport, and also the corresponding impact on traffic?

Finally, I think many of us would be very interested in how the airport expansion project will relate

to the Greenhouse Gas Reduction Plan that the County has put into place. And also, many of us will be looking at the cumulative impact analysis and how that will factor into your report. Thank you.

Mr. Franklin - Our next speaker is Barbara Salzman.

Ms. Salzman - My name is Barbara Salzman. I am representing the Marin Audubon Society. Hello again. Our main interest is in the wildlife habitat and the wetland impacts. We are in the middle of restoring a large area of marsh at Rush Creek and that is adjacent to Black John Slough, which is a waterway that has endangered species and a number of other special status species. So any extension to the south would be a major problem. You need to discuss that thoroughly, show diagrams, I know you have them, but you need to discuss the distance and the potential impacts. But then extension to the north is also a problem because of possible impacts on birds that might be coming out of Redwood Landfill, although they do a pretty good job of trying to keep the population of birds down, but that is a potential impact that needs to be addressed. The need has been brought up lots of times this evening, and I think you need to really thoroughly discuss the potential new planes that could be accommodated there, the growth inducing aspects of it. But one thing that confuses us is, for

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years we have heard about the problem with the crosswind runway here, and for I think 20 years, this has been addressed and the role of designs about having the runway go to the east. What happened to that problem is that here you are, you know, designing something that is going to make even more permanent what for years you have said, "No, I don't know, I don't fly, so maybe that was not right," but at least you need to address that in the EIR because if you are going to extend something that is unsafe, that does not make any sense. The other policy that we wanted to raise and have you address is the county has a policy that foreseeable development on all of the property needs to be applied for if an applicant comes in for a project. And from my looking at this, you are piece-mealing something because over the years there has been, as I said, proposals for a runway to go toward the east, there has also been, as someone else has mentioned, proposals for office buildings and whatever these -- there were significant expansions. Why is that not being required of this applicant right now? It is required of other -- it is even required of George Lucas, why wasn't it required here? Okay, and the last thing I wanted to mention is, in view of -- you should seriously consider a no project alternative. Maybe you should consider an alternative with all of these potential developments, but also you should consider an alternative

that has also been mentioned, which is just extending the safety areas, not the runway itself. And that seems to be -- it seems you have a big job ahead of you.

Mr. Franklin - Thank you. Our next speaker is Edward Mainland.

Mr. Mainland - Good evening. My name is Edward Mainland. I am representing tonight Sustainable Novato, a local nonprofit citizen's group. We would appreciate the EIR addressing, I guess, four main areas of concern, or issue areas. And I think it is fair to see we are rather skeptical as to whether this project contributes in any meaningful way to making Novato or Marin County anymore sustainable. First, why expand the airport? I think you could get at that perhaps a little more transparently if there was something like an economic impact analysis, or a comparative benefit analysis, because I think it would be useful to weigh who gains, who loses, for the benefit particularly of our Supervisor, Judy Arnold, who will be taking a decision on this down the line, and seeing where the interests of her constituents lie, and where the other interests involved in this project lie. Now, one reason advanced in your slide show is that safety and non-compliance with FAA specifications were one reason to have this runway extension, and so logically, if this airport is currently unsafe, then my question is why doesn't the FAA

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just shut it down right now? And if it is safe, then why is their runway extension needed? I hope that the EIR could clarify that issue. Number 2, crash probabilities. Statistics that we are all familiar with show that civil and corporate aviation is far and away more accident prone than large commercial aviation, so logically, with much greater air traffic, with much more varied types of planes coming in on an extended runway, that should logically mean an exponential increase of crash risk. And I hope the EIR will look at that. Thirdly, types of aircraft that aviation projection would reveal. It is no coincidence that 4,000-foot runway, that is the expanded runway, is precisely what is needed to allow a whole variety of small corporate jets, business jets, luxury VIP taxi aircraft, and even many commercial jets, to operate at this airport, that the current runway does not allow. This project seems tailored precisely and deliberately to allow these many new types of jets to operate here. And then the question is, why and what benefit is this to the Marin community. Fourthly, global warming and peak oil. We hope that the EIR will seriously examine the impacts of coming climate disruption on this facility, expanded or not. Current pumps, for example, as I understand, take care of high tide to keep water off the runway right now; can you imagine what a sea level increase of 1 meter or 2 meters would do to those

pumps and the projected levees? So my understanding is that, right now, you do not have climate change factored into your scoping and I think it should be. And finally, you should examine whether or not it makes sense to pour money into this kind of fossil fuel based transportation mode at a time when doing so would contribute to making it much more difficult for Marin County to make its carbon footprint under A.B. 32 restrictions that are coming down on greenhouse gas emissions, and also, whether or not aviation, particularly this kind of aviation, under conditions of peaking oil and enormously increased fuel prices in the next few decades, or even years, whether this mode of transportation makes sense anymore under conditions that we will be facing fairly soon. Thank you very much.

Mr. Franklin - The next speaker is Robert Raven.

Mr. Raven - Hi. Yeah, I did not get the notice until I got a phone call, so it would be really nice if we could actually get more notice for these public events. Okay? Most of the people here live in the area around the airport. I live in the San Marin district neighborhood, and the flights right now do not cause me too much problems, sometimes they do make some noise and bother me, but with a bigger runway and more jets, those jets will come over the whole City of Novato, and 50,000 people will be affected, not to mention people further away. And so there will be a

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lot more noise for all of us in the City of Novato here. I also hike along Rush Creek a lot, and the planes fly really low over the hiking trail there, and sometimes they startle me, but a longer runway with more jets would destroy that wonderful hike that a lot of us enjoy out there, and would scare off the birds and other wildlife that make it their home and at least temporary resting place, and it would also pollute the air more, these jets are very polluting. And that would affect the wildlife, as well. And someone mentioned some of the pollution that was found in the waters and stuff and that is not good. Adding more global warming gasses was mentioned and is the wrong way. We are supposed to be going in the other direction, and lower the global warming footprints. And that could also hurt the wetlands, as just mentioned. You know, imagine a 10-foot rise in sea level. You are spending all this money on the airfield that might be under water. And also, you would hurt the rest of the planet, okay? So it seems like I have heard one speaker here speaking in favor of it, and almost everyone else is against it. And this is a democracy, you know, in action here, and it looks like it is pretty much a consensus view here -- is against the runway. So please, no jets and no expansion of the runway.

Mr. Franklin - Our next speaker is Lynn Baker.

Ms. Baker - My name is Lynn Baker and I live in Partridge Knolls, which is adjacent to 101 as you go northbound. It is on the left hand side. There has been some eloquent speakers here tonight and they have presented a lot of different aspects of this project. I agree with 95 percent of them, and I think you really need to pay attention to what they are saying. There is a noise factor. I for one can sit in my dining room, I overlook 101, and I overlook the airport. The planes that come in come directly towards my dining room window, make a 90 degree turn, and then land. And there is a noise problem and there is a hotshot that runs around about 4:00 or 5:00 in the morning, and I thought it was one of these little twin engine things, but I do not know anything about aviation, so I do not know what kind of plane it is, but he is the most obnoxious pilot, and my husband said if he ever saw him, he would throw rocks at him, and he probably could hit him because he is coming right at our window. So I think you really need to pay attention to what these people are saying about noise. It is an issue not only for Rush Creek people, Bahia people, San Marin people, Partridge Knolls, there is even a district called Atherton Ranch that they fly over from time to time, depending upon which way the wind blows, and so it is a bigger piece than you realize as far as an impact in Novato. And I just want to make note of the fact that

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there is going to be a lot of traffic congestion going on in the vicinity of San Marin and 101 because there is a huge development going in at Fireman's Fund, there is what is called the San Marin Business Park, which is going to parallel the office at the side of the freeway, it is going to parallel Gnoss Field, so you are going to have a huge hub of activity, and if you have larger jets coming in, you are going to have more traffic in that immediate area, which should be part of the traffic flow in and around that whole 101/San Marin intersection into the airport should be considered. I also heard someone here tonight mention the fact that there was a weather factor and the rising. I used to work as a communications dispatcher. When Gnoss Field flooded in 1982, we took navy transports in there to pull those planes out of that field. It is a real factor that that field does flood. So you need to take into account the fact that you may be building a runway that is going to go under water. And I do not think that that is a really wise use of County funding. And while we are on the topic, where is all this funding coming from? Who is funding this? Is the County funding this? Is it coming from outside sources? Where is the money coming from? The County is supposed to be broke. The state is supposed to be broke. Who is funding this? I would like to see that included in some report, I do not know whether -- it probably does not

belong in the Environmental Impact Report, but a financial statement. Where is this money coming from? Thank you.

Mr. Franklin - Our next speaker is Dr. Richard Levy.

Dr. Levy - Hello, I am Dr. Richard Levy. I had several points, many of which have been covered by others, but I want to reiterate them because they affect me and my family, specifically. There is currently no control over the actions of any of the pilots who continuously fly over our home. The results are noise and extreme danger for me and my family for those planes to simply fall out of the sky. Now, what happens if they fall out of the sky? I live in a Blue Oak Madrone Ecotone, it is a unique area where those two types of trees come together, and what happens is you are going to get a fire, and this is a unique environmental area that will be burned down -- lost, and something that a number of people have worked for about ten years to save and have done so. There is no enforcement of the flyway area in which planes are supposed to fly. There is no consequences for the pilots, nor for the airport. How would you feel if you had new pilots, not licensed, learning how to fly, fly over your house, directly over your house, gaining hours towards their license? I am certainly uncomfortable with that. I have experienced hotdog pilots flying out over the marsh, zooming every which way,

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uncontrolled, and thinking they pulled one off. I am surprised to hear confirmation of what I only thought I knew about, about hotdog pilots. And specifically, the Leer jet commercial airliner who comes in and the fights that they have almost gotten into with people who went out to the airport to find out who is doing this continuously. I have complained to Ken Robbins about this when I first moved into my home on Laguna Vista, ten years ago. I probably have complained 200 times. After about six years, I got quite tired of doing this, so in the last about four years, I have not complained so much. Was there a change? There was some change when signs were put up, those were adhered to for perhaps six months, but there were still flyovers over my home. I was told that I need to capture -- and some people have better eyes than I do -- the number on the tail. I cannot see the number on the tail. It was kind of ludicrous. So what plane is it? So I called in and I said what time it occurred -- no enforcement again, no power, and no consequences. Obviously I am opposed to the expansion of this runway. And I have a sheet here for those of you who might be opposed, as well, if you would put your name and phone number and e-mail on it so that we may talk to these people again, maybe in unison. I thank you for your time -- and your extreme consideration of the points brought up by me and other of my neighbors.

Mr. Franklin - I have one -- the next speaker is Ted Newman.

Mr. Newman - Good evening. My name is Ted Newman. I did not prepare remarks and I want to apologize to all the people here, as well as the people who have already presented in not hearing a lot of their remarks. So if I am either repeating or whatever, but I come here not for or against the runway extension, I do come here to make a few points of clarification to some things that have been said, as well as some things that I have not seen yet in writing, for instance, that is out front there. I recommend to the public to review the Federal Aviation Regulations regarding aircraft flight, as far as what pilots can legally do, and unless any of us can cause the federal government to change those regulations, they are in effect and they are what they are, just like if the speed limit on the freeway is 65, and you do not like that, well, there is nothing much you can do about it unless you can cause the state or federal government to change that. Another point I wanted to make is that this airport, in addition to signal and twin, or multi-engine aircraft, is also used by rotary aircraft, or helicopters. The airport is used not only for private use and also commercial use, but it is also used by various government agencies, the highway patrol on occasion lands there, the U.S. Forest Service, also the California

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Department of Forestry, they were just there two weeks ago, landing a helicopter with a water bucket on it. And in that vein is that one of the values of this airport, separate from private use or commercial use, is that -- not if, but more like when Marin County or Southern Marin experiences a natural disaster such as an earthquake, people think that Marin is exempt from an earthquake, I think they should re-think that, a fire, or flood, and I do not mean flood of the tidal wetlands, but floods of other areas, that the airport may well, even in its current length, be used for emergency aircraft to land there and be there for personnel and/or equipment, so it does serve that function. I think that just about concludes my comments. The last thing I would say is that, regardless if the runway is lengthened or not, I do not believe it is going to affect the noise level -- let me re-state that -- even with the longer runway, it is not going to move traffic away from Bahia, not likely, not much. There are a couple other comments. There are always people who choose to behave contrary to the law, contrary to the benefit of their neighbors or society, and I think as a society we try and deal with them either legally, or the best way we can. Unfortunately, it does only take one or two bad apples to tarnish the barrel or the crate. There were just one or two other comments I had. Granted, the location of the airport was never a great location. A lot

of things should never have been built in tidal flood lands, including shopping centers, houses, and roads. I do want to make the point that Gnoss Field has been there longer than much of the housing in the surrounding area, and this is not an isolated case where people either move into a neighborhood, or have been there 10, 20 years, and literally wake up one day and say, "Where did that airport come from," when in fact it has been there pretty much all along. And so when one decides to buy a house in any given neighborhood, one should be aware of what that entails. And we even have laws now in the State of California that have to disclose various things. I do not know if it includes the location of an airport, but just like if you move next door to a farm, and then you realize you do not like the smell or the noise of the farm, the farm was there before you bought the house. You were not forced to buy that house. So that is what I would like to say. Thank you very much. And we will watch the process continue. Thank you.

Mr. Franklin - We are getting close to our allotted time, so we have one last speaker, Sally Scott.

Ms. Scott - Hello. I am Sally Scott at 504 Santana Road in Bahia. I will be quick. There is only a couple points that were not covered, but to address the last gentleman's comments, I think most of Bahia and Rush Creek and all the surrounding areas have accepted and do like

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Gnoss Field and small planes, I myself like to go in stunt planes, so it is not a matter of not liking aviation or the airport, or not recognizing that we all know the airport was there and we accepted that. It is the expansion that we do not accept, which is coming much later. The first thing I want to say is I really am disappointed at the disingenuous presentation that was provided tonight to the residents as to the reason for the expansion which, to me, reflects the attitude of those supporting this project, and how we are going to be treated all the way through it, and the honesty level. Because if anyone thinks we believe that presentation, which has already been proved by so many people that got up and said so. The other thing is it is going to greatly impact home values. And Bahia has been highly impacted enough already, and I wish Judy Arnold was still hear to listen to this because I believe she is a big supporter of this, and apparently she does not support the residents of Bahia, Rush Creek, San Marin, Black Point, and Green Point. To expand this airport in this highly impacted residential area, to me, is unconscionable. In Santa Rosa, that airport, like another resident said, is located in a perfect area for an airport, and I think to have this expansion here with all of these homes around, whom already have been impacted, I myself have read many identification numbers on the planes and reported them. I could read them

from my deck. And they have come extremely low, within a few hundred feet, very often and recently. And I am tired of calling, too. I know other neighbors are on it and calling, but now I think it is coming to a head. So I do hope that this project will die. Expanding the safety areas makes a lot of sense, but the rest of it, to me, I do not see any reason for it being of great value to anybody except those that will make a little extra money. Thank you.

Mr. Franklin - I think we have actually gone over the time that we were going to allot for the scoping meeting tonight. I just wanted to remind everyone that is still here that we will be accepting comments up until August 29, 2008, and if you were not able to give verbal comments tonight, I encourage you to take one of our comment sheets and write your comments and send those in to us, as well. I want to basically close by thanking everyone coming out tonight and giving us your input on the Marin County proposed project. And at this time, we are going to close our scoping meeting. Thank you.

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FEDERAL AVIATION ADMINISTRATION

AND THE COUNTY OF MARIN

Thursday, August 14, 2008, 6:30 P.M.

Marin Humane Society Auditorium

171 Bel Marin Keys Blvd.

Novato, CA

Public Scoping Session on Environmental Impact Statement

and Concurrent EIR for Proposed Extension of Runway 13/31

At Marin County Airport - Gnoss Field

~OOO~

Reported by Tahsha Sanbraillo

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ITEM 1. Introduction.

Mr. Franklin - My name is Barry Franklin and I am an Environmental Protection Specialist with the Federal Aviation Administration in Burlingame, California. I am being joined here tonight at this public scoping meeting this evening by, to my right, John Roberto, who is representing Marin County, and the FAA's consultant, Rob Adams, who will be doing the presentation this evening.

Before I go into my opening remarks, I just wanted to make a short statement. Some of you may not be aware of the FAA's role in this whole process. You are probably aware that this is the County of Marin's project, but you are probably wondering, well, what is the FAA doing? The FAA's role here is that we give federal funding to the Marin County, or the Gnoss Field Airport, therefore we have a federal obligation to prepare a separate and independent environmental documentation for the Marin County proposed project. And not only is the federal document required because of federal funding that is given to the Airport, but also the Airport is responsible for preparing what we call an Airport Layout Plan, or an ALP, which basically depicts the entire development on the airport that can go from what the FAA describes as short-term, in five years, or long-term, that can go out as far as 20 plus years. And that is a document that the FAA has to approve for the County before

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their projects will move forward. So, in short, basically that is an overview of the FAA's role in the Marin County project.

The FAA is preparing this NEPA document in accordance with the federal legislation known as the National Environmental Policy Act, or NEPA. As the federal agency, we announced the proposed project in what we call our Notice of Intent, to prepare an EIS in the Federal Register. And that was done July 11, 2008. Also, the County published the same Notice of Intent, or what we call the NLI, in the Marin Independent Journal on July 11th and 13th, and the Novato Advance on July 16, 2008.

I just want to take this opportunity to make sure everyone understands that no decisions are going to be made here tonight. Today's scoping process, as the FAA typically runs it, is we ask that the public and/or agency representatives that are present here tonight will give us your comments, concerns, and other issues that you may want to talk about before us tonight. If time is allotted, then we would entertain questions after everyone has had an opportunity to give their comments. Basically, our job here just tonight is just to listen to what you have to say about the County's proposed project. Once we finish the scoping meeting and we have heard what you have to say to us tonight, we would move forward and start to prepare what we

call the Draft EIS and, at the same time, have the County's Draft Environmental Impact Report prepared at the same time. When the Draft EIS is ready for distribution and review by the public that is done for us by the U.S. Environmental Protection Agency, or the EPA. That document will also be published in a Federal Register at that time. The FAA's policy prior to a public hearing is to allow the public a 45-day period to review and comment on the Draft EIS. Once the 30 days have passed, we would hold a public hearing again, go through the same process again, and also allow the public and/or regulatory agencies to give us their feedback a second time on the Draft EIS and the Draft Environmental Impact Report, and before we move on to the following documents.

Before we ask anyone to come up tonight to receive verbal comments, I would just like to give you a few ground rules, if you will. As stated earlier, we are here to listen to what you have to say, but we also have a Court Reporter present to ensure that we have an accurate transcript of the meeting, and also there will be audio recording, as well. For those who may not want to come up to the podium tonight and give us verbal comments, we do have comment cards or comment sheets that you can use to write your comments, as well. And on the bottom of that

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same sheet, it has my name and address of where you can mail your comments or concerns to, as well.

What we are going to do here now is I am going to stop and I am going to hand it over to John Roberto to give you an overview of the County's role, and other items he wanted to discuss. And after John has completed, we will then turn it over to Mr. Rob Adams for the presentation.

Audience - Question. Is it appropriate to roll back all the comments and questions until the presentations are done?

Mr. Roberto - You will have to wait until after -- is this on? Yes, if you will, once the presentation may answer some of your questions, so if you would just give it a minute, we will be very fast here. On the part of the County of Marin, I would like to say welcome this evening and to kind of cut through this very quickly, the FAA needs to comply with the National Environmental Policy Act, and are preparing the Environmental Impact Statement. This is an environmental analysis of the runway extension project being proposed by the Department of Public Works in the County of Marin. The Marin County Board of Supervisors eventually will be making the decision on this project. Before they can act, they need to comply with the California Environmental Quality Act, and must prepare an Environmental Impact Report. So there will be two reports being prepared.

We have combined the public scoping meetings, we may combine the public hearings on these documents, they are anticipated to be released at the same time, together, and so then you will have the option to see them. The reason that there are two reports is that the guidelines for implementing these documents are a little bit different. And the County of Marin, in preparing the EIR [inaudible] talk about mitigation measures that can be implemented, if the project should have an adverse effect. And we may [inaudible] about noise, [inaudible]. And ways to deal with that are called mitigation measures. And the Environmental Quality Act requires us to look at those and investigate the impacts of those mitigation measure. The National Environmental Policy Act is going to be part of that. The California Environmental Quality Act, because it looks at the growth implications of this application, whereas the National Environmental Policy Act does not require it. So these documents will be somewhat different because the issues they address are mostly the same, but there are some nuances too. So just to let you know that there are two things going on here, if you care about that, your comments tonight should be whatever you are concerned about -- whatever you are concerned about. It will be our responsibility to see whether it is CEQA-related or NEPA-related. So your comments will be addressed in these documents. The purpose is so we

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know once these documents are done, this does not mean anything relative to whether this project goes ahead or not. There will be other hearings on that matter before the Marin County Board of Supervisors. And the decision will be made at that time. These documents are informational only, and these documents are here to what the environmental effects of this proposal, and that is why we want to hear from you tonight. So thank you and we look forward to hearing what you have to say.

Mr. Franklin - Before Rob comes up, I have one more statement to make, and, sir, I thank you for bringing that to our attention. We have comment cards that are being passed out now for those that want to come up and give their comments. Once the cards are filled out, we ask that you return them to Tamara Taylor, who is handing them out, so that we can call you in order. Due to the size of the crowd that we have here tonight, we would like to limit each speaker to about 5 minutes. Hopefully that will allow everyone to give comments. At this time, Rob, if you could come up?

ITEM 2. Purpose of meeting/meeting procedure.

Mr. Adams - All right, thank you. And good evening. I know you are all very interested to have your comments known, so I am going to keep the presentation brief and afterwards you will have an opportunity to come up.

Our agenda for the presentation, we are going to talk a little bit about the purpose of the presentation some of the project background, what has occurred that has brought us here to tonight's meeting, and then I am going to go through a description of the proposed project, the County's proposal for the Airport. And then I am going to follow it up with a brief discussion about the environmental processing that will occur for this project, and some of that is going to be duplicative of what units are varied and John talked about, so in those areas, again, I will just move through those pretty quickly.

The purpose of our presentation tonight is to introduce the project to you, talk a little bit about the scope of the project, and the environmental processes that we have, but probably most importantly is to identify what issues you feel should be addressed in the study. This is your opportunity to raise those concerns that then get raised in the study. We have some ideas, we are professionals in this area, so we know the types of things, we have done a little bit of research already to understand some of the potential impacts, but we do value your input and feel like you really bring a key piece of the puzzle here tonight.

So a little bit of the background. I am sure, as most of you know, we are in the North Bay Area here, and

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Gnoss Field sits right along the 101, right where that little dot is there. It is an important link in the regional air transportation network. It serves as what we call a "reliever airport." That is a distinction. There is a reliever airport and then there is something called a primary airport. A primary airport in this area is San Francisco International and Oakland. Those airports are serving passengers, paying passengers, and large cargo. The smaller airports like Gnoss Field are referred to as "reliever airports" and they do just that, they relieve some of the traffic that can go to the very specific locations in which there is that demand for air service.

Let us talk a little bit about the airport itself. I am not sure how many of you have actually been to the airport, so I am going to give you a very overview. What you see here is, just as orientation, this is 101 running north and south through this area here, this dotted yellow line that you see is the airport property boundary, and they own all of the land within that yellow dotted line. The runway -- and it is a little bit difficult to see, we have got some better images coming up, but the runway, there is one runway that sits right in that general location, and that runway has a name, it is called Runway 1331. And how it gets that name given to it is, if you imagine that there is a compass, a 360° compass here, and you just lop off the

last zero of the compass heading, you will see that this runway is oriented in the 130 direction, and the 310 direction, and that is how all runways across the entire country are named, is by their orientation to a compass heading. So Gnoss Field, it is 1331. The length of that runway is 3,300-feet. At the airport, on an average year, there is roughly 95,000 landings or take-off's at the airport. That is the average that you would get, looking back the last few years. Most of those landings and take-off's are being conducted by small single-engine propeller aircraft. There are some twin engine propeller aircraft that operate there, and there also are some small business jets that operate at the airport. There is a system of levees and, again, it is a little bit difficult to see on this map, we have got some better ones, but you can see this little dark line through there. This area is a really low area, and therefore there is a system of levees that help protect the airport from flooding. There is also some ditches that move the water that is coming down off of the hill, and moves it around the airport and the levee system that is in place today.

Okay, so there are a couple of challenges that are facing the airport. The first is its current runway length. I mentioned that it is 3,300-feet, this limits the ability of the current airport users to fully utilize their aircraft

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that they have there today. I want to be clear about this. We are not talking about new aircraft or bigger aircraft, we are talking about the aircraft that operate at Marin today. And essentially, to put this in simple terms, if there is an aircraft pilot that he has been engaged to transport, let us say seven people to Denver, his aircraft can hold seven people, as well as their luggage; the problem he has with 3,300-feet is he cannot put enough fuel, and he cannot put all those passengers and luggage on there with that length of the runway. So what he has to do, he has to make either two trips, flying half the people and half the luggage on the first trip, and then fly back and pick up the other half, or he has to bring in two aircraft at the same time to fly that group to the airport that they are going to, and back. So essentially what you have happen is, either they choose a different airport, they choose not to make the trip, or they have extra flights coming in to the airport to serve that client. Generally, if somebody is interested enough to make a flight to Denver and make those arrangements, what ends up happening a lot of the times is that there are two flights that occur where one aircraft should have been able to accommodate that.

The other issue that is facing the airport is the need to comply with current FAA standards for what are called "Runway Safety Areas." The latest FAA guidance

calls for a runway overrun area of 240-feet in length, and 120-feet wide. The current airport has 125-feet on the south end, and 100-feet on the north end. Now, let me just show you -- it would be easier to just show you this. We have now rotated the image a little bit here. North is in this direction right here, here is the 101, here is the runway, and you get a little bit better picture of the runway there. What I am talking about is right here, there is a 100-foot overrun, and 125-foot overrun on either end of that runway. Now, what is an overrun? An overrun is an area sometimes paved, sometimes it is just compacted dirt, it is an area that has to be available so that if aircraft for whatever reason go beyond the end of the runway, that there is an area that they have some safety margin there that they can move their aircraft onto without hitting a ditch or a tree, or something like that. It is a safety -- it is an extra added safety feature there. So right now, the airport -- their overruns are not meeting the FAA standards for this size of airport and the size of aircraft that are operating today at the airport.

So to address those two issues, Marin County, as the owner and operator of the airport, have proposed the following improvements: first is to extend the runway from 3,300-feet to a total length of 4,400-feet, so that is an 1,100-foot addition to the runway, as well as installing

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the proper overrun areas of 240-feet on both the north and south end of that runway.

Unidentified speaker - Is the suggestion on the prior phase [inaudible].

Mr. Adams - No, it is not. We will get to that on the next slide. You will see a map of it.

Also, there is a taxiway that is adjacent to the runway, which is shown -- here is the runway, and here is the taxiway, right through here. They would extend that taxiway to meet so it would continue on to serve the end of the runway there. There is also some levee work, I mentioned that there is levees there today that currently come around the end of the existing end of that north end of that runway. Those would have to be extended out farther to the north, as well, to continue that protection for the end of that runway. There also are some navigational aids which are -- there is lighting systems and other transmission signals that aircraft use to align themselves properly with the runway. Those would have to be shifted to the north, as well. One thing to note on here is, I showed you this yellow box, originally, this yellow shape here that is the airport property, all of these improvements would stay on airport property. There would be no land acquisition with this particular proposal that the county has put forth.

So let us talk a little bit now about what the environmental process is. This is a diagram here that shows you from beginning to end, which starts with project identification, all the way through selecting a consultant, preparing an initial scope of work, all the way to here we are today, we are at conduct scoping. Now, if you look at that, you might say, "Gosh, we are sort of mid-way through the process." And you would be exactly wrong if you felt that. We are at the beginning of the process. Barry mentioned that there is no decisions that are being made here tonight and I will just echo that. There has been a lot of work that has occurred to get to this step, but the real work begins here and, gosh, we only have this one little box here called "Detailed Environmental Analysis," that box should be off of the screen because that is really where all the work gets done. So that is the phase that we are getting ready to step into and, again, that is why it is so important for us to hear from you and from the regulatory agencies about what are the specific issues, because we are getting ready to start doing our analysis on all of the environmental issues. So that is why this process here tonight is so important. As we move through that process, though, you see here is that Draft EIS/EIR that Barry mentioned, the public hearing, Barry mentioned that as well, and then on through down and through here, to where right

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here is really where we are trying to get to, which is the end of this environmental process, which is decisions being made in terms of the environmental preference of the project, or not. As John mentioned, whether or not the project actually gets built is outside of my realm -- outside of my scope, if you will.

Barry and John both mentioned this, but I will just reiterate it very quickly. The Environmental Impact Statement, or EIS, that is being prepared to comply with the National Environmental Policy Act. That is a federal statute. The Environmental Impact Report is being prepared to comply with the California Environmental Quality Act, a state law. We also recognize that there is other federal and state laws and acts that we are going to be looking at. Some of these include, but are not limited to the ones that are on the screen here, Section 106 Consultation. What is that? That is looking at historic, architectural, archaeological, and cultural resources. We are also looking at something called Department of Transportation 4F. Any time you are dealing with a project that is dealing with a Department of Transportation facility like an airport, any time you are dealing with anything that might impact an airport or a park, or anything that has been funded through the Department of Transportation, you have to look at a special section of impacts called DOT4F. We are going to

be looking at the Endangered Species Act, we are going to be looking at the Clean Water Act, NACTS and CACS (phonetic), those are acronyms that in simple terms are looking at air quality and air emissions from the project, both on the federal and the state level. And there are literally dozens of others that I could have put up there. We are going to hold all the questions. If you want to write it down on your sheet of paper, that would be good.

Unidentified speaker - For this process, is there a traditional Use Permit for this process?

Mr. Adams - Again, we are dealing with the environmental process. John and Barry also talked a little bit about their roles. I am not going to belabor this, but Barry here is representing the FAA, which is the lead Federal agency, John is representing Marin County, which is the state lead agency.

John mentioned some of the differences between the NEPA or EIS process, as well as versus the CEQA and EIR process. One of the differences that I wanted to highlight for you here is that, in the NEPA process, the Alternatives Analysis is handled a little bit differently than in the CEQA process. Under the NEPA and the EIS process, when we find that there are alternatives that meet the purpose and need for the project, that essentially can solve the problem and if they are feasible and reasonable alternatives, those

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alternatives have to be analyzed in the same way and in the same level and detail as the County's proposal, so they are given equal weight and they are treated exactly the same when we are evaluating their environmental effects in the EIS document. So when you look at the EIS document, that is going to provide a little bit more information about the environmental impacts of alternatives to the project than the CEQA EIR document would, will, and normally does.

So what are some of those alternatives? Well, we have already started to sort of sit around the table and think, well, what could some of those alternatives be? Obviously, under both an EIS and an EIR, you are looking at a no-action or a no-project condition. That will be included. We also will be looking at alternatives to the reconfiguration of the airfield, so the County's proposal is to extend that runway to the north, just all that 1,100 feet goes to the north. We will also be looking at alternatives that extend 1,100-feet to the south. What about 550-feet to the north and 550-feet to the south? Maybe there is some iterations in between there that we look at -- what are all of the different alternatives, to see what the environmental effects are. We also will be looking at alternative airports and alternative facilities that could accommodate the demand that we are talking about. And then, finally, we will be looking at technology. Are there existing

technologies or emerging technologies that can help alleviate the situation that they are facing?

So I mentioned that we have done a little bit of research already and this is just a map that shows the area and starts to highlight some of the environmental resources, and I will underscore -- this is some. We know that there is more out there and we know that we are going to be addressing them. But just to kind of get the ball rolling, to talk about what are the potential impacts out there, I was just going to identify a couple of them. We know, first and foremost, that just to the northwest of the airport is the Olompali State Historic Park, so first off there, we have a potential historic and cultural resource that we are going to be dealing with and understanding what the potential impacts of this project are on that resource. This area through here and down on the east side, we know that there is seasonal wetlands in that area, so we are going to understand what is out there, what are the potential impacts to those areas. When you look farther south, in close we have some more areas of potential wetlands. We know that there is some wildlife preserves over a little bit southeast. When you are looking even farther south, in the Rush Creek and Bahia areas, we understand that the issues are going to be more about over-flights and noise issues. We understand that those are

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going to need to be addressed. And we are prepared to address those. We also want to hear tonight, though, what your thoughts are on those particular issues.

Now, there are a whole host of other issues that we can talk about. Those are the ones, though, that kind of get our minds thinking about the types of impacts that could come from this project.

Okay, I am essentially done. I am just going to mention one final thing, and then we will get to your comments. Barry mentioned that he is the person that all written comments should go to, whether you are commenting on the EIS or the EIR, they all go to Barry. He is the clearinghouse for all of those. We need those comments to be postmarked by August 29th of 2008. His address is there. If you picked up a handout, you have the sheet. The only thing you do not have on the sheet is the website. There is a website for this project and it is in one of your handouts, but it is not in the other. I just want to make sure you see that. There is going to be more information as we go through the process on that website, and it will be a resource for the type of documents that you are getting tonight. So with that, Barry, I am going to turn it back over to you, and I am going to move this around here.

Mr. Franklin - Before I call the first speaker up, I did notice that some other people came in after we

finished our opening remarks. And if you have not gotten a card and you want to make vocal comments, please raise your hand and we will get a card to you. Before we also bring up the first speaker, I would like to emphasize, and I know you probably have some burning questions to ask us, but we would like to get to all the commenters that want to make comments tonight before we entertain any questions. And that will help us and make our process more efficient.

ITEM 3. Public Comments and Concerns on Scope of Environmental Analysis on the Proposed Project.

Mr. Franklin - The first speaker we are going to have come up tonight is Rob Pack.

Mr. Pack - My name is Robert Pack. I live on Laguna Vista Drive, which is on base to Runway 31. I have lived there for 32 years. I will give you a little background. I have experience flying everything from Piper Cubs to Boeing 737's. I have got several degrees in engineering, aeronautical engineering, and a lot of experience with airplanes. I have flown in --

Audience - Can't hear you.

Mr. Pack - Can you hear that? Okay. Can I keep going? I am not here to ask any questions, except to challenge the need for this runway extension. My feeling is, and I think your comment here that the present Runway

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of 3,300-feet is not long enough for the current operators is not correct. I own an airplane, it is not based at Gnoss, it is a single engine airplane, and flying out of a 3,300-foot airport is absolutely no problem at all. All my information that I am going to give you has come from Aviation Week and Space Technology Sourcebook 2008, and this is kind of considered the bible. In here, they publish aircraft landing and take-off runway limits. Now, for business jet aircraft, there are approximately five dozen business jet aircraft models on the market today. Of those, only the Cessna CJ1, 2 and 3 series aircraft can operate out of 3,300-feet. By extending the runway to 4,400-feet, we are going to open this airport to about 20 more different types of aircraft -- Leer jet, 4045, Citation Encore Sovereigns, Citation Excel S, The Phenom 100, 300 series that are coming on line, the Beach Hawker Premier, Hawker XP, and Hawker 750. Now, all these airplanes are bigger and carry more fuel than the Citation. The Citations that are flying over us today carry about 5-700 gallons of fuel. These are plans that carry up to 1,700 gallons of fuel. The scary part that I would like to put in here is that, by going to 4,400-feet, we are also going to open the airport up to commercial operation. Fokker 700, 100, ATR 42, and 72 aircraft, those are aircraft that weigh up to 60,000 pounds and carry up to 72 passengers, have FAA certified landing

and take-off field limits of less than 4,400-feet. This is all in here, it is all FAA certified take-off and landing field limits. In addition, bombardier Q200, 300 and 400, 78-passenger airplanes will be open, and there is about 20 or 30 other aircraft which will be right on the margin, so not hot day, heavy take-offs. If you leave a little fuel, you can leave everything off. The 4,400-foot length, I think, should be put in perspective. Most people do not realize it, but at that length, you can operate an airbus A318, fully loaded, out of Gnoss Field. And that airplane weighs 149,000 lbs. and carries 7,000 lbs. of fuel -- excuse me, 7,000 gallons of fuel. So by extending this runway 1,100-feet, what we are doing is taking it from one jet aircraft that can operate there today, to probably 30 types of jet aircraft that can operate. They are a lot bigger and they all carry more fuel. The only other thing that I wanted to say, noise abatement procedures are pretty well proscribed at Gnoss. I live, like I say, right on the base leg to 31 and the people that violate the noise procedures are the guys that operate the King Air Turbo Props and the Citation Jets. Last Sunday, the last time I saw a violation, a Citation made a straight out departure from 31, this is at 09:40 local time, and of course a straight out departure on 31 is strictly prohibited. In addition, the last thing is that the business jets that we are talking

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about, we are not talking about just a few. The manufacturers estimate that, in the next five years, they will produce more than 6,800 business jets. And that is more than the number of commercial jetliners that are in the United States today. And that is just the additional business jets that will be produced in the next five years. So there will be a lot of airplanes and there will be a lot of desire to use them. Somebody made a comment that if he was flying to Denver, he would make two flights because on a hot day, you probably cannot take off with a CJ at full gross; well, no, you cannot. But, gee, if I was the pilot of that airplane, I would take -- I would tell everybody, "Let's go to Napa, or let's go to Santa Rosa, we can take off full gross right there and they are 30 minutes away." Thank you very much.

Mr. Adams - The next speaker is Rosalie Webb.

Ms. Webb - Hi. I am Rosalie Webb, representing the Black Point Environmental Action Committee. We have passed petitions back in December of 2000 when the jet -- Burdell Jet (phonetic), whatever it was called, was applying. It went away, and here, eight years later, I feel your notification was lousy -- a lot of us were very active, and I happened to see a blurb in the I.J., and consequently, the real reason I am here is the noise. And I do not see a need, really. The Airport has not broken even in years,

and they -- the pilots, most of them, are okay, but the bad ones do not give a damn whose house they are flying over, or anything, whether the warming up at 4:00 in the morning, or 6:00 in the morning, they do not care. And we were told last time, well, the Board of Supervisors will take care of that. Well, the Board of Supervisors has never taken care of that. You call Gnoss and you get an answering machine. And they do not return your call. And they do not do a damn thing about it. So you can imagine why our community is not at all interested in having a longer airport. And today, with fossil fuels and all, I think it is nutty to be encouraging this. I tried calling a lot of the people who had signed petitions eight years ago, and they have moved, or this and that, and I know you will have a list of the people who have attended, but I would like to pass this and anyone who wants to sign it can. I would appreciate it. We are just mainly going to try to keep you informed because I do not think you all have done a very good job at all about -- normally, this would be much fuller. Thank you.

Mr. Adams - Thank you. The next name I have here is Antonio Capretta. You have to forgive me if I am not pronouncing your name correctly. Just correct me.

Mr. Capretta - Good evening. I live up on the [inaudible] in Bahia and have been there for several years. So we are right on the base of the incoming of all of these

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planes, and as Rob pointed out, it is already 24/7 right now. There are jets coming in all hours of the day, all hours of the night. And we put up with it because it is one or two jets average per day, maybe three or four. If you extend that runway 1,100-feet, you are going to have 30-50 more jets coming in there, and a lot more take-offs and landings. We live there, we have got kids. These are dangerous planes, they could crash, there has been a lot of crashes at Gnoss in its history, and you can look it up. And now you want to extend it 1,100-feet? Bring in all these different jets? Why? What is the point? They can go to Napa. That is a much bigger area for this. They can go to Santa Rosa. We do not understand why you want to do this. You gave a really nice presentation, but you did not give us an equal side to why you need to do this, other than the FAA feels it is not up to spec. It does not matter if it is up to spec or not, you have got a lot of planes coming in there, there are a lot of happy guys that fly in and out of there every night, every day. If you put 1,100-feet more on that runway, we are going to have more traffic and more impact than we care to have. We are against it. We think it is inappropriate, and you have to listen to the people that live there, that have to experience this day in and day out. We moved out there to get away from the hectic life of the City and the Urban. Now you are just bringing it right

back out there. There is no need to do this. You should let it go and respect the rights of our privacy and our peace in that area. Thank you.

Mr. Adams - The next speaker I am going to call is TJ -- I believe the last name is pronounced Neff. N-e-f-f.

Comment [s1]: Was this Rob or Barry?

Mr. Neff - I apologize. I arrived late. I did not realize I was actually signing up to speak. I thought I was just filling out a form to advise people that I was here. But since I am here, I will direct a couple comments, as unprepared as they are. TJ Neff is my name. I have had an airplane based at Gnoss Field since 1973, and had an office there since 1986. I wanted to comment on several things that other speakers have said, just as a matter of clarity. Mr. Pack indicated that many larger airplanes would be capable of using Gnoss Field with a 4,600-foot runway. I think from a runway length perspective, he is absolutely correct, but I think there are some other factors which really bear strongly on their ability to do that, and that one of them would be wheel loadings. These larger airplanes have much much heavier wheel loadings and the runway is incapable and is certain in its configuration now of accommodating those much larger airplanes because the asphalt surface and the underpinning below it simply will not do it. So there will never be a regional carrier landing a 72-passenger airplane at Gnoss Field. It is a

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runway of 10,000-feet long, and unless the runway configuration in terms of depth and strength was changed dramatically. The last speaker said there have been crashes at Gnoss Field. I think it is safe to say that I know of two fatalities, and that was two gentlemen who took off and ran into Mauper Dell(phonetic). There have been a number of crashes, but no fatalities, so we have been very very fortunate and/or lucky, or the system is pretty well thought through. We have never had in my recollection a "business" airplane, meaning a twin engine or a larger airplane -- well, let me retract that -- certainly a turbine powered or jet powered airplane, we have never had any kind of incident at all with one of those kind of airplanes. We should all remember the airport has been there since 1968 in its current configuration, and almost all the homes south of the airport were built much after 1968. So unfortunately, the residents knew of its existence when they either built or bought their homes. And I live in Black Point, so I am rather sensitive to the noise factor myself. Having been able to observe the action around the airport, first hand, for many years now, I think the occasion of people extending over what we now consider the normal base leg -- and, by the way, I do not consider Laguna Vista Drive the base leg, folks, that is way too far southeast to be a base leg. The airplane should be well inside that other base leg. Let me

finish my thought. You are correct, and I am agreeing with you. I think the efforts to educate the pilot community about the noise sensitivity of the folks, and rightfully so, that are south and southeast of the airport, I think that effort has begun to really bare fruit. I think no matter how jaundiced one might be, I certainly have noticed over the years, having operated there, and also been living in Black Point, that the incident of people, if you will, violating -- and there is no violation per se, but violating that noise sensitive air space has been reduced. It has not increased as a factor of the number of flights that come and go from the airport. I might have comments later on, but that is all I have for now. Thank you very much.

Mr. Adams - Thank you. The next speaker is Hank Barner.

Mr. Barner - Good evening. I am Hank Barner, President of the Black Point Improvement Club. I have a letter with about 13 comments, unfortunately addressed to Mr. Rawls (phonetic), but maybe you will accept it, or I would be happy to change the name and send it off by mail. The comments are really concerning questions, and do not deal with merit at this point. Perhaps the first real question is one of need, the 1999 Grand Jury explored that question, and found that they could not identify any substantial need for expansion of the airport at that time,

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some nine years ago or so. So the question becomes what has changed since then to demonstrate a real need to do what needs to be done, or what is being proposed? We have a number of questions about noise, not only in terms of decibels, but the frequency of landings and take-off's, and so the question becomes, is one big bang every several hours better or worse than a number of smaller bangs throughout the day. It becomes a question of whether the expansion of growth would induce growth, which is a question that I am not sure about the EIS, but certainly the EIR would need to address, and growth not only in terms of the airport, but in terms of traffic to and from and generated by any expansion of the airport. Other people will comment, I am sure, you noted a number of areas that were sensitive to the environment, and the inhabitants of that environment, and in particular birds. In the presentation, one of the big neighbors that you did not include was landfill, which again is a big attraction to birds, which is not particularly conducive to airport operations. If the I.J. is correct, the cost was estimated at $2 million, of which $1.5 million would be eaten up by Environmental Impact Reports and studies. It seems to me that this seems to be somewhat out of balance. If you have a $2 million project, and $1.5 million of that is in studies, and only half a million is actually for the project, something just does not quite

sound right there. And even if the project itself were $2 million, having a $2 million project with $1.5 million dollars worth of studies still seems to be somewhat out of whack in terms of efficient use of funds. We raised the question of increased security, which is, I think, we understand at least, is very minimal at the time, both in terms of trying to report when violations are taking place. Not only is there no one to report to, but there is not really any response once a report is filed, and obviously after the fact, it is very hard to trace to see who the violator may have been. One of the interesting things on these proposals is it is sort of the old concept of letting sleeping dogs lie, and for years people in the Green Point, Black Point area go along until something like this is being proposed, and then you start having comments and irritations becoming known. This is outside of the EIR and EIS, but we respectfully request the County to develop a liaison committee between the airport and the communities, Bahia, Rush Creek, Black Point, Green Point, so that issues of concern can be raised in a congenial kind of an environment, and problems aired early on, and resolution of those problems addressed before they become festered and a constant irritant. Thank you. Would you like this letter, or would you like me to re-address it?

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Mr. Franklin - Yes, I will take it. Thank you, sir.

Mr. Barner - Thank you.

Mr. Adams - Our next speaker is Ed Budzinsky.

Mr. Budzinsk - That was pretty close. Hello, I am Ed Budzinsk. I live at 600 Santana Road. I have lived there about three years and for probably the past two years or more, I have been working pretty regularly with Ken Robbins here. It has been focused on over-flight, illegal over-flight, particularly 91-13 and 91-119, those particular flight rules that are violated on a regular basis. With Ken's help, we have reduced the amount of traffic we have had there flying over our neighborhood, directly over our neighborhood. But it still continues. It got to a point with one individual in a Leer jet would not stop, so one morning I went over there to ask him why he was doing that. I actually put myself at risk of personal harm, and I had a finger in my face, I had a volatile Lear Jet pilot screaming at me. He called the airport -- I mean, he called the Sheriff's Department, which allowed me to actually file a complaint against him, and I hoped that resulted in something. That is the type of person that is flying over our neighborhood. Mr. Neff said there have never been any accidents around Gnoss Field -- not yet. As long as they are allowed to do that, the possibility of a tragic

accident in that neighborhood is a distinct reality. I have tried working with the FAA. I had one individual, Bruce Allen, who responded and showed some empathy. He promised me a report on the activity around the neighborhood. I never heard from him again. I finally did hear from him, only to find out he had been transferred down to Long Beach. The individual he referred me to gave me the same old stock answer, "They must have had to do that." They do not have to. We watch plane after plane level off, and blow over our neighborhood with little regard for the safety or the quality of life of the people in the Bahia neighborhood. There is complete disregard for anything having to do with that neighborhood. I think Ken has done an admirable job trying -- he gets a lot of calls that are probably not fun to take, but he handles them the best he can. I have worked with Ken in an effort to focus just on the over-flights, but the noise impact is unbelievable. We have people wandering all over the place in that neighborhood and they do not follow strict rules that are provided by the FAA, provided by the airport, and I have not seen anything that refers to ALAR or any of the risk assessment stuff that is prevalent throughout the United States. I see none of that. I believe that we ought to have a great deal of study by the NTSB, by the Risk Assessment folks, by ALAR, everything. We want decibel meters up there, we want an understanding of

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what kind of impact we truly have there, and I am sure it exceeds the Novato standards for noise. That is all I have to say.

Mr. Franklin - The next speaker, I believe, is Clarence Bracey.

Mr. Bracey - Clarence Bracey, Black Point resident for 38 years. I oppose the expansion of the Gnoss Airfield. I have always opposed the expansion because of the noise it would create and does create, and the possibility of accidents. I have heard through media outlets Gnoss Airfield, referred to as "The Marin Airport." Is this what step by step enlargement is inching towards? Why wasn't Hamilton chosen as an airport, as a possible airport, since it had all of the in-place facilities at that time? Thank you.

Mr. Franklin - This next one, I will need some help with. The last name is B-E-H-M.

Ms. Behm - Good evening. My name is Jo Behm, it is Jo-Anne, and I go by Jo. I have lived on "H" Lane, which is south of the airport, up on the hill there for the past 27 years. And, true, when we built our home, the airport was already there, and I believe he said it was built in 1968, but slowly the airport -- more hangars have been added over the years, and activity has increased at the airport. And I have to also mention, I am a lover of aviation, and I

am a former pilot, former Viet Nam officer, I love C-141's and C-5's. We own an airplane, a six place Cessna, Turbo Cessna that we keep at Gnoss Field. My husband has been a pilot for 45 years and, as I said, I am a former pilot, so I am usually in favor of aviation. And in this particular case, I definitely support extending the safety buffer areas at the end of the existing runway to comply with federal statutes. I believe we need to have those buffers at the end of the existing runway. But what I do oppose is extending the runway, overall. I would like to see numbers, how many planes at Gnoss are single-engine, or twins that are privately owned, non-corporate aircraft. Probably 99 percent of those airplanes, all of them, can go out fully loaded with full fuel on a 3,300 strip. They do not need an expanded runway, so really what I think we are seeing here is an effort to expand to accommodate more business jets. Now, I probably go on record in Marin County as having made the most phone calls to the airport recording, in the shortest period of time because what we see are salvos here. Sometimes we will have three or four months where it is really quiet, probably because we do not have a tower, and because we have such horrific cross wind landings that cross winds at this runway, it is not even safe in the first place. That is why we are positioned out at Smith Ranch instead of at Gnoss because of those horrific crosswinds

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there, unsafe in my opinion. But we see salvos, or we will see a lot of increased traffic and there were a couple of years where, from my home which sits 300 feet up off of H Lane on the top of a hill, the jets -- the Leers and the Twin Turbos were coming in between 4:00 and 5:00 in the morning when my children were infants, we would all be awakened, and the animals would be scurrying to get underneath the bed. My china would move to the edge of the cabinet. It was like a minor earthquake. And I would get out there because these were regularly scheduled planes. Of course, I would call, and I would get the recording, and I would leave the message, and no one would ever call me back. But I always left the message. Eventually I was out there with binoculars. They were within 400-feet of my deck, and I could identify at least three of the call numbers. So I was not only calling in these aircraft with the tail numbers, but I could look and watch their touchdown from my deck. So we see increased traffic over the years, when we built our homes, it was tolerable. Now it is not tolerable. The other thing I want to comment, because it is up to the pilots to abide by good faith efforts out there, there is, as far as I know, there is nothing mandated in law that requires these pilots to do a patterned approach. So what happens, especially now with this fuel crisis, is these jets wanting to save money, I am sure, and I can understand it,

instead of doing a patterned approach, coming in from the north, and turning like a right base, and then into final, they are doing straight in approaches from the south. It is those straight in approaches from the south on 3-1 that come right over our houses, and they are within 400-feet of the ridgeline, and we can get their call numbers, and it is absolutely unsettling to all the residents along H Lane. And I am sure this is exactly what the Bahia folks are feeling, and the people just up above us on Laguna Vista, and out on Crest and School Road. So we do not on the H Lane strip -- certainly would be adamantly opposed to any southward expansion of the runway in the south direction. I mean, that would be intolerable, in our view. To the north, if we had to have an extension toward the north would be more palatable, provided that every pilot is required to do the standard patterned approach, and it would be a violation of some kind of an ordinance to do otherwise. Straight-in approaches from the south have got to be completely eliminated. We would also need to insist on noise abatement policies that are followed. In Novato, you are not allowed to start construction to repair your home deck before 7:30 in the morning because of noise, so why in the world would we allow these horrific jets to come over our homes at 4:00 and 5:00 in the morning? And at 6:00 and 7:00 at night after hours, when noise -- we are supposed to have quiet

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zones in the area. The other thing that has not been brought up is what comes out of this jet fuel. I am very concerned as an environmental RN about Per chlorate, the jet fuel that is showing up in the blood, urine, and hair samples, and water supplies of the people in the L.A. Basin. So I would want some of that particulate matter that comes out of this jet fuel to be evaluated in our water supplies in the North Bay Area here, if we ever increase the jet traffic. I have a unique situation. I am one of ten Californians who are bio-monitored for a national study, and I know that I have got all kinds of carcinogens and lethal products, and DDT, and stuff that I was exposed to over 50 years ago, and I do not really appreciate having exposure to environmental toxins that are way beyond my control, and the people of L.A. are saturated with this Per chlorate, and you can see it in the number of illnesses and disabilities, and things like that that are occurring in that population. I certainly would not want that to happen here. And I am also very impressed with our alternatives here -- I will wind up -- I am probably at five minutes. Our alternative airports, Napa and Sonoma, I just went on a commercial flight up to Seattle out of Sonoma, it is way out in the boondocks. I did not see any houses affected by Sonoma, and that is why I believe that they are able to thrive, and they have got a good location, it was a 20-minute drive from my house to

the Sonoma Airport, and we hopped on one of their Twins and got up to Seattle lickety split. So we have alternatives for commercial airplanes. And my final concern is how many more commercial jets this expansion would attract. This is not really about helping the pilots that are already in the hangars, and in the tie-downs out there at Gnoss, because most of them already can take-off easily on 3,300-square-feet, fully loaded. But this is about attracting more transportation drop-offs and pick-ups at Gnoss Field, maybe not airplanes that are housed there at all, but that are doing commercial relaying out of there. And that is another reason for having opposition to the expansion, extension of the runway. Thank you.

Mr. Franklin - Next speaker is Roger Roberts.

Mr. Roberts - Good evening. I am here to make some preliminary comments on behalf of the Marin Conservation League. We will be sending you a letter that will be much more comprehensive. The first thing I would like to suggest is that, when you are doing your baseline or presenting your baseline data, that you very carefully detail its components so that we understand the type and the sort of airplanes that are presently in that baseline versus what might be projected in the future, which clearly, with an extension of this runway, will attract more business jets and create additional traffic. And the baseline is a very

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important number to have, and you have got 95,000 trips, or take-offs and landings, but we need to know what type of aircraft those actually are currently. Secondly, we think the EIR should contain very careful analysis about the -- I do not quite know how to describe this -- about the number of days in the year when there is difficulty in taking off a plane fully loaded. And that, too, relates to the existing baseline. It is my understanding from talking to some people who presently use Gnoss Field that the only days that that is a problem are on hot weather summer days when the air is less dense. And if that is really only an occasional problem, we should understand that and your analysis should show exactly what those conditions are, and how often they occur, because it may be really not a significant problem. We are interested, of course, in the Greenhouse Gas Emissions Analysis that will be done in this EIR and EIS. Air quality is not just a question of pollutants, under current law here in California, at least; we now want to look at greenhouse gas emissions. And so your analysis should cover greenhouse gas emissions that presently exist in baseline use versus anticipated and cumulative greenhouse gas emissions for anticipated use.

Now we come to the question of the impacts on the wetlands. It is clear that if you expand this runway and extend it, there will be impacts on the wetlands, and we

would be very interested to know how you plan to mitigate for that in terms of finding alternative wetlands to restore or to protect in the neighborhood, because, clearly, if you are going to take away some wetlands, there should be at a bare minimum a 1:1 replacement of the wetlands that are so impacted.

My last comment, which is a suggestion to you, and I echo some remarks made by earlier speakers, you do have alternative airports that can provide the services required, that might take care of the additional use that would be generated by an extension of this airport runway, and that is both the Petaluma Airport and the Sonoma Airport. So in terms of looking at alternative airports to handle this potential traffic, we think it is very important that those two airports be looked at quite closely as viable alternatives to extension of this runway. We will be, as I say, writing you a letter that will probably have considerably more content to it than my remarks tonight, but we think that this must be done very carefully and we will look forward to helping you do that. Bye.

Mr. Franklin - Thank you. The next speaker is Brian Williams.

Mr. Williams - I live in the Partridge Knolls II Development, it is right behind Fireman's Fund. I am a member of the Homeowner's Association there. I am very

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concerned about this expansion. We did not hear hardly anything about it, as other speakers have said. And I had to call people to try to get them to come to this meeting because nobody heard about it. I am wondering, first of all, who benefits from this expansion. Does the County benefit from it? Does the taxpayers benefit from this? Or does the commercial aviation jet business benefit from this? Also, I am interested in who instigated this expansion. Did the County instigate this and think of this, or did the airplane pilots and the commercial jet business owners put this idea in the County's mind? Who is paying for all of this environmental impact report and who is paying for this expansion? Does the County own this airport? I thought I saw that we do own this airport, so who is paying for all of this? Are we taxpayers paying for this? And who was here first? I know the Airport was a very small private plane, quiet, individual owner type of situation when we all moved in here and the houses starting being built, and it was an acceptable situation. So to say that "the airport was here first, and tough luck on you homeowners, you knew what you were getting into," is completely a wrong mindset. We knew what we had, we knew what was there when we had houses built and moved into this area, but we did not plan the huge expansion that you are talking about to allow major commercial jets to come in. We have already been through

the argument of the landfill expansion, which impedes into the marshlands and the Bay Area, and that has been approved despite opposition. I am also interested in how this fits in with the Bay Area Conservation Commission which controls and prohibits further expansion into the Bay Area, and further encroachment into the Bay Area by developments. Because the Bay Area is already 50 percent smaller than it was 50 years ago, 75 years ago, before all this filled land development was allowed. It is my impression that this airport is already on filled land, and now you want to fill in more land and lessen the marshlands and the Bay Area by this expansion. I think also it should be taken into account the explosion of planned development that the City of Novato has in this immediate area, which is going to impact directly on the already inadequate overpass of Highway 101 at the Atherton/San Marin exit. There is already too much traffic there. There is already three stoplights, and the City of Novato has planned development for major expansion of the Fireman Fund area, and commercial buildings all up and down Redwood Blvd. North. And already, the traffic is not able to be controlled and to flow smoothly the way it is now.

Now, you could say that this traffic is going to all be taken care of, and especially on the overpass, but if you look at the examples of the Petaluma overpass,

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Washington Street, that is still a mess after 20-30 years, and no plans are to expand that Washington Street overpass. Look at the Terra Linda overpass that is a very dangerous overpass, and nothing has been done for that for 28 years. Look at the San Rafael situation, very difficult traffic situation there. Sir Francis Drake overpass, there seems to be no money to eliminate some of these traffic situations, and we already have a traffic situation at the Atherton overpass, and I do not see any money available from Caltrans coming in to alleviate this problem in the anywhere near future, based on past experience with these other overpasses. We are concerned about noise in the Partridge Knolls area, just like the other homeowners are, it is right next to the airport. We are also concerned about the traffic, as I said, and I think you ought to take into account when you are looking at this expansion at all of the planned development by the City of Novato, commercial development in this area that is going in within the next five to ten years. And also, to complete this, my feeling is this is mainly to allow bigger commercial jets to come in, as has been previously stated, and we are all concerned about the pollution and the noise in Marin County. We are very aware of our carbon footprint that we already have, which is much higher than the rest of the world, even in Marin County. We are already concerned about the air

pollution and the particulate matter, and we are concerned about global warming. None of this will be improved by more commercial jets coming in, it will only be made worse. So I would ask you to have these thoughts in your mind when you are considering expanding this airport, and have better announcements and better chances for us to input this before you make any decisions. Thank you.

Mr. Franklin - Our next speaker will be Jean Johnson.

Ms. Johnson - Hi. I am Jean Johnson. I live on Sallow Wood Drive, and unfortunately I have not been on my roof, but I am sure there is a big sign that says Gnoss Field, turn right, because every plane seems to go over my house and turn right. My phone is on speed dial to Ken, who has probably I.D. and does not answer anymore, but he has had the courtesy to answer a few times, and has basically told me that, "well, you know, with the summer time, you have more windows open and you will hear more noise." Well, I am here to say that is not true, it is constant. And I can probably be blindfolded and sit out in my yard and I can tell you what time of day it is and what day of the week is by the planes that come in, and there is no 400-foot clearance, there is about 180-feet sometimes. I have reported numbers, I have taken pictures, I have called the FAA, and I have gotten nowhere. And so I think it is a

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disaster and I do not see how you can justify adding any more planes as it currently needs to be fixed. And another situation is you have a lot of pilots that do come in, and they may be one-shot deal, I do not know how the system works, but they have absolutely no clue and they do not give a darn, and they will just come right down. And it is getting worse and worse. And on top of that, they will also do some of their -- the smaller planes will do their training right over our house, and so unfortunately I am here to say do not do it.

Mr. Franklin - The next name I am going to call, you definitely have to excuse me if I mess it up, Robert Fujimoto.

Mr. Fujimoto - Yes, my name is Robert Fujimoto and I live on School Road. I think it is clear from comments that you have received here that there is a noise problem on the south side of the airport. The airport has done a good job with its noise abatement program, they have reduced the noise somewhat, but we still have problems out there. Part of the problem is that there are no consequences for the pilots who violate the noise abatement rules of not taking off over the residential areas. The other part of the problem is there is no consequence to the airport for lack of enforcement of the noise abatement problem. Now, we are talking of a major expansion of this airport. We are going

to increase the runway length by a third. And this is going to allow for heavier planes to land and more planes to land. This is a major change in the use of this airport. And this type of change requires a conditional use permit, a conditional use permit that spells out the requirements to build the expansion, and also to expand to operate the expansion. And this conditional use permit should put some teeth into the airport operations for both pilots and for airport operations, and if the airport and the pilots cannot control the flights and the noise, then the airport should have consequences. These could be such things as reduced hours, shortening the runway, or whatever, to get compliance to the guidelines, the rules that are set up, so that we do not have these stray hotshots flying over our community. Thank you.

Mr. Franklin - The next speaker is Joseph Valls.

Mr. Valls - I have lived in Bahia for 30 years. Ignacio is a nice little airport, nice little small airplanes, and now days we have jets. That is all right, it is not too bad, but they do not fly over my house, they fly over a lot of these other people's homes, and that is just not right. You are proposing 1,100-feet or 1,000-foot extension when, in actuality, according to your paperwork, you need 115-feet on the south, and 140-feet on the north. So why 1,000-feet? Follow the money. Where is the money

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coming from that wants this done? Maybe Supervisor Arnold can tell us where the money is coming from, who wants this, certainly not the people who live in Bahia, certainly not the people who live in Black Point, certainly not the people who live in Partridge Knolls. Where is it coming from? We do not want it. It was a private airport, now it is a commercial use airport. And if you do this, it will really be a commercial use airport, and it is asking too much. The people in Bahia have been nailed, have been hammered on for years, and this is just one more thing that you are going to go ahead and do to us, and it is just not right. Thank you.

Mr. Franklin - Our next speaker will be Harold Bexton.

Mr. Bexton - Good evening. I am here mainly to speak about overflights and noise abatement. I can understand the need for the buffer zones and the overrun areas. Just to add a note of levity, when I learned to fly many years ago out of Dirt Field in Canada, our overrun area was a cornfield, so I can understand why you might need to do that. What really concerns me is the extension of the runway because the first speaker was absolutely right, that is going to attract many many more larger, heavier planes and jets, more jets. I have lived in Bahia for 25 years and I have seen the changes. Originally it was all small planes and the big change was when the few jets started coming in

-- huge change in noise level. And it is interesting that most frequent violators are the larger planes, so what you are talking about with the larger runway is more violators and much higher noise levels. So, as I said, some improvements I can see, the extension of the field gives me and many of the people in the community a real concern because it just looks like a whole change to a much more commercial operation. So some of the things that I think need to be looked at are mandated patterned approaches, as somebody else mentioned, mandated noise abatement, and perhaps some kind of completely restricted overfly zone over the neighborhoods. Thank you.

Mr. Franklin - Christopher Gilkerson.

Mr. Gilkerson - Hi. I am Christopher Gilkerson. I live in the Rush Creek neighborhood, south of the airport. I want to thank Supervisor Arnold for being here. I know she and her assistant are busy taking notes. I mean, ultimately this will be a Board of Supervisors decision post-environmental impact study whether an expansion goes through. So I think everybody should understand that. I want to follow-up on some of the comments about baseline and assumptions. In the opening presentation, I was very troubled by the assumption about the challenge to overcome, and I think that we really need to know the numbers in terms of current airport tenants who are not able to operate

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their aircraft at optimum weight for maximum efficiency. The example was given of taking the two trips to Denver, you know, which users is that of the 95,000 operations annually, how many of those operations are actually negatively impacted by the lack of the extra 1,100-feet and runway? I was also troubled that there seemed to be an assumption in the initial presentation that this will not encourage additional airport traffic, and that troubles me because obviously the Environmental Impact Report has to be very objective, and so I would like to know where those assumptions are coming from because it seems very contrary to common sense. I think the numbers as the baseline is probably about the most important thing in the Environmental Impact Report, so, again, I would emphasize very clear transparent assumptions and numbers so that the public can comment on that baseline, because obviously the impacts of the proposed project are all going to be based on what that baseline is.

In terms of noise, aviation activity forecasts, I think, are obviously going to be part of the analysis. The FAA in 2006 estimated that new, lighter, cheaper corporate jets like the Eclipse 500 will increase jet traffic to small airports by over 120 percent by the year 2017, so I think those additional numbers that the FAA has and relies upon obviously have to be part of your analysis.

In terms of impacts, I think either an alternative that should be studied as part of the Impact Report, or maybe its significant mitigation measure, is how can we actually have enforceable prohibitions of flyovers over residential neighborhoods? I think you ought to analyze that. What would need to be done in order to actually make that enforceable? If you look at the diagram that we were shown, the end of that runway or the extension is going to go right into the railroad easement, and obviously there are big plans to use that railway, including bike paths. I do not see how that type of use can be compatible with extending a runway in that direction. I think that should be analyzed. There is an impact on the use and enjoyment of open space. The wetlands obviously is a open space area, and many of us contributed to the purchase of those lands for public use and enjoyment, so any increased traffic ought to look at that as a significant impact.

In terms of relationship to growth inducement, a while ago there was a big proposal for the Marin Jet Center, where Dale Air Partners was really pushing that as a development. So what is the relationship to this runway extension to future growth of the airport, and also the corresponding impact on traffic?

Finally, I think many of us would be very interested in how the airport expansion project will relate

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to the Greenhouse Gas Reduction Plan that the County has put into place. And also, many of us will be looking at the cumulative impact analysis and how that will factor into your report. Thank you.

Mr. Franklin - Our next speaker is Barbara Salzman.

Ms. Salzman - My name is Barbara Salzman. I am representing the Marin Audubon Society. Hello again. Our main interest is in the wildlife habitat and the wetland impacts. We are in the middle of restoring a large area of marsh at Rush Creek and that is adjacent to Black John Slough, which is a waterway that has endangered species and a number of other special status species. So any extension to the south would be a major problem. You need to discuss that thoroughly, show diagrams, I know you have them, but you need to discuss the distance and the potential impacts. But then extension to the north is also a problem because of possible impacts on birds that might be coming out of Redwood Landfill, although they do a pretty good job of trying to keep the population of birds down, but that is a potential impact that needs to be addressed. The need has been brought up lots of times this evening, and I think you need to really thoroughly discuss the potential new planes that could be accommodated there, the growth inducing aspects of it. But one thing that confuses us is, for

years we have heard about the problem with the crosswind runway here, and for I think 20 years, this has been addressed and the role of designs about having the runway go to the east. What happened to that problem is that here you are, you know, designing something that is going to make even more permanent what for years you have said, "No, I don't know, I don't fly, so maybe that was not right," but at least you need to address that in the EIR because if you are going to extend something that is unsafe, that does not make any sense. The other policy that we wanted to raise and have you address is the county has a policy that foreseeable development on all of the property needs to be applied for if an applicant comes in for a project. And from my looking at this, you are piece-mealing something because over the years there has been, as I said, proposals for a runway to go toward the east, there has also been, as someone else has mentioned, proposals for office buildings and whatever these -- there were significant expansions. Why is that not being required of this applicant right now? It is required of other -- it is even required of George Lucas, why wasn't it required here? Okay, and the last thing I wanted to mention is, in view of -- you should seriously consider a no project alternative. Maybe you should consider an alternative with all of these potential developments, but also you should consider an alternative

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that has also been mentioned, which is just extending the safety areas, not the runway itself. And that seems to be -- it seems you have a big job ahead of you.

Mr. Franklin - Thank you. Our next speaker is Edward Mainland.

Mr. Mainland - Good evening. My name is Edward Mainland. I am representing tonight Sustainable Novato, a local nonprofit citizen's group. We would appreciate the EIR addressing, I guess, four main areas of concern, or issue areas. And I think it is fair to see we are rather skeptical as to whether this project contributes in any meaningful way to making Novato or Marin County anymore sustainable. First, why expand the airport? I think you could get at that perhaps a little more transparently if there was something like an economic impact analysis, or a comparative benefit analysis, because I think it would be useful to weigh who gains, who loses, for the benefit particularly of our Supervisor, Judy Arnold, who will be taking a decision on this down the line, and seeing where the interests of her constituents lie, and where the other interests involved in this project lie. Now, one reason advanced in your slide show is that safety and non-compliance with FAA specifications were one reason to have this runway extension, and so logically, if this airport is currently unsafe, then my question is why doesn't the FAA

just shut it down right now? And if it is safe, then why is their runway extension needed? I hope that the EIR could clarify that issue. Number 2, crash probabilities. Statistics that we are all familiar with show that civil and corporate aviation is far and away more accident prone than large commercial aviation, so logically, with much greater air traffic, with much more varied types of planes coming in on an extended runway, that should logically mean an exponential increase of crash risk. And I hope the EIR will look at that. Thirdly, types of aircraft that aviation projection would reveal. It is no coincidence that 4,000-foot runway, that is the expanded runway, is precisely what is needed to allow a whole variety of small corporate jets, business jets, luxury VIP taxi aircraft, and even many commercial jets, to operate at this airport, that the current runway does not allow. This project seems tailored precisely and deliberately to allow these many new types of jets to operate here. And then the question is, why and what benefit is this to the Marin community. Fourthly, global warming and peak oil. We hope that the EIR will seriously examine the impacts of coming climate disruption on this facility, expanded or not. Current pumps, for example, as I understand, take care of high tide to keep water off the runway right now; can you imagine what a sea level increase of 1 meter or 2 meters would do to those

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pumps and the projected levees? So my understanding is that, right now, you do not have climate change factored into your scoping and I think it should be. And finally, you should examine whether or not it makes sense to pour money into this kind of fossil fuel based transportation mode at a time when doing so would contribute to making it much more difficult for Marin County to make its carbon footprint under A.B. 32 restrictions that are coming down on greenhouse gas emissions, and also, whether or not aviation, particularly this kind of aviation, under conditions of peaking oil and enormously increased fuel prices in the next few decades, or even years, whether this mode of transportation makes sense anymore under conditions that we will be facing fairly soon. Thank you very much.

Mr. Franklin - The next speaker is Robert Raven.

Mr. Raven - Hi. Yeah, I did not get the notice until I got a phone call, so it would be really nice if we could actually get more notice for these public events. Okay? Most of the people here live in the area around the airport. I live in the San Marin district neighborhood, and the flights right now do not cause me too much problems, sometimes they do make some noise and bother me, but with a bigger runway and more jets, those jets will come over the whole City of Novato, and 50,000 people will be affected, not to mention people further away. And so there will be a

lot more noise for all of us in the City of Novato here. I also hike along Rush Creek a lot, and the planes fly really low over the hiking trail there, and sometimes they startle me, but a longer runway with more jets would destroy that wonderful hike that a lot of us enjoy out there, and would scare off the birds and other wildlife that make it their home and at least temporary resting place, and it would also pollute the air more, these jets are very polluting. And that would affect the wildlife, as well. And someone mentioned some of the pollution that was found in the waters and stuff and that is not good. Adding more global warming gasses was mentioned and is the wrong way. We are supposed to be going in the other direction, and lower the global warming footprints. And that could also hurt the wetlands, as just mentioned. You know, imagine a 10-foot rise in sea level. You are spending all this money on the airfield that might be under water. And also, you would hurt the rest of the planet, okay? So it seems like I have heard one speaker here speaking in favor of it, and almost everyone else is against it. And this is a democracy, you know, in action here, and it looks like it is pretty much a consensus view here -- is against the runway. So please, no jets and no expansion of the runway.

Mr. Franklin - Our next speaker is Lynn Baker.

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Ms. Baker - My name is Lynn Baker and I live in Partridge Knolls, which is adjacent to 101 as you go northbound. It is on the left hand side. There has been some eloquent speakers here tonight and they have presented a lot of different aspects of this project. I agree with 95 percent of them, and I think you really need to pay attention to what they are saying. There is a noise factor. I for one can sit in my dining room, I overlook 101, and I overlook the airport. The planes that come in come directly towards my dining room window, make a 90 degree turn, and then land. And there is a noise problem and there is a hotshot that runs around about 4:00 or 5:00 in the morning, and I thought it was one of these little twin engine things, but I do not know anything about aviation, so I do not know what kind of plane it is, but he is the most obnoxious pilot, and my husband said if he ever saw him, he would throw rocks at him, and he probably could hit him because he is coming right at our window. So I think you really need to pay attention to what these people are saying about noise. It is an issue not only for Rush Creek people, Bahia people, San Marin people, Partridge Knolls, there is even a district called Atherton Ranch that they fly over from time to time, depending upon which way the wind blows, and so it is a bigger piece than you realize as far as an impact in Novato. And I just want to make note of the fact that

there is going to be a lot of traffic congestion going on in the vicinity of San Marin and 101 because there is a huge development going in at Fireman's Fund, there is what is called the San Marin Business Park, which is going to parallel the office at the side of the freeway, it is going to parallel Gnoss Field, so you are going to have a huge hub of activity, and if you have larger jets coming in, you are going to have more traffic in that immediate area, which should be part of the traffic flow in and around that whole 101/San Marin intersection into the airport should be considered. I also heard someone here tonight mention the fact that there was a weather factor and the rising. I used to work as a communications dispatcher. When Gnoss Field flooded in 1982, we took navy transports in there to pull those planes out of that field. It is a real factor that that field does flood. So you need to take into account the fact that you may be building a runway that is going to go under water. And I do not think that that is a really wise use of County funding. And while we are on the topic, where is all this funding coming from? Who is funding this? Is the County funding this? Is it coming from outside sources? Where is the money coming from? The County is supposed to be broke. The state is supposed to be broke. Who is funding this? I would like to see that included in some report, I do not know whether -- it probably does not

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belong in the Environmental Impact Report, but a financial statement. Where is this money coming from? Thank you.

Mr. Franklin - Our next speaker is Dr. Richard Levy.

Dr. Levy - Hello, I am Dr. Richard Levy. I had several points, many of which have been covered by others, but I want to reiterate them because they affect me and my family, specifically. There is currently no control over the actions of any of the pilots who continuously fly over our home. The results are noise and extreme danger for me and my family for those planes to simply fall out of the sky. Now, what happens if they fall out of the sky? I live in a Blue Oak Madrone Ecotone, it is a unique area where those two types of trees come together, and what happens is you are going to get a fire, and this is a unique environmental area that will be burned down -- lost, and something that a number of people have worked for about ten years to save and have done so. There is no enforcement of the flyway area in which planes are supposed to fly. There is no consequences for the pilots, nor for the airport. How would you feel if you had new pilots, not licensed, learning how to fly, fly over your house, directly over your house, gaining hours towards their license? I am certainly uncomfortable with that. I have experienced hotdog pilots flying out over the marsh, zooming every which way,

uncontrolled, and thinking they pulled one off. I am surprised to hear confirmation of what I only thought I knew about, about hotdog pilots. And specifically, the Leer jet commercial airliner who comes in and the fights that they have almost gotten into with people who went out to the airport to find out who is doing this continuously. I have complained to Ken Robbins about this when I first moved into my home on Laguna Vista, ten years ago. I probably have complained 200 times. After about six years, I got quite tired of doing this, so in the last about four years, I have not complained so much. Was there a change? There was some change when signs were put up, those were adhered to for perhaps six months, but there were still flyovers over my home. I was told that I need to capture -- and some people have better eyes than I do -- the number on the tail. I cannot see the number on the tail. It was kind of ludicrous. So what plane is it? So I called in and I said what time it occurred -- no enforcement again, no power, and no consequences. Obviously I am opposed to the expansion of this runway. And I have a sheet here for those of you who might be opposed, as well, if you would put your name and phone number and e-mail on it so that we may talk to these people again, maybe in unison. I thank you for your time -- and your extreme consideration of the points brought up by me and other of my neighbors.

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Mr. Franklin - I have one -- the next speaker is Ted Newman.

Mr. Newman - Good evening. My name is Ted Newman. I did not prepare remarks and I want to apologize to all the people here, as well as the people who have already presented in not hearing a lot of their remarks. So if I am either repeating or whatever, but I come here not for or against the runway extension, I do come here to make a few points of clarification to some things that have been said, as well as some things that I have not seen yet in writing, for instance, that is out front there. I recommend to the public to review the Federal Aviation Regulations regarding aircraft flight, as far as what pilots can legally do, and unless any of us can cause the federal government to change those regulations, they are in effect and they are what they are, just like if the speed limit on the freeway is 65, and you do not like that, well, there is nothing much you can do about it unless you can cause the state or federal government to change that. Another point I wanted to make is that this airport, in addition to signal and twin, or multi-engine aircraft, is also used by rotary aircraft, or helicopters. The airport is used not only for private use and also commercial use, but it is also used by various government agencies, the highway patrol on occasion lands there, the U.S. Forest Service, also the California

Department of Forestry, they were just there two weeks ago, landing a helicopter with a water bucket on it. And in that vein is that one of the values of this airport, separate from private use or commercial use, is that -- not if, but more like when Marin County or Southern Marin experiences a natural disaster such as an earthquake, people think that Marin is exempt from an earthquake, I think they should re-think that, a fire, or flood, and I do not mean flood of the tidal wetlands, but floods of other areas, that the airport may well, even in its current length, be used for emergency aircraft to land there and be there for personnel and/or equipment, so it does serve that function. I think that just about concludes my comments. The last thing I would say is that, regardless if the runway is lengthened or not, I do not believe it is going to affect the noise level -- let me re-state that -- even with the longer runway, it is not going to move traffic away from Bahia, not likely, not much. There are a couple other comments. There are always people who choose to behave contrary to the law, contrary to the benefit of their neighbors or society, and I think as a society we try and deal with them either legally, or the best way we can. Unfortunately, it does only take one or two bad apples to tarnish the barrel or the crate. There were just one or two other comments I had. Granted, the location of the airport was never a great location. A lot

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of things should never have been built in tidal flood lands, including shopping centers, houses, and roads. I do want to make the point that Gnoss Field has been there longer than much of the housing in the surrounding area, and this is not an isolated case where people either move into a neighborhood, or have been there 10, 20 years, and literally wake up one day and say, "Where did that airport come from," when in fact it has been there pretty much all along. And so when one decides to buy a house in any given neighborhood, one should be aware of what that entails. And we even have laws now in the State of California that have to disclose various things. I do not know if it includes the location of an airport, but just like if you move next door to a farm, and then you realize you do not like the smell or the noise of the farm, the farm was there before you bought the house. You were not forced to buy that house. So that is what I would like to say. Thank you very much. And we will watch the process continue. Thank you.

Mr. Franklin - We are getting close to our allotted time, so we have one last speaker, Sally Scott.

Ms. Scott - Hello. I am Sally Scott at 504 Santana Road in Bahia. I will be quick. There is only a couple points that were not covered, but to address the last gentleman's comments, I think most of Bahia and Rush Creek and all the surrounding areas have accepted and do like

Gnoss Field and small planes, I myself like to go in stunt planes, so it is not a matter of not liking aviation or the airport, or not recognizing that we all know the airport was there and we accepted that. It is the expansion that we do not accept, which is coming much later. The first thing I want to say is I really am disappointed at the disingenuous presentation that was provided tonight to the residents as to the reason for the expansion which, to me, reflects the attitude of those supporting this project, and how we are going to be treated all the way through it, and the honesty level. Because if anyone thinks we believe that presentation, which has already been proved by so many people that got up and said so. The other thing is it is going to greatly impact home values. And Bahia has been highly impacted enough already, and I wish Judy Arnold was still hear to listen to this because I believe she is a big supporter of this, and apparently she does not support the residents of Bahia, Rush Creek, San Marin, Black Point, and Green Point. To expand this airport in this highly impacted residential area, to me, is unconscionable. In Santa Rosa, that airport, like another resident said, is located in a perfect area for an airport, and I think to have this expansion here with all of these homes around, whom already have been impacted, I myself have read many identification numbers on the planes and reported them. I could read them

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from my deck. And they have come extremely low, within a few hundred feet, very often and recently. And I am tired of calling, too. I know other neighbors are on it and calling, but now I think it is coming to a head. So I do hope that this project will die. Expanding the safety areas makes a lot of sense, but the rest of it, to me, I do not see any reason for it being of great value to anybody except those that will make a little extra money. Thank you.

Mr. Franklin - I think we have actually gone over the time that we were going to allot for the scoping meeting tonight. I just wanted to remind everyone that is still here that we will be accepting comments up until August 29, 2008, and if you were not able to give verbal comments tonight, I encourage you to take one of our comment sheets and write your comments and send those in to us, as well. I want to basically close by thanking everyone coming out tonight and giving us your input on the Marin County proposed project. And at this time, we are going to close our scoping meeting. Thank you.

FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM AUGUST 14, 2008

Name/Affiliation: Leo Bourke RETIRED

Address: 2320 LAGUNA VISTA DR.

City/State: NOVATO, CA. Zip Code: 94945 Telephone: 415/897-6896

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

HOW MUCH HAS THE COUNTY SPENT OVER THE LAST 10 YEARS ON THIS PROJECT, HOW MUCH MORE ARE THEY WILLING TO SPEND AND WHAT IS THE PAYOFF IN $$ IF THE PROJECT GETS APPROVAL?

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 **for receipt by 5pm Pacific time on August 29, 2008**. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments..

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August 28, 2008

Barry Franklin, Environmental Protection Specialist
Federal Aviation Administration, San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

RE: Proposed Extension to Runway 13/31 at Marin County Airport - Gnoss Field
State Clearinghouse No. 2008072037: EIR/EIS Scoping Comments

Dear Mr. Franklin:

The Marin Conservation League has been an active participant in significant land use policy decisions in Marin for almost 75 years. We appreciated the opportunity to participate in the scoping meeting at the Marin Humane Society on August 14 and to have had the opportunity to tour Gnoss Field earlier in the day.

To reiterate and expand on the comments made by a representative of our organization at the scoping meeting, we are submitting the following issues to be addressed in the EIR/EIS document:

NEED FOR THE PROJECT

The stated need for the project is to allow the existing fleet of planes based at Gnoss to fly at design capacity when the air temperature is high (around 100 Deg. F.) The extended runway will also allow larger planes to use Gnoss during normal conditions. The EIR/EIS should contain a table showing the range of aircraft by model number that can use the extended runway in average and elevated conditions. The table should also include details of each aircraft such as gross weight, allowed landing weight, engine type and number. The listed aircraft should include those currently in production and older aircraft that are currently based at Gnoss. This aircraft mix should be used in all noise analysis contained in the EIR/EIS.

The EIR/EIS should evaluate the operational impacts on a wide range of aircraft in response to weather conditions that limits these operations. The EIR/EIS should present data that shows that regardless of runway length there will always be conditions of load and weather that will limit aircraft operations. For instance, if the runway were extended to 4,400 ft., the EIR/EIS should identify the type of aircraft that would experience operational limits due to weight and load.

The EIR/EIS should include thorough examinations of alternative airport sites that would not have the constraints that exist at Gnoss Field, e.g. the Petaluma, Napa and Sonoma Airports that serve the region.

The EIR/EIS should evaluate the financial and environmental impacts of the No-build Alternative, the alternative of adding the Runway Safety Areas (RSAs) only, and the alternatives listed in Page 16 of the slide presentation of 8/14/08, compared to the other alternatives. This would require a detailed economic and cost-benefit analysis of the impacts of this runway extension.

OPERATIONS

The EIR/EIS should carefully analyze the baseline characteristics of the operations of Gnoss Field as to the composition of the 95,000 takeoffs annually and landings there by airplane type, time of day, destination, and weather conditions. This baseline should be applied to the analysis of all alternatives.

The proposed 1,100 ft. runway extension to the north plus a 240 ft. overrun will place the Runway Safety Area in conflict with the railroad right-of-way (ROW). This railroad may, in the future, carry passenger and freight trains. The EIR/EIS should evaluate the hazard of having the RSA and ROW conflicting.

It has been suggested that the RSA would need to be paved to function properly and for emergency equipment. The EIR/EIS should evaluate the probability that the paved RSA would accidentally be used as an acting runway.

The projected takeoffs and landings should include those aircraft operating under full weight and design weather AND those aircraft operating under limited conditions.

The EIR/EIS should evaluate the impact of the cross wind conditions on future aircraft likely to use the extended runway.

Increased aircraft traffic would also increase the probability of conflict between aircraft and the KCBS radio towers that are close to the airport. The EIR/EIS should evaluate the increased potential for accidents at this location.

The present configuration of Gnoss Field is non-compliant with respect to the required separation of airfield from landfill operations. The proposed runway extension to the North would only make the non-compliant situation worse. How would this be mitigated? Are there raptors in the vicinity of the landfill operation that would fly at high enough elevations that could interfere with aircraft operations? Raptors would be attracted to the landfill because of the gulls.

Takeoff and landing projections should include an evaluation of the potential increase of small business jets and small jet air taxi service.

What would trigger a requirement for air traffic control? Would the expanded runway and increased traffic require air traffic control? Who pays for the operation of air traffic control?

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The airport and access road (Binford Road) have experienced severe flooding with heavy rainfall which curtailed operations and access to the airport. What improvements are proposed to protect the airport and access road? What will be the cost of construction and maintenance, and who would bear that cost?

ENERGY

Does the expansion of Gnoss Field conflict with the goals set by AB32 and AB 1473?

Will there be conflict between Federal EPA standards vs. State of California standards as has developed over automobile fuel efficiency standards? The EIR/EIS should carefully analyze California and federal EPA standards for fuel efficiency and greenhouse gas (GHG) emission requirements.

The EIR/EIS should respond to the statement "The average private plane, such as the popular two seat Cessna 172, is 30 years old, it carries a four-cylinder piston engine designed in the 1940s that burns leaded gasoline, has no catalytic converter, and gets as little as 12 miles per gallon. It's fair to say that small aircraft are gross polluters"[1] Greenhouse Gas Emissions (GHG) reductions would be better achieved by improving the performance of the aircraft fleet than by expanding runways.

The EIR/EIS should justify why the runway extension is being proposed, in that it perpetuates the use of fossil fuels in a wasteful, polluting manner. The need to travel faster and further is not a need that justifies creating severe environmental impacts.

The EIR/EIS must include a careful analysis of the Greenhouse Gas emissions of the runway expansion and increased aircraft traffic that are expected to occur comparing all alternatives.

A study is needed to determine the fallout of incomplete combustion of aircraft fuel containing lead that occurs during takeoff and landing while the aircraft is close to residential areas. Lead buildup in the cattle that graze near the airport should be evaluated. The amount in nearby wetland habitats should also be evaluated.

The EIR/EIS must evaluate the impact of the rise in sea level. This would include increasing the height of levees and the disturbance of the fill and borrow sites for such construction. The increased energy required for pumping must be determined.

The state of California is discouraging development in flood plains. With increasing sea level, an alternative of raising the elevation of the runway and support facilities should be analyzed.

There are major drainage ditches crossing the location of the proposed RSA's. Would these ditches have to be open trenches or culverts? Would open trenches satisfy RSA

[1] Mark Moore, NASA, Popular Science, August 2008 Pg. 27

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requirements? What are impacts if culverts are added to area?

The EIR/EIS should evaluate the impact of upper atmosphere pollution of high flying jets compared to lower level propeller aircraft.

CO^2 emission calculation protocol has not been fully developed for all modes of transportation. The EIR/EIS should include a detailed description of the methodology in calculating the relative CO^2 generated for all alternatives with their range of operations. If the CO^2 emission protocol is contained in a separate document, that document should be included in the appendix of the report.

NOISE and TRAFFIC

Per public testimony, there are numerous violations of aircraft passing over residential areas. The number of illegal over flights cannot be determined by counting the number of phone complaints received by the Federal Aviation Administration (FAA), because it was repeatedly stated in public testimony that residents eventually give up calling due to lack of response by the FAA. The pattern of complaints and the lack of response should be compared with other airports with similar close proximities between residential areas and flight paths.

Public testimony clearly indicates that noise impacts of current operations are a severe impact that FAA is unwilling to monitor and control. The Noise Impact Analysis must include single event noise levels L_{max} in addition to the CNEL noise studies which are +mathematical averaging of multiple noise events. The Noise Impact Analysis also needs to evaluate the impact on humans and wildlife of the expected increase in jet aircraft operations with its higher frequency noise emissions.

The noise test results included in the December 10, 1990 "Airport Land Use Plan, Marin County Airport, Analysis of Aircraft/Airport Operations shows some flights with high SEL readings. The highest was resulting from "straight in" flights A new Noise Analysis should be conducted over an extended time so as to establish the noise levels from a combination of aircraft type and flight path.

The EIR/EIS should enumerate the actual number of flights that violate the recommended flight pattern identified in the 1990 Master Plan. Enforceable mitigation alternatives must be presented as part of the analysis.

The EIR/EIS should quantify the growth of aircraft and vehicle traffic resulting from the expanded runway.

A careful design analysis of the Atherton/Highway 101 Interchange is needed. Cumulative impacts of projected traffic counts should include future major expansion of the Fireman's Fund complex, the proposed North Novato SMART rail station, the proposed expansion of North Redwood Blvd., storage operations at Black John Slough, and increased fixed base operations at the airport.

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The study, above, must disclose whether any of the Park-N-Ride facilities at this intersection will be removed from use. If so, the resulting impacts of the reduced parking must be evaluated. Note that the parking lot is normally filled beyond capacity.

The EIR/EIS should evaluate the project's conformance to Marin County and Novato General Plans with respect to noise and traffic, in particular. The EIR/EIS should conform to a minimum standard set by the "Airport Landuse Planning Handbook. Beyond these minimum standards, consideration should be given to the topography of the lands surrounding the residential areas to the south of the runway.

BIOLOGICAL RESOURCES AND OTHER ENVIRONMENTAL IMPACTS and MITIGATION MEASURES

The EIR/EIS should identify wildlife in the area and their sensitivity to noise, as well as the cumulative impact of the increased use of the runway.

The EIR/EIS should clearly indicate what mitigation would be provided for the loss of wetlands resulting from the extension of the runway, the addition of extended taxiways and two RSAs. The EIR/EIS should establish where additional/replacement wetland mitigation in the immediate vicinity would be provided. Such wetland replacement mitigation should be at least on a 2:1 basis, with no net loss as a minimum standard. (Per the Marin Countywide Plan BIO-3.2) The wetlands mitigation should not include public acquisition of existing wetlands.

The EIR/EIS should evaluate the cumulative visual and biological impacts of the hangers and roadways that have been added at the east side of the runway (which were built without specific environmental analysis) and the runway expansion.

Storm water runoff resulting from increased paving of the runway, taxiway and RSAs should be evaluated. What contaminants are in the storm water? What impact would they have on resident wildlife? How can they be mitigated?

The EIR/EIS should evaluate the buildup of perchlorate contained in jet fuel.

The discussion of alternatives should include the cumulative impacts of the proposed extensions on current and proposed wetland restoration projects within the RSAs, such as the Binford Road project on the Novato Canal.

Thank you for the opportunity to comment. We look forward to reviewing the Draft EIR/EIS documents when they are completed.

Yours truly,

Nona Dennis
President

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Message:
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346 School Road
Novato, Ca 94945
Aug. 27, 2008

RE: Gnoss Field EIR/EIS, State Clearinghouse Number 2008072037

Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame
CA 94010-1303

via e-mail and US mail

There are several issues relating to noise that need to be included in the EIR/EIS that you are developing for the Gnoss Field expansion. These are:
(1) a community baseline study that includes the planes that fly over the residential neighborhood, (2) noise mitigation plans and noise projections after the expansion that include planes that fly over the residential neighborhood with and without the noise mitigation plan, and (3) how the noise mitigation plan will be enforced.

It is clear from the EIR/EIS scoping meeting of August 14, 2008, that the airport is causing significant noise problems in the residential area south of the airport. There were several neighbors complaining about noise from planes flying over their community.

I agree with them. I live in the residential area south of the airport and have made numerous noise complaints when planes that are landing or taking off fly over my house. These planes are outside the recommended flight patterns and should not be there. The noise problem needs to be addressed before the airport is expanded.

The airport has attempted to mitigate the noise problem with its noise abatement program. Jets and turboprops are to land/take off to the northwest. All planes are to land and takeoff in a pattern that avoids over flying the residential area. Pilots are advised to turn left when taking off toward to south to avoid the residential area. Many of the noise complaints occur when pilots ignore the recommended flight patterns and fly over the residential area.

The noise complaint process that the airport initiated a few years ago has not solved the problem of pilots flying over the residential area. Many of the noise complaints are made when pilots do not follow the recommended patterns. Ideally, when a complaint is phoned in, the pilot is told that his/her actions has resulted in a noise complaint. The problem with this procedure is that the airport often can not identify the offending pilots.

When a noise complaint is made while Ken Robbins (airport manager) is at the airport and answers his phone, he can watch the offending pilot land so he can talk to the pilot. If Ken does not answer the phone or is not there, a recorder picks up the message. Then there is no action. And of course, this only works on planes that are landing. If the plane is taking off and flies over the residential area, there is no way to figure out who the offender is.

The current noise mitigation plan has had only limited success. It is a voluntary program and relies on cajoling the pilots. Some pilots intentional ignore the program. Others don't know. The program is ineffective because there is no enforcement and no consequences.

The community baseline noise survey needs to include the planes that fly over the residential area as well as those that fly the recommended flight patterns to get a complete picture of the current noise problem caused by the airport. The noise survey needs to done over a long enough period to cover the variation in air traffic levels. It is not enough to make the noise base line survey using the recommended flight patterns as some pilots do not fly recommended pattern.

The EIR/EIS needs to include a detailed noise mitigation plan before it is deemed complete. This plan needs to include details on additional navigational aids to help pilots follow the recommended flight patterns, specifics on how noise will be monitored in the future, details on how the noise mitigation plan will be enforced, and spell out what the consequences will be for both offending pilots and the airport if the mitigation plan is not achieved.

The proposed expansion of the airport is significant change in use of the airport. The airport runway expansion will increase the runway from 3300 ft to 4400 ft, a 33% increase. This will allow for larger, heavier planes to use the airport. This will result in more flights. and nosier planes.

There should be a Conditional Use Permit issued for the expansion so the conditions for the expansion and the continued operations are clear to the approving agencies, Marin County Supervisors, the residents, and to the pilots that use the airport. The pilots need to have a clear understanding of acceptable flight patterns, and the airport needs to have the tools to convince the pilots to fly the recommended patterns. The community needs to have confidence in the FAA, Marin County, and the Airport that the noise can be successfully mitigated before this project moves ahead.

Robert Fujimoto

Christopher Gilkerson
220 Saddlewood Dr.
Novato, CA 94945

August 24, 2008

Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration
San Francisco Airports District Office
831Mitten Rd., Room 210
Burlingame, CA 94010-1303

Dear Mr. Franklin:

I am a resident of Rush Creek Estates, just south of Gnoss Field. I submit this letter to raise questions and concerns about the scope of the environmental analysis for the proposed expansion of Gnoss Field's runway. It seems that the expansion of the runway from 3300 to 4400 feet is intended to benefit a very few corporate jet owners and users, rather than the hundreds if not thousands of Marin County residents who will be negatively impacted by additional jet traffic noise and disturbance of the Rush Creek open space area and wetlands. A prior Marin County Grand Jury report questioned the feasibility and merit of expanding the runway at Gnoss Field. The County owes its residents an answer to the question as to why it nonetheless has decided to spend taxpayer money to create a jet center for the very wealthy few to fly in and out of Marin, instead of having them continue to use the already-built longer runways located nearby in Sonoma and Napa Counties on more appropriate sites.

Assumption underlying Need for Expansion

The premise of the expansion, as set forth in the presentation by the Federal Aviation Administration's consultant at the August 14, 2008 public meeting, is that "the current runway length of 3,300 feet limits the ability of current airport tenants to operate aircraft at optimum weight for maximum efficiency." The Environmental Impact Statement (EIS) should identify which "current airport tenants" are required to reduce fuel or reduce passengers or cargo: how many are single or double engine propeller airplanes, and how many are jets? Marin County reports that today there are about 95,000 "operations" each year at the airport. Of those 95,000 operations, how many were required to reduce fuel, passengers, or cargo as the result of the 3,300 foot runway?

Baseline for Jet Traffic and Noise, and Estimate of Increased Jet Traffic and Noise

Gnoss Field was built to accommodate certain types of airplanes and air travel needs. The EIS should recount that original purpose and explain why that purpose can no longer be fulfilled unless the runway is expanded to 4,400 feet.

At the scoping meeting, testimony was provided indicating that only a few corporate jet models today can land using a 3,300 foot runway, and that an expansion to 4,400 feet will open the airport to dozens of other types of corporate jets. This testimony was based on FAA certified take-off and landing data for each type of jet. In addition, the FAA in 2006 estimated that new, lighter, cheaper corporate jets (such as the Eclipse 500) will increase jet traffic to small airports by over 120% by 2017. The EIS must set a baseline of how many jets use Gnoss Field today, and then provide an estimate – based on the data the FAA itself has available on increase corporate jet use – of how many more jet craft are likely to use Gnoss Field after expansion. What is the number of current jet operations today? After expansion, what will be the number of jet operations?

In terms of noise, the EIS should set a baseline of how many jets (and other planes) today intrude into the low air space above homes in Rush Creek, Bahia, Green Point, and other local neighborhoods. Many aircraft on a daily basis ignore the "field rule" and cause noise disturbance over our homes. With increased traffic after expansion, what will the noise be, as measured at the location of sensitive receptors in our neighborhoods?

In terms of air and groundwater pollution, the EIS must set a baseline of jet fuel use, disposal, and contamination, and how increased air traffic will impact those numbers.

Other Impacts or Alternatives the EIS Must Address

Several dozen speakers at the August 14 scoping meeting provided first hand accounts of the current jet noise in residential areas as the result of pilots habitually violating the Gnoss Field rule and flying in low over homes. In addition to the noise, it also presents a danger to our families and property. The EIS should include consideration of a project alternative that would provide an enforcement mechanism against this violative conduct.

Increased air traffic, as well as any extension of the runway southeast toward the Rush Creek wetlands, could potentially impact the wildlife there as well as Marin residents' use and enjoyment of the Open Space. These impacts should be considered in the EIS.

The map of the proposed runway construction shows the runway extending northwest into the area for the proposed SMART Rail line with its accompanying bike path. The EIS needs to consider use (in)compatibility.

If expansion of the runway could lead to increased jet traffic, the EIS must consider the growth-inducing impact on the airport and surrounding area. How does the proposed project relate to prior proposals for the "Marin Jet Center" and other plans by Burdell Air Partners or any other development company? Cumulative impacts of this development on the surrounding area must be considered, as well as the increased traffic from Atherton Avenue.

Marin County has a Greenhouse Gas Reduction Plan. Jet fuel consumption is a major source of greenhouse gas. Runway expansion and resulting increase in jet traffic must be considered in light of the County's commitment to reduce greenhouse gas emissions.

Rising seal-level from global warming is likely to submerge the runway in the coming years. The impact of global warming must be considered in the EIS. Please see and consider the comments at pages 3-4 of the attached expert comment by Dr. Robert Coats submitted in the Redwood Landfill expansion proceeding, and the materials on global warming calculations referenced at the end of Dr. Coats' letter.

The Redwood Landfill is expanding to a height of 166 feet just north of the airport. The EIS should address the impacts of an airport in close proximity to a landfill of that height with its attendant attraction of birds.

Public Notice and Access to EIS Materials

Residents of the neighborhoods noted above were not given notice of the public scoping meeting. In the future, please direct any public notice directly to me and any other individuals who either attended the scoping meeting or submitted written comments. All materials relating to the EIS process should be timely posted on the website, www.gnossfieldeis-eir.com. It was disturbing that the materials for the scoping meeting were deliberatively not posted prior to the meeting, thereby placing community members who took time out of their busy lives to attend at a disadvantage.

Very truly yours,

Christopher Gilkerson

CC: Supervisor Judy Arnold

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April 30, 2008

Marin County Community Development Agency
Marin County Planning Commission
3501 Civic Center Dr., Room 308
San Rafael, CA 94903-4517
Attention: Tim Haddad, Environmental Coordinator

Dear Planning Commissioners and Mr. Haddad,

At the request of "No Wetlands Landfill Expansion," a member of the Green Coalition for Responsible Waste / Resource Management, and other members of the Green Coalition, I have reviewed the "Redwood Landfill Final EIR Response to Comments Amendment", along with the "Redwood Landfill Solid Waste Facilities Permit Revision Final EIR and Response to Comments" (Vols. I and II), focusing on the sections relating to surface and groundwater hydrology and water quality. Although the "Response to Comments Amendment" has addressed some of the concerns raised in my letter of September 2005, a number of significant issues have been acknowledged, but dismissed with a call for future analysis, design and monitoring. For example:

1. Since the landfill was created by filling a tidal wetland, the original slough channels, some of which contain deposits of sand, silt and peat are an important part of the site's hydrogeology. The Amendment recognizes that the "...effectiveness of the LCRS trench in maintaining the hydraulic gradient toward the trench in areas near to or intersecting such deposits is particularly critical due the greater permeability within those deposits..." and that "...none of the (monitoring) transects were located within the sand deposits." The answer to this lack of data on which to base the design is to include four monitoring wells in the existing detection monitoring system as part of the gradient monitoring program (p. 2-24). The FEIR includes this important admission: "additional data are needed to understand the dynamics of the site's hydrology and to confirm the consistent effectiveness of the LCRS system" (p. 20-25). Without analyzing that data in terms of determining whether the LCRS system in fact will mitigate the risk to groundwater contamination, it is premature to enlarge the landfill on the assumption that a solution can be found in the future if problems emerge.

Figure 1 shows a portion of the 1914 USGS topographic map of the site, with locations of the HLA and hydrogeology borings, monitoring wells and piezometers plotted by Tim Sinnot of GreenInfo Network, using a Geographic Information System (GIS). Although the 1914 map was made by non-digital methods, it is clear that many buried channels exist on the site that were not intersected by test borings.

2. A similar issue exists with respect to the contamination of groundwater in the alluvium that underlies the bay mud. This is especially important since some of the trench fills may have been excavated into the alluvium. Mitigation measure 3.4.7-j states (p. 2-36) that "if monitoring reveals that contamination is occurring in the alluvium the applicant shall develop a remediation plan..." that may entail "...pump and treat methods, treat-in-place methods, or other methods..." Neither the water quality constituents and criteria that will be used to identify "contamination", nor the actual feasibility of remediation are discussed. These are significant flaws in the EIR analysis.

3. The success of the LCRS depends on a hydraulic gradient from the periphery toward the interior. During the wet season of 2005-06, the gradient was reversed at some of the monitoring wells. (Jones, et al., 2006). A solution will be sought by "upgrading the surface drainage conditions" to reduce infiltration", but the success of these measures has not been reported. The gradient reversal problem needs to be fully analyzed and mitigation measures proposed before the FEIR is certified and the project is permitted.

4. The proponent has agreed with the County that an operations manual for the LCRS is important (Jones et al., 2006). The manual should be completed and reviewed before the project is permitted, rather than being left to a future date.

5. Mitigation Measure 3.4.7-k (p. 2-40) requires the applicant to "...prepare a revised Preliminary Post-Closure Maintenance Plan that plans for and provides for financial assurances for *perpetual* maintenance" of the LCRS and monitoring system (emphasis added). "Perpetual" means forever, and assumes a level of social, economic and physical stability at the site that may be unrealistic. Without the ability to review the maintenance plan first and the perpetual financial assurance funding mechanism to determine whether it is possible to maintain the LCRS for 50 or 100 or more years, the FEIR analysis is incomplete.

6. In my letter of September 2005 I commented on the lack of a plan or design to contain overflow of leachate during very wet months. A contingency plan and overflow pond design have still not been developed (p, 2-42). This should certainly be a part of the project to be reviewed in the FEIR stage before any landfill expansion is permitted.

7. Good water quality management on the site requires that leachate and stormwater runoff be kept separate. Leachate, however, is used for dust control on the roads, which

then produce runoff during storms. This runoff is routed to a stormwater detention pond, which then discharges directly to San Antonio Creek. In February, RiverWatch collected samples for water quality analysis at three points on the site, including a stormwater outlet, ponded stormwater and the leachate pond. Table 1 shows the nitrogen concentrations.

Sample Location	Nitrate-N, mg/l	Ammonia-N, mg/l
"Stormwater Outlet"	60	214
"Ponded Stormwater"	30	9
"Leachate Pond"	ND	156

Table 1. Water quality data from RiverWatch. Laboratory report by Analytical Sciences of Petaluma

These stormwater concentrations are about two orders of magnitude higher than the averages reported by Woodward-Clyde (1991) for stormwater runoff from residential and industrial sites in the Santa Clara Valley. At pH of 8.0 in brackish water, the free ammonia concentration would exceed the EPA chronic water quality standard for aquatic life by 1-3 orders of magnitude, and would be toxic. With considerable dilution, the concentrations of dissolved inorganic nitrogen would be biostimulatory to algae growth in the estuary.

Astoundingly, there seems to be no plan for disposal of the leachate (either during operations or at site closure), other than to allow it to evaporate, and spray it onto dirt access roads, where it then comes into contact with stormwater runoff. Under appropriate mitigation measures, the leachate should be isolated from stormwater, and leachate must be trucked or pumped to a wastewater treatment plant.

8. Perhaps the most egregious example of "kicking the can down the road" is in the Amendment's treatment of future climate change and sea level rise. Table MR106-1 recognizes the important physical and ecosystem effects of climate change on social systems, but then quotes the 'best estimate" of the 2007 Report of the Intergovernmental Panel on Climate Change (IPCC) "for global sea level rise of between 0.28-0.43 meters by the end of the 21st century" (p. 2-49). But the authors have not included an important qualifying statement from the authors of the 2007 IPCC report:

> **Because understanding of some important effects driving sea level rise is too limited, this report does not assess the likelihood, nor provide a best estimate or an upper bound for sea level rise. Table SPM.1 shows model-based projections of global average sea level rise for 2090-2099. The projections do not include uncertainties in climate-carbon cycle feedbacks nor the full effects of changes in ice sheet flow, therefore the**

> **upper values of the ranges are not to be considered upper bounds for sea level rise. They include a contribution from increased Greenland and Antarctic ice flow at the rates observed for 1993-2003, but this could increase or decrease in the future.** (*Summary for Policymakers of the Synthesis Report of the IPCC Fourth Assessment Report, p. 8*)

Because of the complexity of IPCC project, the conclusions in the report lag at least four years behind current research. The scientific literature over the last three years is replete with detailed and alarming papers on ice sheet dynamics in Greenland and Antarctica, most of which emphasize that although much is unknown about the controls on ice sheet movement and disintegration, there is strong evidence for accelerated melting and mobility. These more recent scientific studies should be addressed in the FEIR's analysis on potential impacts. Attached are 3 relevant and recent papers from Science magazine. Others are listed below, and can be made available on request.

The Amendment recognizes the possible need to increase the elevation of the landfill levee in order to maintain flood protection in the face of sea level rise, and recognizes with "stark and disturbing urgency" the difficulties in designing, engineering and constructing levees on soft bay mud (p.2-52). Mitigation Measure 3.5.6d states that within 2 years of project approval, the applicant "shall prepare and submit...a long-term plan for flood protection at the site" which shall include "selection of the preferred method or methods of achieving flood protection, and both a schedule and financial assurances for their implementation". Since planning, designing and funding such a project is so challenging and problematic, and the upper limit on the rate of sea level rise so uncertain, it is necessary to review the flood protection plan first at the FEIR stage to see if there is a good chance it will address the design problems and environmental risks.

In addition to the above-mentioned documents, I have also reviewed GeoSyntec's "Summary of Engineered Alternative to the 5-ft Separation Siting Criterion (Oct. 20, 2005), along the with Letter of Approval (Feb. 9, 2006). There are a number of questions about GeoSyntec's Summary that need to be answered before the Engineered Alternative can be considered to be equivalent to maintaining a 5 ft separation between the waste and groundwater:

1. According to GeoSyntec, compression of the bay mud under the loading of the land fill contributes to the upward hydraulic gradient from the bay mud into the waste. This prevents the downward flow of leachate from the waste into the underlying bay mud and alluvium. The idealized groundwater model assumes that 50% of the pore water in the mud flows upward into the waste, and 50% flows downward, into the alluvium. According to hydrogeologist John Gallinatti of GeoSyntec Consultants, " no empirical measurement or calculation has been performed" to support the location of the "hydraulic divide" (Sicular, 2007). This means it is hypothetical. The consolidation of the bay mud

will be "practically complete within 50 years of waste placement" (p. 2-12). The potentiometric head in the alluvium (a confined aquifer) is given as 5-6 ft above msl (Response to Comments Amendment, p. 2-28), but the elevation of the leachate reaches 14-15 ft in at least one of groundwater monitoring wells (GR8R). Once the consolidation of the bay mud is complete, the hydraulic gradient could reverse, initiating downward flow of leachate into the bay mud, and (where lenses of sand or peat are present) into the alluvium itself. This possibility does not seem to have been recognized in GeoSyntec's Summary of Engineered Alternative.

2. The success of the LCRS depends on two factors. First, the hydraulic gradient must be maintained away from the perimeter and toward the collection system. Second, the volume of leachate must not exceed the capacity of the pumps, pipes and pond that are part of the system. As we have seen, a meter of sea level rise by the end of this century is entirely possible, and (according to some scientists), even likely. On the time scale of several centuries, it is inevitable. How would a rise of 1-2 meters in sea level affect the operation of the LCRS? On the bayward side, the hydraulic gradient from the periphery toward the collection trench would increase. This would seem to be an advantage, until the volume of seepage or overflow from the bay becomes great enough to overwhelm the capacity of some element of the LCRS. At that point, the LCRS would collapse and have to be abandoned.

Based on my review of the GeoSyntec analysis, I do not believe there is a factual or scientifically sufficient basis to conclude that the LCRS and related components of the engineered alternative will result in equivalent protection of groundwater as the otherwise state-mandated 5 feet of separation.

I hope these comments are helpful. Please call me if you have any questions.

Very Sincerely Yours,

Robert Coats, Ph.D.
Principal

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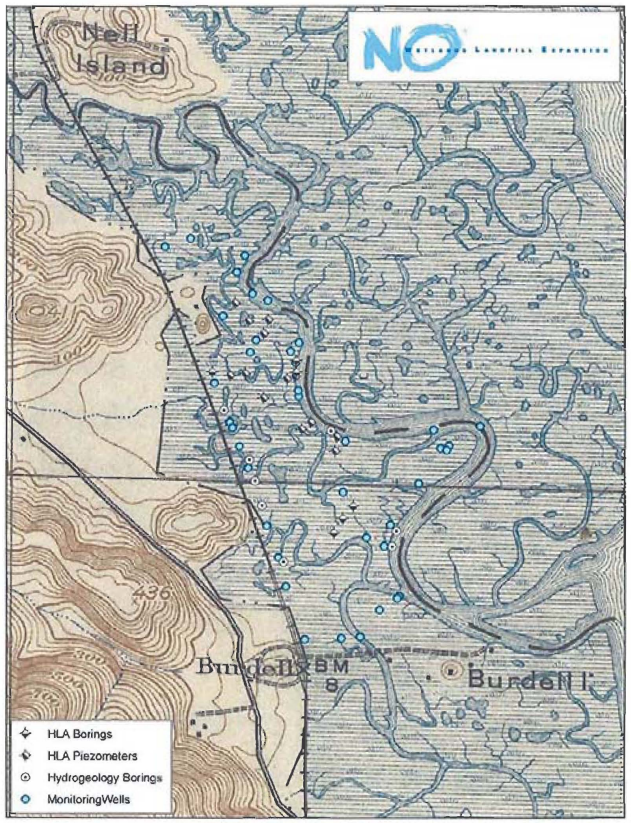

Figure 1. Boring locations transferred to the 1914 USGS topographic map (by Tim Stinnot, GreenInfo Network)

melt fraction will be more gradual, reflecting the gradual increase of water solubility in olivine and orthopyroxene.

Our results therefore support the concept that the low-velocity zone may be related to partial melting (*1*, *2*, *6*). However, even in the absence of melting, the partitioning of water between olivine and orthopyroxene would strongly depend on depth. The high water solubilities in aluminous orthopyroxene at low pressure and temperature will effectively "dry out" olivine, and this may also contribute to a stiffening of the lithosphere. In any case, however, our results imply that the existence of an asthenosphere—and therefore of plate tectonics as we know it—is possible only in a planet with a water-bearing mantle.

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29. Supported by a Deutsche Forschungsgemeinschaft Leibniz award (H.K.) and by the Alexander von Humboldt Foundation and NSF grant EAR 0337611 (J.R.S.).

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21 September 2006; accepted 23 November 2006
10.1126/science.1135422

A Semi-Empirical Approach to Projecting Future Sea-Level Rise

Stefan Rahmstorf

A semi-empirical relation is presented that connects global sea-level rise to global mean surface temperature. It is proposed that, for time scales relevant to anthropogenic warming, the rate of sea-level rise is roughly proportional to the magnitude of warming above the temperatures of the pre–Industrial Age. This holds to good approximation for temperature and sea-level changes during the 20th century, with a proportionality constant of 3.4 millimeters/year per °C. When applied to future warming scenarios of the Intergovernmental Panel on Climate Change, this relationship results in a projected sea-level rise in 2100 of 0.5 to 1.4 meters above the 1990 level.

Understanding global sea-level changes is a difficult physical problem, because complex mechanisms with different time scales play a role (*1*), including thermal expansion of water due to the uptake and penetration of heat into the oceans, input of water into the ocean from glaciers and ice sheets, and changed water storage on land. Ice sheets have the largest potential effect, because their complete melting would result in a global sea-level rise of about 70 m. Yet their dynamics are poorly understood, and the key processes that control the response of ice flow to a warming climate are not included in current ice sheet models [for example, meltwater lubrication of the ice sheet bed (*2*) or increased ice stream flow after the removal of buttressing ice shelves (*3*)]. Large uncertainties exist even in the projection of thermal expansion, and estimates of the total volume of ice in mountain glaciers and ice caps that are remote from the continental ice sheets are uncertain by a factor of two (*4*). Finally, there are as yet no published physically based projections of ice loss from glaciers and ice caps fringing Greenland and Antarctica.

For this reason, our capability for calculating future sea-level changes in response to a given surface warming scenario with present physics-based models is very limited, and models are not able to fully reproduce the sea-level rise of recent decades. Rates of sea-level rise calculated with climate and ice sheet models are generally lower than observed rates. Since 1990, observed sea level has followed the uppermost uncertainty limit of the Intergovernmental Panel on Climate Change (IPCC) Third Assessment Report (TAR), which was constructed by assuming the highest emission scenario combined with the highest climate sensitivity and adding an ad hoc amount of sea-level rise for "ice sheet uncertainty" (*1*).

While process-based physical models of sea-level rise are not yet mature, semi-empirical models can provide a pragmatic alternative to estimate the sea-level response. This is also the approach taken for predicting tides along coasts (for example, the well-known tide tables), where the driver (tidal forces) is known, but the calculation of the sea-level response from first principles is so complex that semi-empirical relationships perform better. Likewise, with current and future sea-level rise, the driver is known [global warming (*1*)], but the computation of the link between the driver and the response from first principles remains elusive. Here, we will explore a semi-empirical method for estimating sea-level rise.

As a driver, we will use the global average near-surface air temperature, which is the standard diagnostic used to describe global warming. Figure 1 shows a schematic response to a step-function increase in temperature, after climate and sea level parameters were at equilibrium. We expect sea level to rise as the ocean takes up heat and ice starts to melt, until (asymptotically) a new equilibrium sea level is reached. Paleoclimatic data suggest that changes in the final equilibrium level may be very large: Sea level at the Last Glacial Maximum, about 20,000 years ago, was 120 m lower than the current level, whereas global mean temperature was 4° to 7°C lower (*5*, *6*). Three million years ago, during the Pliocene, the average climate was about 2° to 3°C warmer and sea level was

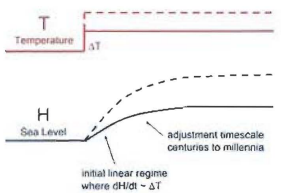

Fig. 1. Schematic of the response of sea level to a temperature change. The solid line and the dashed line indicate two examples with different amplitude of temperature change.

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25 to 35 m higher (*7*) than today's values. These data suggest changes in sea level on the order of 10 to 30 m per °C.

The initial rate of rise is expected to be proportional to the temperature increase

$$dH/dt = a\,(T - T_0) \qquad (1)$$

where H is the global mean sea level, t is time, a is the proportionality constant, T is the global mean temperature, and T_0 is the previous equilibrium temperature value. The equilibration time scale is expected to be on the order of millennia. Even if the exact shape of the time evolution $H(t)$ is not known, we can approximate it by assuming a linear increase in the early phase; the long time scales of the relevant processes give us hope that this linear approximation may be valid for a few centuries. As long as this approximation holds, the sea-level rise above the previous equilibrium state can be computed as

$$H(t) = a\int_0^t (T(t') - T_0)\,dt' \qquad (2)$$

where t' is the time variable.

We test this relationship with observed data sets of global sea level (*8*) and temperature [combined land and ocean temperatures obtained from NASA (*9*)] for the period 1880–2001, which is the time of overlap for both series. A highly significant correlation of global temperature and the rate of sea-level rise is found ($r = 0.88$, $P = 1.6 \times 10^{-8}$) (Fig. 2) with a slope of $a = 3.4$ mm/year per °C. If we divide the magnitude of equilibrium sea-level changes that are suggested by paleoclimatic data (*5*–*7*) by this rate of rise, we obtain a time scale of 3000 to 9000 years, which supports the long equilibration time scale of sea-level changes.

The baseline temperature T_0, at which sea-level rise is zero, is 0.5°C below the mean temperature of the period 1951–1980. This result is consistent with proxy estimates of temperatures in the centuries preceding the modern warming (*10*), confirming that temperature and sea level were not far from equilibrium before this modern warming began. This is consistent with the time scale estimated above and the relatively stable climate of the Holocene (the past 10,000 years).

In Fig. 3, we compare the time evolution of global mean temperature, converted to a "hindcast" rate of sea-level rise according to Eq. 1, with the observed rate of sea-level rise. This comparison shows a close correspondence of the two rates over the 20th century. Like global temperature evolution, the rate of sea-level rise increases in two major phases: before 1940 and again after about 1980. It is this figure that most clearly demonstrates the validity of Eq. 1. Accordingly, the sea level that was computed by integrating global temperature with the use of Eq. 2 is in excellent agreement with the observed sea level (Fig. 3), with differences always well below 1 cm.

We can explore the consequences of this semi-empirical relationship for future sea levels (Fig. 4), using the range of 21st century temperature scenarios of the IPCC (*1*) as input into Eq. 2. These scenarios, which span a range of temperature increase from 1.4° to 5.8°C between 1990 and 2100, lead to a best estimate of sea-level rise of 55 to 125 cm over this period. By including the statistical error of the fit shown in Fig. 2 (one SD), the range is extended from 50 to 140 cm. These numbers are significantly higher than the model-based estimates of the IPCC for the same set of temperature scenarios, which gave a range from 21 to 70 cm (or from 9 to 88 cm, if the ad hoc term for ice sheet uncertainty is included). These semi-empirical scenarios smoothly join with the observed trend in 1990 and are in good agreement with it during the period of overlap.

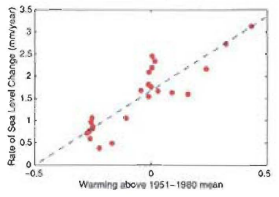

Fig. 2. Correlation of temperature and the rate of sea-level rise for the period 1881–2001. The dashed line indicates the linear fit. Both temperature and sea-level curves were smoothed by computing nonlinear trend lines, with an embedding period of 15 years (*14*). The rate of sea-level change is the time derivative of this smoothed sea-level curve, which is shown in Fig. 3. Data were binned in 5-year averages to illustrate this correlation.

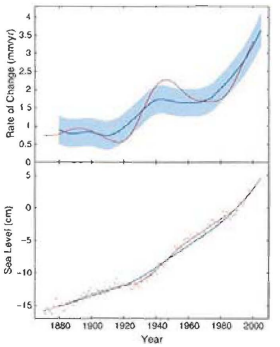

Fig. 3. (Top) Rate of sea-level rise obtained from tide gauge observations (red line, smoothed as described in the Fig. 2 legend) and computed from global mean temperature from Eq. 1 (dark blue line). The light blue band indicates the statistical error (one SD) of the simple linear prediction (*15*). **(Bottom)** Sea level relative to 1990 obtained from observations (red line, smoothed as described in the Fig. 2 legend) and computed from global mean temperature from Eq. 2 (blue line). The red squares mark the unsmoothed, annual sea-level data.

We checked that this analysis is robust within a wide range of embedding periods (i.e., smoothing) of the observational time series. The slope found in Fig. 2 varies between 3.2 and 3.5 mm/year per °C for any embedding period between 2 and 17 years, causing only minor variations in the projected sea level. For short embedding periods (around 5 years), the rate of sea-level rise (Fig. 3, top) closely resembles that shown in (*8*) with large short-term fluctuations. For embedding dimensions longer than 17 years, the slope starts to decline, because the acceleration of sea-level rise since 1980 (Fig. 3) is then progressively lost by excessive smoothing. For very long embedding periods (30 years), the rate of sea-level rise becomes rather flat such as that shown in (*11*).

The linear approximation (Eq. 1) is only a simplistic first-order approximation to a number of complex processes with different time scales. The statistical error included in Fig. 4 does not include any systematic error that arises if the linear relationship breaks down during the forecast period. We can test for this systematic error using climate models, if only for the thermal expansion component of sea-level rise that these models capture. For this test, we used the CLIMBER-3α climate model (*12*), which uses a simplified atmosphere model coupled to a three-dimensional general circulation ocean model with free surface (i.e., that vertically adjusts). We used a model experiment initialized from an equilibrium state of the coupled system in the year 1750 and, with historic radiative forcing, forced changes until the year 2000. After 2000, the model was forced with the IPCC A1FI scenario. The global mean temperature increases by 0.8°C in the 20th century and by 5.0°C from 1990 to 2100 in this experiment.

Temperature and sea-level rise data from this model for the time period 1880–2000 were treated like the observational data in the analysis presented above, and graphs corresponding to Figs. 2 and 3 look similar to those derived from the observational data (figs. S1 and S2). The slope found is only 1.6 mm/year per °C (i.e., half of the observed slope) because only the thermal expansion component is modeled. Using the semi-empirical relation as fitted to the period 1880–2000, we predicted the sea level for the 21st century (fig. S3). Up to the year 2075, this predicted sea level remains within 5 cm of the actual (modeled) sea level. By the year 2100, the predicted level is 51 cm whereas the actual (modeled) level is 39 cm above that of 1990 (i.e., the semi-empirical formula overpredicts sea level by 12 cm).

For the continental ice component of sea-level rise, we do not have good models to test how the

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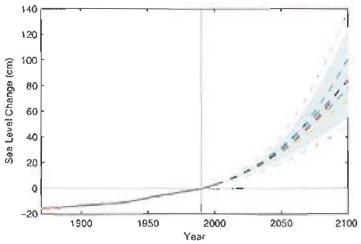

Fig. 4. Past sea level and sea-level projections from 1990 to 2100 based on global mean temperature projections of the IPCC TAR. The gray uncertainty range spans the range of temperature rise of 1.4° to 5.8° C, having been combined with the best statistical fit shown in Fig. 2. The dashed gray lines show the added uncertainty due to the statistical error of the fit of Fig. 2. Colored dashed lines are the individual scenarios as shown in (*1*); the light blue line is the A1FI scenario, and the yellow line is the B1 scenario.

linear approximation performs, although the approximation is frequently used by glaciologists ("degree-days scheme"). Given the dynamical response of ice sheets observed in recent decades and their growing contribution to overall sea-level rise, this approximation may not be robust. The ice sheets may respond more strongly to temperature in the 21st century than would be suggested by a linear fit to the 20th century data, if time-lagged positive feedbacks come into play (for example, bed lubrication, loss of buttressing ice shelves, and ocean warming at the grounding line of ice streams). On the other hand, many small mountain glaciers may disappear within this century and cease to contribute to sea-level rise. It is therefore difficult to say whether the linear assumption overall leads to an over- or underestimation of future sea level. Occam's razor suggests that it is prudent to accept the linear assumption as reasonable, although it should be kept in mind that a large uncertainty exists, which is not fully captured in the range shown in Fig. 4.

Regarding the lowest plausible limit to sea-level rise, a possible assumption may be that the rate shown in Fig. 3 stops increasing within a few years (although it is difficult to see a physical reason for this) and settles at a constant value of 3.5 mm/year. This implies a sea-level rise of 38 cm from 1990 to 2100. Any lower value would require that the rate of sea-level rise drops despite rising temperature, reversing the relationship found in Fig. 2.

Although a full physical understanding of sea-level rise is lacking, the uncertainty in future sea-level rise is probably larger than previously estimated. A rise of over 1 m by 2100 for strong warming scenarios cannot be ruled out, because all that such a rise would require is that the linear relation of the rate of sea-level rise and temperature, which was found to be valid in the 20th century, remains valid in the 21st century. On the other hand, very low sea-level rise values as reported in the IPCC TAR now appear rather implausible in the light of the observational data.

The possibility of a faster sea-level rise needs to be considered when planning adaptation measures, such as coastal defenses, or mitigation measures designed to keep future sea-level rise within certain limits [for example, the 1-m long-term limit proposed by the German Advisory Council on Global Change (*13*)].

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Supporting Online Material

www.sciencemag.org/cgi/content/full/1135456/DC1
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22 September 2006; accepted 4 December 2006
Published online 14 December 2006;
10.1126/science.1135456
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Nonequilibrium Mechanics of Active Cytoskeletal Networks

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Cells both actively generate and sensitively react to forces through their mechanical framework, the cytoskeleton, which is a nonequilibrium composite material including polymers and motor proteins. We measured the dynamics and mechanical properties of a simple three-component model system consisting of myosin II, actin filaments, and cross-linkers. In this system, stresses arising from motor activity controlled the cytoskeletal network mechanics, increasing stiffness by a factor of nearly 100 and qualitatively changing the viscoelastic response of the network in an adenosine triphosphate–dependent manner. We present a quantitative theoretical model connecting the large-scale properties of this active gel to molecular force generation.

Mechanics directly control many functions of cells, including the generation of forces, motion, and the sensing of external forces (*1*). The cytoskeleton is a network of semiflexible linear protein polymers (actin filaments, microtubules, and intermediate filaments) that is responsible for most of the mechanical functions of cells. It differs from common polymer materials in both the complexity of composition and the fact that the system is not at thermodynamic equilibrium. Chemical nonequilibrium drives mechanoenzymes (motor proteins) that are the force generators in cells. The cytoskeleton is thus an active material that can adapt its mechanics and perform mechanical tasks such as cell locomotion or cell division.

Here, we show how nonequilibrium motor activity controls the mechanical properties of a simple three-component in vitro model cytoskeletal network. The nonequilibrium origin of this active control mechanism can be seen directly in the violation of a fundamental theorem of statistical physics, the fluctuation-dissipation (FD) theorem, which links thermal fluctuations of systems to their response to external forces. The FD theorem is a generalization of Einstein's description of Brownian motion (*2*). Although it is valid only in equilibrium, its possible extension to out-of-equilibrium systems such as granular materials and living cells has been debated (*3*–*5*). Prior studies in cells have suggested violations of the FD theorem (*3*), but this has not been directly observed. We show that an in vitro model system consisting of a cross-linked

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Research was supported by NSF grants EAR-0135533, EAR-0230319, and ITR-0428774/ITR-0426757 (Virtual Laboratory for Earth and Planetary Material, a NSF-funded project at the Minnesota Supercomputing Institute; www.vlab.msi.umn.edu).

Supporting Online Material

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3 October 2005; accepted 30 December 2005
10.1126/science.1120865

Changes in the Velocity Structure of the Greenland Ice Sheet

Eric Rignot[1]* and Pannir Kanagaratnam[2]*

Using satellite radar interferometry observations of Greenland, we detected widespread glacier acceleration below 66° north between 1996 and 2000, which rapidly expanded to 70° north in 2005. Accelerated ice discharge in the west and particularly in the east doubled the ice sheet mass deficit in the last decade from 90 to 220 cubic kilometers per year. As more glaciers accelerate farther north, the contribution of Greenland to sea-level rise will continue to increase.

The contribution of the Greenland Ice Sheet to sea level is a problem of considerable societal and scientific importance. Repeat-pass airborne laser altimetry measurements (*1*) showed that the ice sheet is nearly in balance in the interior but its periphery is thinning, with deterioration concentrated along the channels occupied by outlet glaciers (*2*). The most recent surveys revealed that the mass loss from the periphery is increasing with time, with approximately half of the increase caused by enhanced runoff and half by enhanced glacier flow (*3*).

Although these airborne surveys crisscrossed a large fraction of Greenland, they left major gaps in glacier coverage, particularly in the southeast and northwest. The mass loss from nonsurveyed glaciers was estimated using an ice melt model, thereby assuming no temporal changes in ice flow. If glacier dynamics is an important factor, the contribution to sea level from Greenland is underestimated using this approach. To address this issue and understand the exact partitioning between surface mass balance and ice dynamics, it is essential to estimate glacier discharge and its variability over time.

Here, we measure glacier velocities using satellite radar interferometry data collected by Radarsat-1 in fall 2000 (*4*, *5*) along the entire coast of Greenland except the southwest (Fig. 1) and repeatedly in spring and summer 2005 along selected tracks covering major glaciers. We also use European Remote Sensing satellites ERS-1 and ERS-2 data from winter 1996 in the north, east, northwest, and central west, and Envisat Advanced Synthetic Aperture Radar (ASAR) data from summer 2004 in the southwest. Ice velocity is measured with a precision of 10 to 30 m/year depending on satellite, data quality, and processing and is combined with ice thickness to calculate ice discharge.

Ice thickness is estimated with a precision of 10 m from airborne radio echo sounding data collected in 1997 to 2005 (*6*). Although grounding-line thicknesses of glaciers extending into floating ice tongues in the north are well known, ice thickness is difficult to measure at the fronts of calving glaciers in other parts of Greenland where no floating ice tongues develop. Ice thickness is only known several km upstream of the ice fronts. Ice fluxes are thus calculated at these upstream flux gates with a precision of 4%. Ice-front discharge is deduced from the upstream flux by subtracting a zero-anomaly surface mass balance (*7*) between the flux gate and the ice front. The correction is small (Table 1). Ice-front discharge is initially calculated for 1996 if data are available; otherwise, it is calculated for 2000. Ice-front discharge in subsequent years is obtained by multiplying the reference discharge by the percentage velocity increase averaged at the ice front, with a precision reduced to 10% because ice thickness is assumed to be steady. This approach alleviates the lack of frontal thickness data, accounts for higher dynamic losses nearer to the ice fronts, but omits dynamic losses below flux gates in the reference-year calculation. Mass loss for each glacier system is deduced from the ice-front discharge in excess of the zero-anomaly surface mass balance calculated for the entire drainage, with a precision of 14% (Table 1).

We examined the seasonal variability in flow speed of major glaciers in fall 2000. We found no velocity change from September to January at the 1% level over the 24-day averaging period of Radarsat-1. On the Petermann Glacier (1 in Fig. 1), a continuous set of observations in 2004 reveals an 8% increase in the summer months compared to winter (Fig. 2A). A similar seasonality is detected on Nioghalvfjerdsbrae and all southeast Greenland glaciers and has been observed on Jakobshavn Isbrae (*8*) and Columbia Glacier, Alaska (*9*). Winter velocities are therefore only 2% lower than the annual means, and flow changes must exceed 8% to be significant. No seasonal correction is applied to our data to compensate for the fact that surface velocities may represent 97 to 99% of vertically integrated velocities at the flux gates.

A nearly comprehensive estimate of ice discharge around Greenland is obtained for year 2000, and partial coverage for 1996 and 2005. The results are used to detect changes in ice discharge around the periphery caused by ice dynamics alone and determine their impact on ice sheet mass balance, independent of temporal changes in surface mass balance, i.e., accumulation and melt.

Many changes in velocity are observed in the north, but they are of little consequence to total mass balance. Harald Moltke Glacier was surging in 2005 after a quiescent phase. Nearby Tracy and Heilprin glaciers accelerated 40% and 18% in 2000 to 2005 (Fig. 2L), but the corresponding mass loss is small. Petermann Glacier has been stable since 1996, and its mass balance remains slightly negative. Academy Glacier tripled its speed in 2005 (Fig. 2C), which is typical for northern Greenland surge-type glaciers; its mass balance averages zero over the last decade. Farther east, the mass losses from decelerating Nioghalvfjerdsbrae and accelerat-

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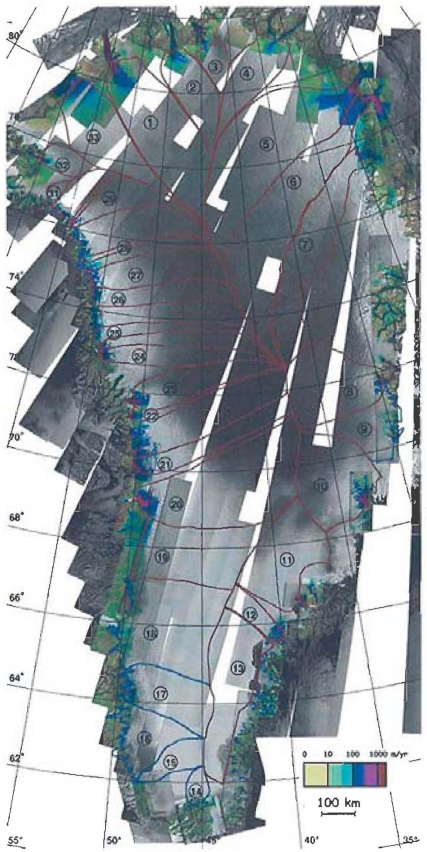

Fig. 1. Ice-velocity mosaic of the Greenland Ice Sheet assembled from year 2000 Radarsat-1 radar data, color coded on a logarithmic scale from 1 m/year (brown) to 3 km/year (purple), overlaid on a map of radar brightness from ERS-1/Radarsat-1/Envisat. Drainage boundaries for flux gates in Table 1 are in red. Drainage boundaries with no flux estimates but discussed in the text are in blue. Numbers refer to drainage basins in Table 1.

ing Zachariae Isstrom compensate for the mass gain of decelerating Storstrommen, a surge-type glacier in a quiescent mode (Fig. 2D). Overall, the northern sector exhibits a small mass loss (Table 1).

In central east Greenland, no flow change is detected on Daugaard-Jensen (Fig. 2E) and Vestfjord glaciers (area 9) in 1996 to 2005. The 3.7-km/year frontal speed of Daugaard-Jensen is identical to that measured in 1969 (*10*), and the glacier is in balance. Immediately south, Kangerdlugssuaq Glacier has been stable in speed since 1962, but was thinning and losing mass in 1996 (*11*). The glacier accelerated 210% in 2000 to 2005 (Fig. 2F) to flow 13 to 14 km/year at the calving front, which is the largest speed in Greenland. The ice front retreated about 10 km. The 8-km/year additional frontal speed over the last 30 km must have longitudinally stretched the 1-km-thick ice to thin it by 250 m. The acceleration increased the mass loss from 5 km^3 ice/year in 1996 (*12*) to 36 km^3 ice/year in 2005 (Table 1), which is 6% of Greenland's total accumulation.

Farther south, Helheim Glacier exhibited a positive mass budget in 1996 to 2004 (*12*) but was thinning at low elevation in the 1990s (*2*). In 2000 to 2005, the glacier accelerated 60% and retreated 5 km (Fig. 2G). The 6-km/year increment in speed over 40 km must have thinned the glacier by 75 m. Its mass balance decreased from positive in 1996 to −12 km^3 ice/year in 2005, which is half the glacier annual accumulation.

Even more pronounced changes are taking place in the southeast, where most glaciers have no names (names in Fig. 2I are mostly associated with fjords) and are rarely visited. Snow accumulation is the highest in Greenland, causing high rates of ice discharge per unit area. This region was rapidly thinning up to the ice divide in the 1990s (*1*) and losing 17 km^3 ice/year over 38,000 km^2 in 1996 (*12*). Here, we estimate a 29-km^3/year ice loss over a more comprehensive area of 73,700 km^2 in 1996 (Table 1). The largest 21 glaciers accelerated 28.5% on average between 1996 and 2000 and 57% in 1996 to 2005 (Fig. 2I). Flow acceleration varies substantially among glaciers but remains widespread and systematic. Most glacier fronts retreated several km since 1996. Total loss increased from 48 km^3/year in 2000 to 67 km^3/year in 2005, which is twice the 1996 value.

Few large glaciers drain the south and southwestern tips of Greenland because its ablation area is much broader and less steep than that in the southeast, so glacier ice discharge at the coast is low. Ice was thickening inland and thinning at low elevation in the 1990s (*1*). We have no thickness data and few velocity data for the largest glaciers. Nordbogletscher (area 14), Sermilik (area 15), and Kangiata nunata/Narssap sermia (area 17) have, respectively, balance fluxes of only 1, 6.5, and 6 km^3 ice/year, so potential mass losses from ice dynamics are small. Kangiata nunata sermia sped up by 6% in 1996 to 2000 and 27% in 2000 to 2005, whereas Narssap sermia sped up by 68% and 150% (Fig. 2K). In areas 18 and 19, where ice flows only a few hundred meters per year, we detected a 25% acceleration in 2000 to 2005 (Fig. 2J). This region is unlikely to experience a positive mass balance at present.

Jakobshavn Isbrae underwent a 95% increase in frontal speed in 1996 to 2005 during the progressive breakup of its floating ice tongue (*13*, *14*) (Fig. 2H). In retreat since before the beginning of the century, the glacier was thickening in 1993 to 1998 (*2*) and then thinning (*15*). Its ice flux, deduced from radio echo sounding and seismic data (*16*), was 27 km^3 ice/year in 1996. Ice discharge increased from 24 km^3 ice/year in 1996 to 46 km^3 ice/year in 2005 (Table 1).

Farther north, Kangilerngata and Eqip sermia accelerated by 30% in 2000 to 2005, but the adjacent larger Sermeq avangnardleq and kujatdleq slowed down by 11% (Fig. 2M), so overall losses did not change. Rinks Isbrae (area 23) did not accelerate in 2000 to 2005 (Fig. 2N) but exhibits a negative mass balance. Similarly, Upernavik Isstrom is 30% out of balance and

Table 1. Mass loss of the Greenland Ice Sheet. A, area of drainage basin; F, ice flux upstream of ice front in 1996 (2000 if 6th column is blank); D, discharge (D = F − surface mass balance between gate and ice front); SMB, surface mass balance over entire drainage; MB, mass balance (MB = SMB − D). Missing values in 6th and 8th columns are replaced by 7th column in totals. Loss of nonsurveyed west glaciers is extrapolated from average loss per unit area for areas 21 to 31. Area 19 is for flux gate only. Total ice sheet mass balance, Total + SMB anomalies = Total ice dynamics for North + East + West) + deviations in SMB from 1960 to 1990 average (*19*).

Glacier	A (km^2)	F (km^3/year)	D (km^3/year)	SMB (km^3/year)	MB 1996 (km^3/year)	MB 2000 (km^3/year)	MB 2005 (km^3/year)
Tracy/Heilprin (32)	10,439	2.4	1.9	1.7	−0.2	−0.2	−1.0
Humboldt (33)	47,370	5.6	3.7	2.4	−1.3	−1.3	
Petermann (1)	73,927	12.2	11.8	11.1	−0.7	−0.7	−0.7
Ryder (2)	29,832	4.3	3.6	4.2	+0.6	+1.0	+0.5
Ostenfeld (3)	11,166	2.2	1.9	1.5	−0.4	−0.4	
Academy/Hagen (4)	32,386	3.7	3.5	3.4	−0.1	+1.1	−0.7
Nioghalvfjerdsbrae (5)	103,314	14.3	13.5	11.5	−2.0	−1.0	−0.1
Zachariae I. (6)	91,780	11.7	9.9	9.4	−0.5	−0.5	−1.7
Storstrømmen (7)	64,662	6.8	0.1	2.4	+2.2	+2.3	+3.3
North	464,876	62.8	50.0	47.6	−2.4	−0.7	−2.3
Daugaard-Jensen (8)	50,150	10.5	10.0	10.0	+0.0	+0.0	+0.0
Kangerdlugssuaq (10)	51,027	27.9	27.8	22.6	−5.2	−5.2	−35.8
Helheim (11)	48,140	26.2	26.3	30.1	+3.8	+3.8	−12.0
Ikertivaq (12)	10,327	10.3	10.1	9.2		−0.9	−3.0
Southeast (13)	63,413	67.4	66.8	37.5	−29.3	−48.3	−67.4
East	223,057	142.3	141.0	109.4	−31.6	−50.6	−118.2
Nordenskiold (19)	62,647	10.7	10.7	14.1		+3.4	−0.7
Jakobshavn I. (20)	92,080	27.0	23.6	30.0	+6.4	−12.5	−16.0
Sermeq kujatdlEq. (21)	25,647	10.9	10.0	6.8		−3.2	−3.2
Kangerdlugssup (22)	7110	2.7	2.4	1.9		−0.5	−0.5
Rinks (23)	30,182	12.1	11.8	10.6		−1.2	−1.2
Upernavik (24)	22,471	8.6	8.1	6.0		−2.1	−2.1
Nunatakavsaup (25)	14,680	4.7	3.8	2.3		−1.5	−1.5
Igdlugdlip (26)	23,802	7.1	6.2	5.4		−0.8	−0.8
Hayes (27)	34,803	10.9	9.9	8.7		−1.2	−1.2
Steenstrup (28)	6,010	1.3	0.8	1.2		+0.4	+0.4
Kong Oscar (29)	21,134	8.5	8.3	6.8	−1.5	−1.5	−1.8
Peary/Docker (30)	12,717	8.5	7.8	4.2		−3.6	−3.6
Gades (31)	2,983	3.3	3.2	1.1		−2.1	−2.1
Nonsurveyed (30-31)	165,084	64.4	59.2	45.0	−14.2	−14.2	−14.4
West	521,350	180.7	165.8	144.1	−21.7	−40.6	−47.0
Total	1,209,280	386	357	301	−56 ± 30	−92 ± 30	−167 ± 40
Total + SMB anomalies					−91 ± 31	−138 ± 31	−224 ± 41

continues a retreat started early in this century (*17*). Mass balance is strongly negative as well for Igdlugdlip and Nunatakavsaup sermia, Steenstrup, Kong Oscar, Peary, Docker Smith, and Gades glaciers, and probably all glaciers flowing from the high-accumulation northwestern belt. The fastest glacier, Kong Oscar, accelerated by 12% in 1996 to 2000 and none in 2000 to 2005 (Fig. 2O). Overall, flow acceleration north of 70°N is subdued or absent compared to that in the south. The largely negative mass balance of the northwest sector, however, which is consistent with its observed dynamic thinning (*1*, *2*), suggests that the glaciers were already flowing above balance conditions in 1996. Comparison of the 2000 ice-front velocities with those measured in 1957/58 to 1964 in areas 20 to 23 (*18*) shows no detectable change in speed at the 10% level. If ice dynamics is the cause of thinning, glacier acceleration took place before 1957, and the year 2000 glacier losses have prevailed for many decades.

Glacier losses caused by ice dynamics alone are summarized in Table 1 for north, east, and west Greenland. The largest contributions are from southeast and northwest Greenland in 1996 to 2000, with the addition of central east and west in 2000 to 2005 because of the acceleration of only three large glaciers. These estimates do not include glaciers draining from local ice caps, southwest Greenland glaciers, and small eastern glaciers south of Storstrømmen with low levels of ice discharge.

To obtain the total ice sheet loss, we need to combine the calculated losses from ice dynamics in Table 1 with deviations in surface mass balance from the long-term average calculated elsewhere. Climate warming in the last decade has enhanced surface melt and slightly increased snow precipitation to reduce the surface mass balance compared to the 1960 to 1990 average by an estimated 35 km^3 ice/year in 1996 and 46 km^3 ice/year in 2000 (*19*), which we linearly extrapolate to 57 km^3 ice/year in 2005. Total ice sheet loss, combining dynamic losses and deviations from a zero-anomaly surface mass balance, is then 91 ± 31 km^3 ice/year in 1996, 138 ± 31 km^3 ice/year in 2000, and 224 ± 41 km^3 ice/year in 2005.

Greenland's mass loss therefore doubled in the last decade, well beyond error bounds. Its contribution to sea-level rise increased from 0.23 ± 0.08 mm/year in 1996 to 0.57 ± 0.1 mm/year in 2005. Two-thirds of the loss is caused by ice dynamics; the rest is due to enhanced runoff minus accumulation. Ice dynamics therefore dominates the contribution to sea-level rise from the Greenland Ice Sheet.

Glacier acceleration in the east probably resulted from climate warming. Temperature records at Angmassalik (65.6°N, 37.6°E) show a +3°C increase in yearly air temperature from

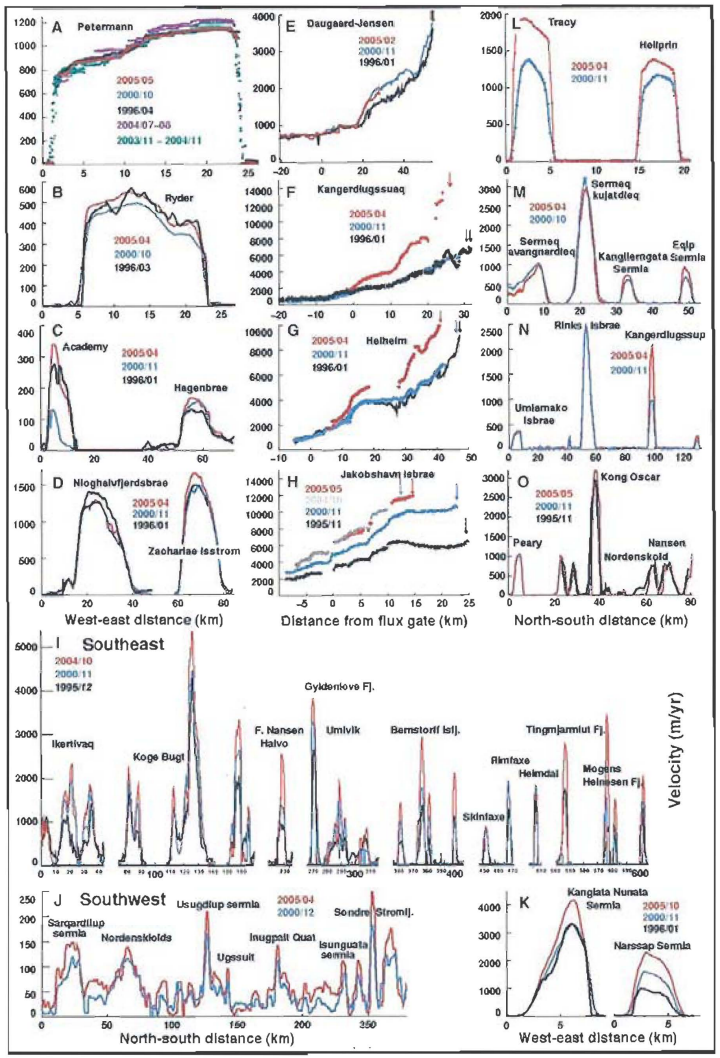

Fig. 2. Ice velocity (in meters per year) for 1996 (black), 2000 (blue), and 2005 (red) of Greenland glaciers versus distance. In (A) to (D) and (I) to (O), the selected velocity profiles cross the glaciers within a few km of the ice front, and distance is measured in a direction perpendicular to the glacier flow (west-east or north-south). In (E) to (H), the selected velocity profiles are in the along-flow direction, at the glacier center line, starting from above the flux gate (left side of the axis, negative distance) toward the ice front (right side of the axis, positive distance). (A) Petermann (1); (B) Ryder (2); (C) Academy/Hagenbrae (4); (D) Nioghalvfjerdsbrae/Zachariae Isstrøm (6, 7); (E) Daugaard-Jensen (10); (F) Kangerdlugssuaq (11); (G) Helheim (12); (H) Jakobshavn Isbrae (20); (I) Southeast (12, 13); (J) Southwest (19); (K) Kangiata nunata/Narssap (17); (L) Tracy, Heilprin (32); (M) Sermeq kujatdleq (21); (N) Rinks Isbrae, Kangerdlugssup (22, 23); (O) Kong Oscar, Peary (29, 30). Arrows in (E) to (H) indicate ice-front positions on different years.

1981–1983 to 2003–2005. The processes that control the timing and magnitude of glacier changes are, however, not completely characterized and understood at present. Glacier accelerations have been related to enhanced surface meltwater production penetrating to the bed to lubricate its motion (*20*), and ice-shelf removal (*13*), ice-front retreat, and glacier ungrounding (*21*, *22*) that reduce resistance to flow. The magnitude of the glacier response to changes in air temperature (surface melting) and ocean temperature (submarine melting at calving faces) also depends on the glacier-bed properties, geometry, and depth below sea level and the characteristics of the subglacial and englacial water-storage systems (*3*, *20*). Current models used to project the contribution to sea level from the Greenland Ice Sheet in a changing climate do not include such physical processes and hence do not account for the effect of glacier dynamics. As such, they only provide lower limits to the potential contribution of Greenland to sea-level rise. If more glaciers accelerate farther north, especially along the west coast, the mass loss from Greenland will continue to increase well above predictions.

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26. We thank the numerous people involved with airborne campaigns in Greenland and two anonymous reviewers for their comments. This work was performed at the Jet Propulsion Laboratory, California Institute of Technology, and the University of Kansas, Lawrence, Kansas, under a contract with NASA's Cryospheric Science Program. Satellite radar data were provided by the European and Canadian Space Agencies and distributed by the Alaska Satellite Facility. The development of ice thickness was partially supported by the NSF under grant OPP-0122520 to the University of Kansas.

14 October 2005; accepted 17 January 2006
10.1126/science.1121381

Transitions to Asexuality Result in Excess Amino Acid Substitutions

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Theory predicts that linkage between genetic loci reduces the efficiency of purifying selection. Because of the permanent linkage of all heritable genetic material, asexual lineages may be exceptionally prone to deleterious-mutation accumulation in both nuclear and organelle genes. Here, we show that the ratio of the rate of amino acid to silent substitution (K_a/K_s) in mitochondrial protein-coding genes is higher in obligately asexual lineages than in sexual lineages of the microcrustacean *Daphnia pulex*. Using a phylogeny-based approach to quantify the frequency of mutational-effect classes, we estimate that mitochondrial protein-coding genes in asexual lineages accumulate deleterious amino acid substitutions at four times the rate in sexual lineages. These results support the hypothesis that sexual reproduction plays a prominent role in reducing the mutational burden in populations.

Although sexual reproduction is costly when compared with asexual reproduction (*1*–*3*), it may accelerate the rate of adaptation and inhibit the accumulation of mildly deleterious mutations, because meiotic segregation and recombination facilitate the ability of natural selection to act independently on different genetic loci (*2*–*6*). These effects arise because the stochastic sampling variance associated with the interference between selection on linked loci reduces the genetic effective population size (N_e), which increases the power of random genetic drift (*7*–*9*). As the frequency of recombination is reduced, the fates of mutant alleles become increasingly dependent on the backgrounds in which they originate, and the buildup of repulsion disequilibrium reduces the fitness differential between chromosomes (the Hill-Robertson effect) (*7*), thereby diminishing the efficiency of selection. As a consequence, mildly deleterious mutations may accumulate through several population-genetic mechanisms (*10*–*15*), leading to a long-term decline in fitness. Depending on the distribution of mutational effects, epistatic interactions between consecutive mutations can either slow or accelerate this process (*16*). Although increased rates of nonadaptive evolution have been documented for genomic regions with low levels of recombination and for nonrecombining chromosomes (*17*, *18*), and it is thought that few asexual taxa persist for long periods of time (*19*), it remains to be determined whether mildly deleterious mutations play a critical role in their early demise (*20*).

To evaluate the degree to which sexual reproduction promotes the purging of deleterious mutations, we compared patterns of nucleotide substitution in the 13 protein-coding genes encoded by the mitochondrial genomes (supporting online text) of cyclically parthenogenetic ("sexual") *Daphnia pulex* with those in their obligately parthenogenetic ("asexual") derivatives (table S1). The latter represent independent lineages of recent origin resulting from a dominant sex-limited meiosis suppressor transmitted by male progeny of otherwise asexual lineages (*21*, *22*). We reconstructed a phylogeny by application of a Bayesian method (*23*). Because this species is ancestrally sexual and reversals of asexuality to sexuality are unlikely (and unknown), asexual evolution is represented by sequence changes on branches connecting current asexuals with their most recent sexual ancestors. However, because asexuality may have actually arisen part way down a given asexual branch, the true differences between sexual and asexual sequence evolution reported below will be underestimated, making our test conservative.

The predicted molecular signature of deleterious-mutation accumulation for genes mostly subject to purifying selection ($K_a/K_s < 1$) is an increased rate of evolution at the amino acid level, whereas genes predominantly under

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whether it is an anthropogenic effect or natural variability, in either case, the data suggest that modest (~1°C) changes in temperature can lead to large changes in discharge of glacial ice to the ocean. This sensitivity is not currently represented in ice-sheet models, which largely account for direct melt in response to climate change. Consequently, any further temperature increases may increase Greenland's contribution to sea level much more than anticipated.

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12. I.J. acknowledges support from NSF through grant ARC0531270.

10.1126/science.1124496

CLIMATE CHANGE

Hitting the Ice Sheets Where It Hurts

Robert Bindschadler

In both hemispheres, glacier discharge to the sea has increased markedly in recent years as warm water from intermediate depths is melting the floating ends of glaciers from below, accelerating them.

Several large tidewater outlet glaciers of the Greenland and Antarctic ice sheets now appear to exhibit a nearly universal signature of recent increased discharge to the ocean. That this increase is occurring in the Northern and Southern hemispheres suggests a common cause. The culprit may be additional heat delivered by subsurface waters melting the submarine bases of these glaciers. This scenario would explain the observations and at the same time provide evidence that warmer subsurface waters are reaching the Earth's polar latitudes. Moreover, it indicates that the ocean plays a more critical role than the atmosphere in determining near-term glaciological contributions to changes in sea level.

The acceleration, thinning, and retreat of Pine Island Glacier in West Antarctica in the mid-1990s sparked an awareness of increased activity at the margin of the Antarctic ice sheet (*1*, *2*). Other glaciers discharging directly into the Amundsen Sea were soon discovered to be accelerating and thinning (*3*, *4*). Airborne ice-sounding measurements have established that these glaciers are deep, with bases hundreds of meters below sea level (*5*). These observations, along with modeling that predicted rapid upstream propagation of thinning, led to a claim that oceanic forcing was at work (*6*, *7*). Elsewhere around the continent, the Cook Ice Shelf in East Antarctica is fed by ice that is thinning and accelerating at comparable rates (*8*). This area drains the largest portion of the East Antarctic ice sheet grounded on a submarine bed, making it most like the Amundsen Sea sector of West Antarctica in behavior as well as setting (*9*).

Nearly half a world away, similar behavior has been reported for outlet glaciers draining the southern half of the Greenland Ice Sheet. On the west coast, the largest outlet glacier, Jakobshavn Isbrae, has been thinning at 15 m $year^{-1}$ since 1997, whereas on the east coast the major outlets of Kangerdlugssuaq and Helheim glaciers began thinning in 2003 at rates of 40 and 25 m $year^{-1}$, respectively (*10*, *11*). These glaciers also occupy deep submarine channels.

Oceanic low blows. Schematic representing warm intermediate-depth water breaching a submarine sill and sinking in a water cavity beneath the ice shelf to access the grounding line of an outlet glacier.

A recent assessment of changes in speed and mass balance around Greenland identifies these three large glaciers as among the most active recently, with accelerations up to 210% (*12*). The activity on Kangerdlugssuaq and Helheim glaciers has been confirmed by analysis of optical imagery on slightly different time intervals (*13*). Smaller glaciers along the southeast and southwest Greenland coasts are also accelerating (*12*).

Searching for a common cause of the most dramatic changes in the dynamics of the largest outlet glaciers in both Antarctica and Greenland leads one to consider the oceans (*6*, *7*). Melting at the base of a tidewater glacier causes it to accelerate by reducing basal friction and by reducing the buttressing resistance of any floating ice shelf (*14*). However, there remain questions of whether this warmer water exists, especially given the absence of any indication of increasing sea surface temperature in high latitudes, and how it comes in contact with the glacier base.

Only about half of Earth's present radiation imbalance has been detected in rising atmospheric temperatures, and it has been suggested that the remainder is being stored in the world's oceans (*15*). Analyzing observations from buoys and ships, Levitus *et al.* demonstrated that the tropical and mid-latitude oceans have been warming in recent decades (*16*). They observed that because regional subsurface warming predated the expression of increased regional sea surface temperatures, the additional heat was being transported below the surface. Most of the warming was limited to the upper 1000 m, with the single exception of the North Atlantic where deep convection carried increased heat to greater depths.

The warmest water in polar oceans is neither at the surface (where summer melting of sea ice provides a surface layer of fresher water) nor at the bottom (where dense water from winter freezing of sea ice sinks to the ocean floor). In the Amundsen Sea, the warmest water is concentrated at 600-m depth (*17*). However, additional warmth in the ocean arriving from lower latitudes would raise the temperature of this intermediate water a fraction of a degree, hardly enough to initiate a sudden glacier acceleration.

That the deeper tidewater glaciers have proven most vulnerable to recent changes hints that the answer to recent acceleration lies in the manner in which this warmer intermediate-depth water can access the deep grounding lines of these glaciers, where the ice first floats free from the bed. These glaciers flow out to the ocean in deep channels with bases well below sea level and in short, floating ice shelves a few hundred meters thick. Extensive bathymetry data are rare beneath and immediately in front of these glaciers. Jakobshavn Isbrae in Greenland and Pine Island Glacier in Antarctica, the two glaciers with the earliest recorded accelerations, are among the deepest outlets with grounding lines over 1000 m below sea level. It is likely that the large outlet glaciers such as these have eroded deeper basins than the smaller adjacent glaciers that have accelerated more recently.

In this context, a key characteristic of troughs eroded by tidewater glaciers is that they end with a shallower terminal moraine at the site of their maximum glacial cycle extent. In warmer climates, they retreat from this advanced position, leaving this moraine, or sill, as a barrier that prevents deeper water seaward of the sill from reaching the deep grounding line (see the figure). Once breached, however, the warm, salty water will sink in the cold, fresh water behind the sill and reach ice at the grounding line. Increased pressure at these greater depths lowers the melting point of this ice, increasing the melting efficiency of the warmer water. Rapid melting results. This process has been modeled for the observed sill geometry in front of and beneath Pine Island Glacier (*18*).

Surface meltwater cannot explain this common behavior. Penetration of surface meltwater to the glacial bed in Greenland can lead to seasonal flow acceleration (*19*), but the annually averaged increase in speed is only a few percent. In the case of Helheim Glacier, the relative intensities of warm summers were not associated with the observed changes in glacier speed (*20*). And surface melting is uncommon for any of the Antarctic glaciers cited here.

Outlet glacier acceleration will probably continue. As sea ice growth and decay diminish, warmer waters will reach shallower depths and access shallower tidewater glaciers, as well as move northward along Greenland's coasts. This will lead to increasing discharge of grounded ice and accelerating sea level rise. Increased discharge could encourage longer ice shelves, helping to protect the grounding lines, but this has not been observed because ice shelves have failed to grow in front of accelerating glaciers and retreat is exceeding historical bounds. Retreating glaciers lengthen the distance warmer water must travel from any sill to the grounding line, and eventually tidewater glaciers retreat to beds above sea level. This might limit the retreat in Greenland but will save neither West Antarctica, nor the equally large subglacial basin in East Antarctica where submarine beds extend to the center of the ice sheet.

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I thank D. Holland for assistance in preparation of the manuscript.

10.1126/science.1125226

BIOMEDICINE

Lowering LDL—Not Only How Low, But How Long?

Michael S. Brown and Joseph L. Goldstein

People with a mutation in a proteolytic enzyme are at a substantially lower risk for coronary heart disease because of their lifelong reduction of plasma low-density lipoprotein.

The causal relation between plasma low-density lipoprotein (LDL) cholesterol (LDL-C) levels and coronary heart disease is well established. Compelling evidence from between-country comparisons shows that large and lifelong diet-related differences in LDL-C levels are associated with 10-fold differences in coronary mortality (*1*) (see the figure). Strong support comes from observations on genetic diseases such as heterozygous familial hypercholesterolemia, in which mutations in the LDL receptor gene double LDL-C levels throughout life and increase the risk of early heart attack by more than 10-fold (*2*). So, it has been somewhat disappointing that treatment with cholesterol-lowering statins for 5 years reduces the incidence of heart attacks by only 40%, even when LDL-C concentration is reduced by 80 mg/dl (*3*), a reduction that should give much more protection based on the population studies. A likely explanation is provided by Cohen, Hobbs, and their colleagues in this week's issue of the *New England Journal of Medicine* (*4*). In lowering LDL levels, the appropriate consideration may be not only how low, but also how long.

Cohen *et al.* studied middle-aged Americans with lifelong low LDL levels, owing to loss-of-function mutations in the gene encoding PCSK9, a secreted enzyme of the serine protease family. In a small number of subjects with severe nonsense mutations, the concentration of LDL-C was reduced by 38 mg/dl, and the prevalence of coronary heart disease declined by a remarkable 88%. In a larger number of subjects with a less severe missense mutation, LDL-C concentration was reduced by only 21 mg/dl, yet coronary heart disease incidence declined by 47%.

What is the function of PCSK9, and how do mutations in the *PCSK9* gene lower the concentration of LDL? Experiments in mice showed that overproduction of PCSK9 in liver and cultured hepatocytes severely reduces the number of LDL receptors (*5*, *6*). The simplest hypothesis is that PCSK9 directly catalyzes the breakdown of LDL receptors, but this has not been demonstrated experimentally. Inasmuch as LDL receptors mediate high-efficiency removal of LDL from plasma, a reduction in the number of LDL receptors causes LDL to accumulate. Ablation of the *PCSK9* gene in mice through gene-knockout technology increased the number of LDL receptors in liver and enhanced the clearance of LDL from the plasma (*7*). This striking finding indicates that PCSK9 functions tonically in mice to keep LDL receptor number lower and plasma LDL concentration higher than they would be otherwise.

PCSK9 appears to have the same effect on LDL in humans. A role for PCSK9 was first rec-

The author is at the Hydrospheric and Biospheric Science Laboratory, NASA Goddard Space Flight Center, Greenbelt, MD 20771, USA. E-mail: robert.a.bindschadler@nasa.gov

The authors are in the Department of Molecular Genetics, University of Texas Southwestern Medical Center, 5323 Harry Hines Boulevard, Dallas, TX 75390-9046, USA. E-mail: mike.brown@utsouthwestern.edu, joe.goldstein@utsouthwestern.edu

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AND

COUNTY OF MARIN

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

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Name/Affiliation: Edward A. Mainland, Sustainable Novato

Address: 1017 Bel Marin Keys Blvd.

City/State: Novato Zip Code: CA 94949 Telephone: 415 902 6365

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

I am Ed Mainland. I represent Sustainable Novato, a local non-profit advocacy and education group. We are skeptical that any runway extension at Gnoss Field will increase or enhance the sustainability of Novato or Marin County. Here are four issues that concern us. We would appreciate them being addressed in the scoping of the EIR.

First, why expand the airport? One reason you've mentioned is safety. You say the airport is not in compliance with FAA safety standards. If that is so, then logically the airport should immediately be closed until it complies. If, on the other hand, it is still safe, then there is no reason for extending the runway. We suggest an "economic impact-statement" or "comparative benefit analysis" that would make more transparent who gains and who loses by an expansion. What is the balance of interests? Can this be made explicit? Such transparency would give Supervisor Judy Arnold, who with other Marin Supervisors, will be the ultimate "deciders", information on whether Ms. Arnold's Novato constitutents will benefit and, if not, who will.

Second, aviation projections. The EIR needs baseline data on air traffic through the airport, past, present and estimated future. Available data suggests fairly stable numbers of flights at this small airport in the past, but neighbors testify to an increasing number of small jets. Already, they complain about an increasing noise problem and apparent occasional disregard of flight rules. Most classes of smaller corporate business jets, luxury VIP taxi and limo aircraft, and smaller commercial air liners need a 4,000 foot runway. The proposed expansion seems tailored precisely to allow these types of aircraft to use the airport. The question is, why? Alternative fields include Petaluma, Santa Rosa and Napa. Does the expansion have anything to do with the idea of greatly increased business, commercial or industrial zoning around the airport or throughout Novato and Marin? Presumably the runway expansion would significantly increase the number of flights. How much? What will be the health impact of more jet fuel and fuel emissions on air quality?

Third, crash probabilities. Statistics show that civil and corporate aviation is much more accident-prone than commercial aviation, by 50 percent. Logically, expanding the number of flights in this airport would increase the probability of accidents at and around the airport. What can be projected in respect to this presumed increased risk? Will the proposed expansion make the airport more, not less, safe?

Fourth, global warming and peak oil. It would appear that your current list of scoping topics omits global warming and peak oil. We recommend the EIR seriously analyze the impact of coming climate disruption on the airport, expanded or not. Significant sea-level rise is already in prospect. What impact will this have on the airport? Heavy winter storms and episodic tidal surges in recent decades have reportedly stressed and challenged the existing pumps that keep water off the runway. What effect will sea-level rise have on pumps and levees? Moreover, does it make sense to put large sums of public funds or debt into expanding a dirty, fossil-fueled transportation mode that will make it harder to attain Marin County's and Novato's greenhouse-bas reduction targets? Aviation is one of the largest contributors to our national carbon emissions problem. Moreover, peak oil is expected to push the cost of aviation fuel progressively higher and higher, making "business as usual" in civil aviation increasingly problematic and unsustainable. Does it make sense to invest in a transportation mode with such a problematic future?

Sustainable Novato requests that these issues be seriously analyzed in the EIR.

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FEDERAL AVIATION ADMINISTRATION

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COUNTY OF MARIN

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

Name/Affiliation: Robert RAVEN

Address: 250 San Felipe Way

City/State: Novato CA Zip Code: 94945 Telephone: (415) 898-9897

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

to Gnoss

I live in the San Marin neighborhood, and planes fly over my house, only occasionally bothering me. With a longer runway, there will be more jets, making much more noise.

I also hike along Rush Creek wetlands and planes often fly low over me, sometimes startling me. A longer runway with more jets would destroy this wonderful hike, scare off birds and other wildlife, and pollute the air more.

Adding more global warming gasses is going the wrong way, and would also hurt the wetlands, besides hurting the rest of the planet. No more jets, no expansion!

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 **for receipt by 5pm Pacific time on August 29, 2008**. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

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ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
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Name/Affiliation: SALLY SCOTT - RESIDENT, NOVATO
PRAHIA

Address: 504 SANTANA ROAD

City/State: NOVATO Zip Code: 94945 Telephone: 415.897.1120

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

I LISTENED TO THE PRESENTATION AND FELT IT WAS EXTREMELY MIS-REPRESENTED. RESIDENTS ARE VERY MUCH AGAINST THIS EXPANSION. WE HAVE CONTINUING PROBLEMS WITH ERRANT PILOTS – MORE COMMERCIAL TRAFFIC WOULD HEIGHTEN THE DANGERS WITH LOW-LOW FLYOVERS- WE ARE SUPPOSED TO BE EXCLUDED IN THE FLIGHT PATTERNS –

THE AIRPORT CAN'T CONTROL ANYONE. THIS WILL ALSO HURT OUR PROPERTY VALUES GREATLY.

I WILL FIGHT THIS –

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 **for receipt by 5pm Pacific time on August 29, 2008**. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

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COUNTY OF MARIN

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

Name/Affiliation: ROBERT SOOST, MARIN CHPT., CALIF. NATIVE PLANT SOCIETY

Address: P.O. BOX 589

City/State: INVERNESS Zip Code: 94937 Telephone (415) 669-1686

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

Because the project is in Tidal Wetlands, thorough surveys for the presence of any Federal, State or Calif. Native Plant Society Rare, Threatened and endangered plant species should be conducted. A species of the salt marsh genus Cordylanthus has been reported from this property, but not confirmed because of lack of access to the property.

Provision for protecting the area from nearby invasive plant species should be included in the project.

R. K. Soost
8-18-08

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 **for receipt by 5pm Pacific time on August 29, 2008.** Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

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Black Point Environmental Action Committee

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August 28, 2008

Barry Franklin, Environmental Protection Specialist
Federal Aviation Administration, San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010

Dear Mr. Franklin,

The Black Point Environmental Action Committee has the following concerns regarding the proposed extension on Runway 13/31 at Marin County Airport, Gnoss Field.

In August 2000, the "Marin Jet Center" was proposed for Gnoss Field by increasing the runway to 4400 feet. At that time, we fought a longer runway as the existing 3300 foot runway was already causing undue stress to citizens in Bahia, Black Point, Rush Creek and Novato in general.

Once again, we question expanding the runway. The FAA should control the noise from the existing runway first. A noise abatement program needs to be adopted and enforced on the current runway before any consideration is given to expansion. Aircraft are flying too close to surrounding residential neighborhhods and violating flight plans on a regular basis. Because Gnoss is uncontrolled, enforcement is impossible. When a citizen calls Gnoss, all he gets is an answering machine with no follow through.

Would a study of Federal Airport Regulation 161 cure this? A study of FAA should be done. Could a curfew from 10 p.m. to 7 a.m. be enforced?

The EIR/EIS must include a full review of noise impacts, envornmental impacts and the use of public funds for the proposed expansion.

Enclosed is a copy of four pages of our conerns raised eight years ago. Please address them.

Sincerely,
Rosalie Webb
Rosalie Webb
President

Enclsures

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222 Crest Road, Novato, CA 94945

The County has a 20-year master plan for airport, prepared with an Airport Improvement Program grant in 1988-898. This master plan includes and expanded runway and an enlarged aircraft basing area.

The Environment Impact Report that was done for this project identified most of the same issues we have concerns about now:

- Increased aircraft operations will increase the potential for bird strikes and therefore, impacts to resident and migratory waterfowl. These impacts are not mitigable.
- Significant amounts of fill and topographic reconstruction to protect the airport from high waters during heavy rains and to minimize flooding should the levee/pump system fail.
- Air quality impacts, including short-term construction impacts of hydrocarbons and long-term automobile and aircraft related releases of carbon monoxide and the resulting formulation of ozone.
- Possible increased localized flooding on the airport and within adjacent lands due to the increase in the amount of impervious surfaces.
- Impacts on water quality due to runoff which carries grease, aviation fuels, rubber, oil, exhaust particles, etc. into nearby canals, sloughs and, eventually, the Petaluma River and San Pablo and San Francisco Bays.
- Noise
- Increased traffic volumes at the intersection of Binford Road and Atherton Avenue and, incrementally to the traffic congestion at the Highway 101/Atherton/San Marin intersection.
- Growth-inducing impacts, which means that if infrastructure, in particular the sewer line, is upgraded to serve the airport it facilitates development on other adjacent and nearby areas. The extension of sewer service out Binford Road to the airport would make sewer service available to 11 (I think) additional parcels along the way -- facilitating their development for commercial and industrial uses.

Page 1

In a 1996 report to Congress regarding the dangers of locating airports near landfills the FAA concluded that landfills constitute a potential hazard to aviation if located within five miles from a runway end for these reasons;

- Bird strikes in the vicinity of waste disposal activities located within 5 miles of an airport have been a factor in numerous accidents, some involving loss of human life.
- Bird activity is generally recognized to occur at altitudes that brings it into the path of aircraft during approach and departure operations, the most critical time for aircraft performance.
- Modern aircraft, with quieter engines and larger engine inlets, increase the potential for bird strikes due to the reduced warning resulting from quieter engines with greater frontal areas which combine to increase the chances of birds being struck or ingested.
- Bird mitigation techniques, although offered as a solution, have not been proven effective over extended periods of time

The FAA goes on to recommend separations between airports and any of these land uses that are attractive to birds. They recommend maintaining a distance of 5,000 feet for airports serving piston-powered aircraft, 10,000 feet for airports serving turbine-powered aircraft and a five mile distance if the wildlife attracting use could cause hazardous wildlife movement into or across the approach or departure airspace. Of course this separation is not possible at Gnoss where the land uses are well established, but it would be irresponsible to expand what is already an ill-advised operation.

Regretably, FAA recommendations, which are designed to protect the flying public, unfortunately, are advisory in nature and incorporated into projects at the discretion of the local jurisdiction. However, it would be outrageous if elected officials proceeded to use taxpayer money to finance a major development project that compromises public health and safety.

Setting

Gnoss Field is located at mean sea level on former Petaluma River tidelands. These lands were diked for farming early in the 1900s. Runoff from the airport area and nearby hills to the south and west drains into several sloughs including Black John Slough to the south and Burdell Slough to the north. Rainfall on the airport collects in depressions on the site and evaporates or drains into larger sloughs and is pumped over levees into tidal waters. The levees prevent off-site runoff from entering the airport unless breached or overtopped. Gnos Field and most of the adjacent land east of Hwy 101 are within the historic margins of the San Francisco Bay. Much of the area serves as seasonal wetlands.

Answers to questions

How birds cause damage. Damage caused to aircraft usually results from the impact of one or more birds on the engines or fuselage. Most strikes do not result in crashes, but they may involve costly structural and mechanical damage to the aircraft. At high speed, even small animals become damaging projectiles to large aircraft. For example, a 4-pound bird striking a plane at 260 knots exerts a force of 14 tons; at 520 knots, the force becomes 57 tons. During early aviation when aircraft speeds were relatively slow bird strikes were infrequent and damage was mainly a cracked windscreen. With the introduction of faster jet-powered aircraft bird strikes have become a serious hazard. With faster speeds birds simply cannot get out of the way of aircraft and the force of their impact has been greatly increased.

East Bay situation. Yes, about 8 to 10 years ago a reliever airport was proposed in Newark/Fremont adjacent to the San Francisco Bay Wildlife Refuge. Fremont was requesting federal funds, I believe for a runway expansion much as Marin County is doing at Gnoss Field through Congresswoman Woolsey's office. The federal Fish and Wildlife Service at the time opposed the project – for the same environmental and safety reasons we have discussed – because it was next to the wetlands area and Congress ultimately agreed that it was inappropriate to use federal funds for an airport project that the Federal Aviation Authority found to be hazardous to the public.

The proximity of the airport to major tidal marsh areas raises significant environmental and safety concerns. The Gnoss Field area is blessed with several hundred acres of still intact undeveloped tidal marsh and mudflats that provide important restoration opportunities. The 2000-acre Petaluma marsh, much of it owned by the state Department of Fish and Game, is a neighbor of the airport and Tubbs Island and the San Pablo Bay National Wildlife Refuge are also nearby. The airport itself is a diked bayland on former Petaluma River tidelands and is dotted with seasonal wetlands. In the last decade or so we have come to realize that, ecologically, it is not appropriate to fill wetlands and destroy existing habitat, but that it is important to restore and protect baylands for the many benefits they provide.

A document which was published last year after three years of preparation by almost 100 scientific authorities, the "Baylands Ecosystem Habitat Goals," outlines recommendations for this shoreline. For example, for Gnoss Field … This

Not only do you not want to bring airplanes into a wetland area that is protected for its habitat values, but there are also threats to the flying public with aircraft near wetlands because of the potential for birds colliding with aircraft.

These collisions are commonly referred to as bird strikes and have been a danger since the inception of aviation. The first recorded bird strike was 1912 when a Wright Flyer crashed after striking a bird off the Pacific Coast. Since then at least 100 deaths and billions of dollars in equipment damage have been attributed to these collisions, and modern aircraft that carry more passengers at greater speeds increase the potential for further catastrophe.

The US and other governments have worked for decades to learn how strikes occur and to identify ways to avoid them. Unfortunately, the best maintenance crew in the world cannot prevent a sea gull from being sucked into a plane's engine five minutes after takeoff.

In terms of problematic adjacent land uses Gnoss is triply hexed

In an Advisory Circular put out by the Federal Aviation Administration in 1997, the FAA identified three land uses known to threaten aviation safety because they attract birds: besides wetlands they earmarked wastewater treatment facilities and waste disposal sites. Not only is Gnoss sitting on seasonal wetlands it is across Binford Road from a wastewater pond and less than a mile from Redwood landfill.

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August 13, 2008

Barry Franklin
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Rm. 210
Burlingame, CA 94010

Dear Mr. Franklin:

Thank you for the opportunity to comment about the proposed Gnoss Field Airport Proposed Runway Extension. My understanding at this time is the scope of the EIS and EIR are being developed.

I reside in the Rush Creek neighborhood, the closest neighbor to Gnoss Field.

I have a few comments:

- I am seriously concerned about a potential runway extension and what that would do to the open space and bird habitat in the area.
- The FAQ states the current runway is too short. If larger planes will not be allowed to use the airport (according to your FAQ) then why is a longer airport runway necessary? It was built to accommodate the planes currently using it. It is difficult to believe that a proposed 4400 foot runway will not be used to accommodate larger planes which were not envisioned when the airport was originally designed.
- Attracting more corporate jet traffic will significantly impact the quality of life in our neighborhood and the surrounding neighborhoods. I read nothing in the FAQ about runway rules and how air traffic might adversely affect our neighborhood.

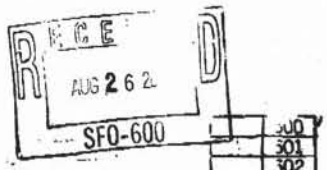
I am seriously concerned about any possible runway expansion at Gnoss Field. Thank you in advance for your attention to my comments.

Sincerely,

Leslie Weber
235 Saddle Wood Drive
Novato, CA 94945

cc: Supervisor Judy Arnold

Betsy B. Ross
190 Saddle Wood Drive
Novato, CA 94945
(415) 892-8473



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August 24, 2008

Mr. Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration
San Francisco Airports District Office
831Mitten Rd., Room 210
Burlingame, CA 94010-1303

Dear Mr. Franklin:

I live in Rush Creek, which is located just south of Gnoss Field in Novato. I am writing this letter to voice my opposition to the expansion of the runway at Gnoss from 3,300 to 4,400 feet. There is already quite a bit of traffic at Gnoss, and there are a number of corporate jets that fly in and out of Gnoss on a daily basis. These planes often fly over our homes, which we understand they are not supposed to do. Lengthening the runway will simply increase the amount of noise from corporate jet traffic. The current runway accommodates the vast majority of planes that want to fly into and out of Gnoss, and the increased length will simply allow more, larger corporate planes to use Gnoss. There are other, larger airports in Sonoma and Napa counties which are more appropriate for these larger planes.

Sincerely,

Betsy B Ross

Betsy B. Ross

cc: Supervisor Judy Arnold (via email)

Black Point Improvement Club
427 Grandview Avenue
Novato, California 94945
August 14, 2008

Jeff Rawles, Deputy Director
Department of Public Works
3501 Civic Center Drive
San Rafael, California 94903-4157

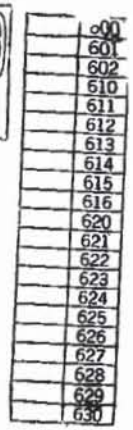
Re: Gnoss Field expansion

Dear Mr. Rawles,

The members of the Black Point Improvement Club have a number of questions concerning the proposed expansion of the runway at Gnoss Field including:

1. Is the need for the expanded runway real or perceived? The 1999 Grand Jury report could not substantiate the reported need at that time. What has changed?
2. What would be the increase in number of planes and flights over existing conditions? What is the maximum size of aircraft that can use the airport currently? What would the maximum size be if the runway expansion is approved?
3. Would there be an increase in noise in terms of decibels as well as number of incidences? What are the hours of operation of the airport now, and would those hours change with an expanded runway?
4. What is the role of the airport in case of emergency, especially earthquake? Is the runway on bay mud? Would ground traffic be able to get to and from the airport?
5. Is the airport financially self supporting, including the cost of the expansion? The 1999 Grand Jury report indicated a long history of financial problems including annual deficits. Have those problems been resolved?
6. Would the expansion be growth inducing with respect to surface traffic as well as airline traffic?
7. Would larger planes with larger loads cause increased maintenance problems since the runway is built on bay mud? Would the expansion require additional services such as food service, and would that then increase problems with sewage disposal?
8. Would the expansion increase safety hazards to aircraft since the airport is close to wildlife areas such as Rush Creek and the Petaluma River, and the Redwood Landfill is near the airport? Both the wildlife areas and the landfill are an attraction to birds.
9. If the project is estimated to cost $2 million, and the environmental report and studies are estimated to cost $1.5 million, is there a cost benefit?
10. Would there be an increase in security and control of the airport? How would planes be monitored to insure that pilots conformed to prescribed practices and procedures? Who would do the monitoring? Currently there is no tower, and complaints are generally received by an answering machine.

Greg and Coralie Stranger
260 Saddle Wood Dr.
Novato, CA 94945



August 28, 2008

Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration
San Francisco Airports District Office
831Mitten Rd., Room 210
Burlingame, CA 94010-1303

Dear Mr. Franklin:

I am a resident of Rush Creek neighborhood, just south of Gnoss Field. My home is at the very end of Saddle Wood Drive and has a clear view of the runway (31) and much of the eastern edge of the field. I am also a pilot, flying mostly from Gnoss.

I submit this letter to raise questions and concerns about the scope of the environmental analysis for the proposed expansion of Gnoss Field's runway. I question the need for this project and want to ensure that the scope of the impact assessments consider realistic alternatives and truly probe the need while assessing the negative impact on the surrounding community, residents and the natural habitat.

As you are aware, Gnoss is a fairly busy uncontrolled airport with predominantly single engine aircraft operations. At the field there are hundreds of singles, a small number of twins and only a handful of jets. While the initial data presented at the scoping hearing did not de-average the operations, my sense from my time around the field and the operations I see in the pattern is that they are predominantly single engine ops with very few twin or jet operations. Most flights also appear to be for pleasure or training rather than for transportation. While I applaud the chance to improve safety by lengthening the overruns, I question the impact of additional runway for the current airport users. The story given to justify the additional length is of fully laden aircraft unable to depart safely from Gnoss. This must be a very few aircraft and even those are unlikely to necessitate full loading at all times (i.e. some ops are repositioning or ferry flights). My own brief review of stated aircraft performance shows that nearly all aircraft I have seen at the airport are well clear of a 50' obstacle within the 3300ft even fully loaded. It seems that the expansion of the runway from 3300 to 4400 feet is intended to benefit a very few jet users, rather than the majority of the pilots and aircraft at the field. Furthermore, today we see aircraft shoehorned into the 3300 feet and operating at the edge their safety envelope. Lengthening the runway will undoubtedly make those very few operations safer or allow them to occur at full load, but it will also invite larger aircraft to operate at Gnoss within the 4400 feet. Those operators will undoubtedly safely "push the envelope" resulting in larger aircraft that now cannot operate efficiently at 4400 feet. Essentially,

the same problem will now for larger aircraft with the ensuing larger amount of jet traffic at the airport.

Assumption underlying Need for Expansion

The premise of the expansion, as set forth in the presentation by the Federal Aviation Administration's consultant at the August 14, 2008 public meeting, is that "the current runway length of 3,300 feet limits the ability of current airport tenants to operate aircraft at optimum weight for maximum efficiency." The Environmental Impact Statement (EIS) should identify which "current airport tenants" are required to reduce fuel or reduce passengers or cargo: how many are single or double engine propeller airplanes, and how many are jets? Marin County reports that today there are about 95,000 "operations" each year at the airport. Of those 95,000 operations, how many were required to reduce fuel, passengers, or cargo as the result of the 3,300 foot runway? The fuel/load/range tradeoff is an ever present question for operators. Fortunately, this does not affect the vast majority of pilots and aircraft at Gnoss.

Baseline for Aircraft Traffic and Noise, and Estimate of Increased Aircraft Traffic and Noise

Gnoss Field was built to accommodate certain types of airplanes and air travel needs. Homes were built nearby and sold to residents who accepted the level of noise and aircraft traffic that Gnoss could and should accommodate. The EIS should recount that original purpose and explain why that purpose can no longer be fulfilled unless the runway is expanded to 4,400 feet.

Today many aircraft operating at Gnoss routinely ignore or violate the noise abatement procedures and fly irregular or forbidden patterns that take them close to or over the residences south of the airport. Jets and twins seem to be more susceptible to this violation, by flying longer downwinds with a later base turn and a longer final approach over our neighborhood to land on runway 31. There are also occasional straight out departures from 13 and seemingly straight in arrivals to 31. This is a safety issue as well as a noise issue and seems to occur most frequently outside the normal hours of operation of the airport manager (i.e. evening, night and weekends) when it is undetected or less easy to report and correct. A longer runway will result in more traffic from larger faster aircraft whose operators may feel they need to fly this enlarged pattern for safety. This will undoubtedly result in an increase in the noise and associated nuisance for nearby residents of pilots ignoring the takeoff and landing procedures at the airport.

Nearby there are several airports (notably STS and APC) with runways over 5000 feet built to accommodate this type of operation and traffic. In addition those airports have daytime control towers and several IFR (including ILS) approaches that Gnoss does not have, again making them more suited to use by the jets that are unable to use Gnoss efficiently or safely.

As the use of VLJ's increases (as is forecast and expected) the need for the extension may be obviated. The capabilities of those aircraft are similar to the jets in use at Gnoss, yet they can safely takeoff within the 3300 foot runway that exists.

Summary

We support the additional several hundred feet of overrun being added to the Gnoss runway. We support the airport and its place in our community. We cannot support the expansion of the runway to 4400 feet.

1. The proposed expansion of the runway to 4400 feet is not needed to accommodate current users of the airport and current aircraft operations. No airport guarantees that aircraft that can land or takeoff fully laden. This is a choice of the operators in basing their aircraft at Gnoss.
2. The benefits of the expansion are few. The county fuel concession may sell more JetA and the charter operator (Sunset) may be able to expand their operations. The remaining pilots and aircraft at the airport will be largely unaffected.
3. The costs of the project are large for the community and the FAA for such little gain. The nearby residents will suffer additional air and noise pollution. The wetlands and wildlife will be adversely affected. Increased traffic at such a small airport will bring increased risk of a tragic incident either at the airport or nearby.

If you have any questions regarding these comments, I am available by telephone at 415-846-0003 or I can arrange to meet you at your offices.

Best regards,

G Stranger

Greg Stranger

CC: Supervisor Judy Arnold

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Jackie Bonner
170 Saddle Wood Dr.
Novato, CA 94945

August 24, 2008

Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration
San Francisco Airports District Office
831Mitten Rd., Room 210
Burlingame, CA 94010-1303

Dear Mr. Franklin:

The following letter was written by Christopher Gilkerson, and I am sending it you over my signature, because I concur with all the comments therein.

I am a resident of Rush Creek Estates, just south of Gnoss Field. I submit this letter to raise questions and concerns about the scope of the environmental analysis for the proposed expansion of Gnoss Field's runway. It seems that the expansion of the runway from 3300 to 4400 feet is intended to benefit a very few corporate jet owners and users, rather than the hundreds if not thousands of Marin County residents who will be negatively impacted by additional jet traffic noise and disturbance of the Rush Creek open space area and wetlands. A prior Marin County Grand Jury report questioned the feasibility and merit of expanding the runway at Gnoss Field. The County owes its residents an answer to the question as to why it nonetheless has decided to spend taxpayer money to create a jet center for the very wealthy few to fly in and out of Marin, instead of having them continue to use the already-built longer runways located nearby in Sonoma and Napa Counties on more appropriate sites.

Assumption underlying Need for Expansion

The premise of the expansion, as set forth in the presentation by the Federal Aviation Administration's consultant at the August 14, 2008 public meeting, is that "the current runway length of 3,300 feet limits the ability of current airport tenants to operate aircraft at optimum weight for maximum efficiency." The Environmental Impact Statement (EIS) should identify which "current airport tenants" are required to reduce fuel or reduce passengers or cargo: how many are single or double engine propeller airplanes, and how many are jets? Marin County reports that today there are about 95,000 "operations" each year at the airport. Of those 95,000 operations, how many were required to reduce fuel, passengers, or cargo as the result of the 3,300 foot runway?

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Baseline for Jet Traffic and Noise, and Estimate of Increased Jet Traffic and Noise

Gnoss Field was built to accommodate certain types of airplanes and air travel needs. The EIS should recount that original purpose and explain why that purpose can no longer be fulfilled unless the runway is expanded to 4,400 feet.

At the scoping meeting, testimony was provided indicating that only a few corporate jet models today can land using a 3,300 foot runway, and that an expansion to 4,400 feet will open the airport to dozens of other types of corporate jets. This testimony was based on FAA certified take-off and landing data for each type of jet. In addition, the FAA in 2006 estimated that new, lighter, cheaper corporate jets (such as the Eclipse 500) will increase jet traffic to small airports by over 120% by 2017. The EIS must set a baseline of how many jets use Gnoss Field today, and then provide an estimate – based on the data the FAA itself has available on increase corporate jet use – of how many more jet craft are likely to use Gnoss Field after expansion. What is the number of current jet operations today? After expansion, what will be the number of jet operations?

In terms of noise, the EIS should set a baseline of how many jets (and other planes) today intrude into the low air space above homes in Rush Creek, Bahia, Green Point, and other local neighborhoods. Many aircraft on a daily basis ignore the "field rule" and cause noise disturbance over our homes. With increased traffic after expansion, what will the noise be, as measured at the location of sensitive receptors in our neighborhoods?

In terms of air and groundwater pollution, the EIS must set a baseline of jet fuel use, disposal, and contamination, and how increased air traffic will impact those numbers.

Other Impacts or Alternatives the EIS Must Address

Several dozen speakers at the August 14 scoping meeting provided first hand accounts of the current jet noise in residential areas as the result of pilots habitually violating the Gnoss Field rule and flying in low over homes. In addition to the noise, it also presents a danger to our families and property. The EIS should include consideration of a project alternative that would provide an enforcement mechanism against this violative conduct.

Increased air traffic, as well as any extension of the runway southeast toward the Rush Creek wetlands, could potentially impact the wildlife there as well as Marin residents' use and enjoyment of the Open Space. These impacts should be considered in the EIS.

The map of the proposed runway construction shows the runway extending northwest into the area for the proposed SMART Rail line with its accompanying bike path. The EIS needs to consider use (in)compatibility.

If expansion of the runway could lead to increased jet traffic, the EIS must consider the growth-inducing impact on the airport and surrounding area. How does the proposed project relate to prior proposals for the "Marin Jet Center" and other plans by Burdell Air Partners or any other development company? Cumulative impacts of this development

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on the surrounding area must be considered, as well as the increased traffic from Atherton Avenue.

Marin County has a Greenhouse Gas Reduction Plan. Jet fuel consumption is a major source of greenhouse gas. Runway expansion and resulting increase in jet traffic must be considered in light of the County's commitment to reduce greenhouse gas emissions.

Rising seal-level from global warming is likely to submerge the runway in the coming years. The impact of global warming must be considered in the EIS. Please see and consider the comments at pages 3-4 of the attached expert comment by Dr. Robert Coats submitted in the Redwood Landfill expansion proceeding, and the materials on global warming calculations referenced at the end of Dr. Coats' letter.

The Redwood Landfill is expanding to a height of 166 feet just north of the airport. The EIS should address the impacts of an airport in close proximity to a landfill of that height with its attendant attraction of birds.

Public Notice and Access to EIS Materials

Residents of the neighborhoods noted above were not given notice of the public scoping meeting. In the future, please direct any public notice directly to me and any other individuals who either attended the scoping meeting or submitted written comments. All materials relating to the EIS process should be timely posted on the website, www.gnossfieldeis-eir.com. It was disturbing that the materials for the scoping meeting were deliberatively not posted prior to the meeting, thereby placing community members who took time out of their busy lives to attend at a disadvantage.

Very truly yours,

Jackie Bonner

Jackie Bonner

CC: Supervisor Judy Arnold

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Leonard Shaw
595 Fairway Drive
Novato, CA 94949

(415) 883-0120
FAX (415) 883-4261

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August 23, 2008

Barry Franklin, Environmental Protection Specialist
Federal Aviation Administration, San Francisco Airports Dist. Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

Re: Proposed Extension to Runway 13/31@ Marin County Airport/Gnoss Field

Dear Mr. Franklin:

We would like to register our opposition to the proposed runway extension.

Those who support the extension have raised safety concerns as their primary argument for the extension. A careful evaluation of the safety record at Gnoss Field will not support any argument that the field must be extended because of safety considerations.

The extension is strongly opposed by those who live in the Gnoss Field area because it will create noise that will adversely impact their quality of life. Although we do not live in the immediate vicinity of Gnoss, we are nonetheless adversely impacted by the air traffic going to and from Gnoss.

A relative few private pilots and other airport entrepreneurs will benefit by an extension of the field, and a much greater number of Novato residents will realize adverse impacts to their daily lives. The costs involved, both economic and environmental, far outweigh any perceived benefits.

We urge that this runway not be extended.

Very truly yours,

Leonard Shaw

LEONARD AND JUDITH SHAW

cc: Marin County Board of Supervisors

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Marin Audubon Society

P.O. Box 599 | Mill Valley, CA 94942-0599 | marinaudubon.org

August 27, 2008

Barry Franklin
Federal Aviation Administration
Western Pacific Region

San Francisco Airport District Office
831 Mitten road, Rm. 210
Burlingame, CA 94040-1303

John Roberto
Marin Community Development Agency
Marin County Civic Center

3501 Civic Center Drive
San Rafael, CA 94903

RE: SCOPING COMMENTS FOR MARIN COUNTY AIRPORT GNOSS FIELD EXPANSION EIS/DEIR

Dear Mr. Franklin and Mr. Roberto,

The Marin Audubon Society appreciates the opportunity to submit scoping comments on the DEIR/DEIS that is being prepared for the proposed expansion of Gnoss Field Airport. Three alternatives are presented in addition to the no project alternative. The alternatives include extending the runway to the north only, extending to the south only and extending it in both directions. We submit the following questions to be addressed in the DEIR/S.

What is the need and purpose for the expansion.

A reason given for the project is that it is needed for safety of current users. What are the weather and other conditions that are of safety concern and how frequently would they occur?

For many years the county promoted the notion that the airport runway was unsafe because it was a cross wind runway and that this needed to be corrected by constructing a runway extending to the northwest. Why has that approach been dropped now? Surely the existing runway has not become more safe all of a sudden. Is that alternative still in the plans for the future? Under what circumstances and timing would or could a runway in this direction be proposed again?

Discuss the growth inducing impacts of the proposed project. Specifically discuss the numerous additional airplanes that could be accommodated under the proposed project that cannot be accommodated now as was stated by several different speakers at the hearing. The comments by pilots emphasized that there was no need to expand for safety purposes but that the expansion is being proposed to allow for larger aircraft and that this would result in use by a greater number of aircraft.

Describe the amount and type of wetlands that would be filled and/or otherwise impacted with each of the alternatives. How would the loss of wetlands be mitigated?

Two of the alternatives would extend to the south of the current runway. Provide a complete discussion of how close each of these alternatives would come to Black John Slough, and the biological impacts of extending in this direction. It appears that one alternative would be in the slough.

Discuss the ecological values and functions of Black John Slough. What species use the slough. Specifically Black Rail and endangered California clapper rail use that slough.

How close would the alternatives to the north come to Redwood Landfill and what is the potential for increased bird strikes for planes taking off or landing closer to the landfill?

Discuss the potential noise and collision impacts for the birds that depend on the near and adjacent wetlands that would result from the increased number of plants that would be able to use the runway.

Show how the drainage pattern around the runway would be changed. Apparently the drainage ditch, which was filled with water at the time of the site visit, would be filled and reconstructed elsewhere. What is the source of the water in the drainage channel in August?

How would additional planes be accommodated? Wouldn't there be a need for additional hangers? Where would these hangars be built.

County ordinance calls for applicant's to submit plans for all development contemplated in the forseeable future on all of the contiguous property owned by them. As there is a past history of proposals for another runway configuration and office buildings, it seems reasonable to assume that additional development would be considered for this area in the future. Discuss these developments and why they are not being proposed at this time in accord with county ordinance.

Show property lines and adjacent ownerships in the area.

If it is claimed that no additional growth is anticipated, how would it be assured that would not change in the future?

Thank you for considering our questions.

Sincerely,

Barbara Salzman, Co-chair
Conservation Committee

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Paul Drews
205 Saddle Wood Drive
Novato, CA 94945-3447
Phone: 415-209-9596 Fax: 415-209-9597
e-mail: pgdrews@comcast.net

August 25, 2008

Mr. Barry Franklin
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010

Dear Mr. Franklin,

My wife and I reside in the Rush Creek Development. We would like to express our support for the proposed runway extension at Gnoss Field.

Safety is probably the foremost responsibility of the FAA. Lengthening the runway and making the other improvements outlined in this project addresses this concern.

The airport has become a vital link in our transportation system and attracts business travelers as well as student and private pilots. The development of very light jets is part of the normal evolution of the aircraft industry and Gnoss Field must be prepared to accommodate them.

Gnoss Field was operating before the Rush Creek Development was built. Residents not happy with their proximity to the airport should not have moved here.

Sincerely yours,

Paul Drews

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2511 Laguna Vista Dr.
Novato CA 94945
August 26, 2008

Mr. Barry Franklin
Federal Aviation Administration
Western Pacific Region
San Francisco Airport District Office
831 Mitten Rd. Room 210
Burlingame CA 94040-1303

RE: Gnoss runway length increase

Dear Mr. Franklin;

This letter is to state my disapproval of the proposed runway lengthing at Gnoss Field. I am for the over-runs at the end of the existing runways.

Just to clarify, I am not an anti-aviation person. I currently own a Mooney M-20J based in Santa Rosa. I am an AOPA member. My aviation background includes the USAF, Lockheed Aircraft, and United Air Lines. I have a B.S. & M.S. in Aeronautical engineering. I have experience in aircraft performance, and have time in several types of airplanes from Piper Cherokees to Boeing 737-200.

I object to the proposed runway extension for two reasons:

A. The claim made in the "Challenges to Overcome" in Section II are incorrect in claiming restriction in MTOGW allowable.
B. The runway extension will be a safety hazard increasing the chance of a mid-air collision at Gnoss.

Regarding reason A:

1. 99% of the approximatly 300 aircraft based at Gnoss are prop driven piston or turbo powered and NONE of these aircraft are TOGW limited at the present 3300'. Not a one.

2. The remaining 1% of the aircraft (the Cessna Citations) are, according to several Citation pilots I talked to, not TOGW limited unless the temperature exceeds 95-100°F. I estimate these temperatures exist about 1% to 1.5% of the time.

3. The TOGW limitation would only apply to those flights at the max range portion of the performance envelope. Alterating departure time a few hours to avoid the hottest period of those rare hot days, or making an enroute fuel stop will solve the problem.

Regarding reason B, the safety issue:

1. The FAA is aware, and has published articles on the limitation of avoiding collisions by the old 'see and avoid' concept.

2. The FAA is aware of the NTSB three year study on mid-air collisions that concluded they are most likly at uncontrolled airports with a mix of high and low speed airplanes.

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3. Gnoss has a lot of student flown, low speed, training airplanes operating there now. The runway extension will increase the types of bizjets that can operate there from the present 10% to almost 50%. Build it (the extension) and they will come.

4. Gnoss is an uncontrolled airport. Lots of low speed (100,000 operations per year) and then more high speed traffic, the most likly senario for a mid-air according th the NTSB.

5. Gnoss is surrounded by areas the State of California has designated as high fire danger. The wildfire started by one of the larger bizjets impacting the ground after a mid-air will likely be more catastropic due to additional 1000 to 4000 gallons of fuel they carry.

So with a minute improvement in operational limitations, and an obvious safety degradement, what could be pushing this extension? Here is my guess: The County of Marin. The over-head the county pays for comes, in large part, from taxes on fuel sales. Aviation Week recently reported avgas sales are down 25%, while Jet-A seems to be holding its own. Faced with income loss from avgas, what better solution than attracting more bizjets and boosting fuel tax income. County gets only $25 to $50 per general aviation fill up, but the bizjets yield $1200 to $2500 per.

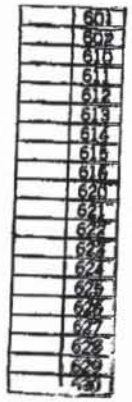
As a pilot I would like to see Gnoss stay in operation. If the current jet operators (and some of the King Airs) would follow the noise abatement procedures, I think the community can live with them. More bizjets, faster bizjets flying wider patterns over the populated areas, throw in a mid-air and a wildfire, that just might be enough to start a community movement to shut down Gnoss.

Yours very truly,

Robert Pack

Robert Pack

Steven and Sharon Nebb
215 Saddle Wood Drive
Novato, CA 94945



August 25, 2008

Barry Franklin
Environmental Protection Specialist
Federal Aviation Administration
San Francisco Airports District Office
831Mitten Road, Room 210
Burlingame, CA 94010-1303

Dear Mr. Franklin:

We are residents of Rush Creek Estates, just south of Gnoss Field. We are submitting this letter to raise questions and concerns about the scope of the environmental analysis for the proposed expansion of Gnoss Field's runway. It seems that the expansion of the runway from 3,300 to 4,400 feet is intended to benefit a very few corporate jet owners and users, rather than the hundreds if not thousands of Marin County residents who will be negatively impacted by additional jet traffic noise and disturbance of the Rush Creek open space area and wetlands. A prior Marin County Grand Jury report questioned the feasibility and merit of expanding the runway at Gnoss Field. The County owes its residents an answer to the question as to why it nonetheless has decided to spend taxpayer money to create a jet center for the very wealthy few to fly in and out of Marin, instead of having them continue to use the already-built longer runways located in nearby Sonoma and Napa Counties on more appropriate sites.

We have many concerns and questions as a result of the public hearing held on August 14, 2008 and feel that these must be addressed prior to moving forward with the proposed plans.

First, the Federal Aviation Administration's consultant stated that "the current runway length of 3,300 feet limits the ability of current airport tenants to operate aircraft at optimum weight for maximum efficiency." The Environmental Impact Statement (EIS) should identify which "current airport tenants" are required to reduce fuel or reduce passengers or cargo: how many are single or double engine propeller airplanes, and how many are jets? Marin County reports that today there are about 95,000 "operations" each year at the airport. Of those 95,000 operations, how many were required to reduce fuel, passengers, or cargo as the result of the 3,300 foot runway?

Second, Gnoss Field was built to accommodate certain types of airplanes and air travel needs. The EIS should recount that original purpose and explain why that purpose can no longer be fulfilled unless the runway is expanded to 4,400 feet.

Third, the issue of increased noise pollution must be addressed. The EIS should set a baseline of how many jets (and other planes) today intrude into the low air space above homes in Rush Creek, Bahia, Green Point, and other local neighborhoods. Many aircraft on a daily basis ignore the "field rule" and cause noise disturbance over our homes. With increased traffic after expansion, what will the noise be, as measured at the location of sensitive receptors in our neighborhoods? Several dozen speakers at the August 14 scoping meeting provided first hand accounts of the current jet noise in residential areas as the result of pilots habitually violating the Gnoss Field rule and flying in low over homes. In addition to the noise, it also presents a danger to our families and property. The EIS should include

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consideration of a project alternative that would provide an enforcement mechanism against those who violate these ordinances.

Fourth, the issues of air and groundwater pollution must be addressed. The EIS must set a baseline of jet fuel use, disposal, and contamination, and how increased air traffic will impact those numbers.

Fifth, the increased air traffic, as well as any extension of the runway southeast toward the Rush Creek wetlands, could potentially impact the wildlife there as well as Marin residents' use and enjoyment of the Open Space. These impacts must be considered in the EIS.

Sixth, the map of the proposed runway construction shows the runway extending northwest into the area for the proposed SMART Rail line with its accompanying bike path. The EIS needs to consider use (in)compatibility. Cumulative impacts of this development on the surrounding area must be considered, as well as the increased traffic from Atherton Avenue.

And finally, the residents of the neighborhoods noted above were not given adequate notice of the public scoping meeting. In the future, please direct any public notice directly to me and any other individuals who either attended the scoping meeting or submitted written comments. All materials relating to the EIS process should be timely posted on the website, www.gnossfieldeis-eir.com. It is unacceptable that the materials for the scoping meeting were deliberately not posted prior to the meeting. This created a hardship for many of our community members who wanted to attend this meeting.

We appreciate your attention to these very important matters and hope that a timely response is forthcoming.

Sincerely,

Steven J. Nebb

Sharon L. Nebb

cc: Supervisor Judy Arnold

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FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

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ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

Name/Affiliation: _____

Address: _____

City/State: _____ Zip Code: _____ Telephone: _____

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

SEE ATTACHED.

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Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 **for receipt by 5pm Pacific time on August 29, 2008.** Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

www
gnossfieldeis-eir.com

Brian Williams
254 Butterfield Dr.,Novato, CA 94945
ph. 415/897-2749 fax 415/897-2849

We live in Partridge Knolls II, and have lived in Novato for 18 years.

Proposed extension will be major change from a small, private owner, small plane airport into one capable of handling large commercial jets. This leads to more noise, pollution, and greenhouse gases. Marin County already has too large a carbon imprint!

Also more traffic on frontage road, more traffic onto Atherton Ave, and onto an already crowded and impacted overpass over Hwy. 101 (presently 3 stoplights on overpass).

Airport situated on filled land, sensitive marshlands, bird sanctuary, is subject to flooding, has strong westerly winds, and would require more incursion into marshlands and more levees and more disruption of marshland water flow.

The City of Novato has plans for an explosion of commercial development in the immediate area which would greatly impact the flow of traffic on Atherton-San Marin-Redwood Blvd. intersections and the 101 overpass.

Who benefits from this expansion? Certainly not the citizens of Novato, especially the ones who live near an airport that has been small and limited to private planes since its inception.

Who instigated this expansion and who is putting up the money for all the studies?

Hand out at August 14th meeting states: "Current FAA standards for RSAS calls for only an extension of 115-foot overrun on the south end of present runway and a 140 foot overrun on the north end of present runway. Who is instigating making the north runway 860 feet longer than the FAA standards calls for?

Larger commercial airports are already available in Santa Rosa and Napa, thus why does Gnoss need to expand so much?

We do not see the need for this project as citizens of Novato and Marin Co.

Brian and Sandy Williams

Brian Williams
Sandy Williams

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FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

Name/Affiliation: Denise Moore Bahia HOA

Address: 612 Santana Rd

City/State: Novato CA Zip Code: 94945 Telephone: 5107507374

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

I strongly oppose the extension of Gnoss Field the extension will increase traffic, draw larger aircrafts, increase noise, increase pollution, increased flyover of our homes

IA is unnecessary.

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 **for receipt by 5pm Pacific time on August 29, 2008**. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

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FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

Name/Affiliation: JOSEPH VALLS (HOMEOWNER)

Address: 505 SANTANA ROAD

City/State: NOVATO, CALIF. Zip Code: 94945 Telephone: 415 328 9511

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

We have lived in Bahia for over 30 years. When we moved in Gnoss was a small private plane airport. Jets were not flying in at that time. It appears the owners of this airport are trying to turn it into a commercial airport. This is unacceptable. This airport is a cross wind airport and as such is dangerous in and of itself. According to the handout in order to meet the FAA rules all that has to be added is 115 Ft. South and 140 Ft. North to meet FAA guidelines.

Extending the runway 1000 ft will render the homes in Bahia worthless.

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 **for receipt by 5pm Pacific time on August 29, 2008**. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

RECEIVED
18 2008
SFO-600

FEDERAL AVIATION ADMINISTRATION

AND

COUNTY OF MARIN

ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT – GNOSS FIELD

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

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Name/Affiliation: Peter Johnson

Address: 265 Saddle Wood Dr.

City/State: Novato CA Zip Code: 94945 Telephone: (415) 493-5058

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

This project is obviously not about the safety /and/or needs of the current users of the airport, but is about expanding the use of the airport to allow more /bigger commercial flights. Since the current jets and (to a lesser degree) twin-engine planes that use the airport are the worst offenders as far as flying directly over our homes at low altitudes, I am totally opposed to any expansion of the runway at Gnauss Field. In fact, unless the jets can be forced to use a flight path that does not take them directly over neighboring houses, I would instead be urging a reduction in the use of the airport, such as restricting it to private, recreational use only.

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 **for receipt by 5pm Pacific time on August 29, 2008.** Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

08/29/2008 10:13 FAX

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SUMMARY OF PUBLIC SCOPING COMMENTS

In general, public comments focused on eight specific areas. **Table B-1** provides a summary list of the topics commented on and the location within the document where these issues are addressed.

Table B-1
PUBLIC COMMENTS RECEIVED DURING SCOPING
Gnoss Field Airport

General Comment	EIS Section
Concerns about aircraft noise and overflights	Chapter 5, Section 5.1, Noise
Concerns about greenhouse gas emissions	Chapter 4, Affected Environment and Appendix F, Air Quality
Concerns about climate change	Appendix F, Air Quality
Concerns about impacts to wetlands	Chapter 4, Affected Environment and Chapter 5, Section 5.10, Wetlands
Concerns about impacts to water quality	Chapter 4, Affected Environment and Chapter 5, Section 5.6, Water Quality
Requests for a more clear and full definition of the project's purpose and need	Chapter 2, Purpose and Need and Appendix C, Forecast and Appendix D, Runway Length Analysis
Concerns about the proximity of the Redwood Landfill	FAA has reviewed this issue separately from the EIS
Suggestions that the EIS include a discussion of the cumulative impacts of this project	Chapter 6, Cumulative Impacts addresses the Sponsor's Proposed Project in addition to other projects in the area

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Public Hearing
January 10, 2012

Published Notices/Affidavit

Handout

Meeting Registration

Presentation

Display Boards

Comments are located in Appendix P, *Comments Received on Draft EIS/Draft EIR*

Responses to comments are located in Appendix Q, *Response to Comments*

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§ 3.1000(b) through (e) of 40 CFR part 3, subpart D provides special procedures for program revisions and modifications to allow electronic reporting, to be used at the option of the state, tribe or local government in place of procedures available under existing program-specific authorization regulations. An application submitted under the Subpart D procedures must show that the state, tribe or local government has sufficient legal authority to implement the electronic reporting components of the programs covered by the application and will use electronic document receiving systems that meet the applicable Subpart D requirements.

On July 20, 2011, the Indiana Department of the Environmental Management (IDEM) submitted an application for its Network Discharge Monitoring Report (NetDMR) electronic document receiving system for revision of its EPA-authorized programs under title 40 CFR. EPA reviewed IDEM's request to revise its EPA-authorized programs and, based on this review, EPA determined that the application met the standards for approval of authorized program revisions set out in 40 CFR part 3, subpart D. In accordance with 40 CFR 3.1000(d), this notice of EPA's decision to approve Indiana's request for revision to its 40 CFR Part 123—National Pollutant Discharge Elimination System (NPDES) State Program Requirements and Part 403—General Pretreatment Regulations for Existing and New Sources of Pollution EPA-authorized programs for electronic reporting of information submitted under 40 CFR parts 122 and 403 is being published in the **Federal Register**.

IDEM was notified of EPA's determination to approve its application with respect to the authorized programs listed above.

Dated: December 1, 2011.

Andrew Battin,

Director, Office of Information Collection.

[FR Doc. 2011–31659 Filed 12–8–11; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9000–4]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–1399 or *http://www.epa.gov/compliance/nepa/*.

Weekly receipt of Environmental Impact Statements

Filed 11/28/2011 through 12/02/2011

Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EIS are available at: *http://www.epa.gov/compliance/nepa/eisdata.html*.

EIS No. 20110409, Final EIS, BLM, NM, Taos Resource Management Plan, To Provide Broad-Scale Guidance for the Management of Public Lands and Resource Administered by Taos Field Office, Colfax, Harding, Los Alamos, Mora, Rio Arriba, Santa Fe, Taos and Union Counties, NM, *Review Period Ends:* 01/09/2012, *Contact:* Brad Higdon (575) 751–4725.

EIS No. 20110410, Draft EIS, FAA, CA, Gnoss Field Airport Project, Proposed Extension to Runway 13/31/, Funding, Marin County, CA, *Comment Period Ends:* 02/06/2012, *Contact:* Doug Pomeroy (680) 827–7612.

EIS No. 20110411, Final Supplement, USFS, 00, Programmatic—Kootenai, Idaho Panhandle, and Lolo National Forest Plan Amendments for Access Management within the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones, Alternative E Updated has been Identified as the Forest Service's Preferred Alternative, ID, WA, MT, *Review Period Ends:* 01/09/2012, *Contact:* Kark Dekome (208) 765–7479.

EIS No. 20110412, Final EIS, USFS, CA, Lake Tahoe Basin Management Unit South Shore Fuel Reduction and Healthy Forest Restoration, To Manage Fuel Reduction and Forest health in the Wildland Urban Intermit (WUI), El Dorado County, CA, *Review Period Ends:* 01/09/2012, *Contact:* Duncan Leao (530) 543–2660.

EIS No. 20110413, Final EIS, BR, CO, Windy Gap Firming Project, Construct a New Water Storage Reservoir to Deliver Water to Front Range and West Slope Communities and Industries, Funding, NPDES and US Army COE Section 404 Permit, Grand and Larimer Counties, CO, *Review Period Ends:* 01/09/2012, *Contact:* Lucy Maldonado (970) 962–4369.

EIS No. 20110414, Draft EIS, NOAA, 00, Amendment 18A to the Fishery Management Plan for the Snapper-Grouper Fishery of the South Atlantic Region, To Limit Participation and Effort in the Black Sea Bass Pot Fishery, South Atlantic Region, NC, SC FL and GA, *Comment Period Ends:* 01/23/2012, *Contact:* Roy E. Crabtree (727) 824–5301.

EIS No. 20110415, Final EIS, RUS, GA, Biomass Power Plant Project, Application for Financial Assistance To Construction 100 Megawatt (MW) Biomass Plant and Related Facilities, Warren County, GA, *Review Period Ends:* 01/09/2012, *Contact:* Stephanie A Strength (970) 403–3559.

EIS No. 20110416, Final EIS, USACE, FL, Everglades Restoration Transition Plan (ERTP), To Defined Water Management Operating Criteria for Central and Southern Florida Project (C&SF) features and the Constructed features of the Modified Water Deliveries and Canal-III Project until a Combined Operational Plan is Implemented, Broward and Miami-Dade Counties, FL, *Review Period Ends:* 01/16/2012, *Contact:* Dr. Gina Paduano Ralph (904) 232–2336.

Amended Notices

EIS No. 20110381, Draft EIS, WAPA, AZ, Quartzsite Solar Energy Project and Proposed Yuma Field Office Resource Management Plan Amendment, Implementation, Right-of-Way Application to the BLM, La Paz County, AZ, *Comment Period Ends:* 02/10/2012, *Contact:* Liana Reilly (720) 962–7253. Revision to FR Notice 11/10/2011: Extending Comment from 02/08/2012 to 02/10/2012.

Dated: December 6, 2011.

Cliff Rader,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2011–31670 Filed 12–8–11; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OAR–2010–0108; FRL–9502–8]

Release of Final Integrated Review Plan for the National Ambient Air Quality Standards for Lead

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Availability.

SUMMARY: On or about November 18, 2011, the EPA will make available to the public the final document, *Integrated Review Plan for the National Ambient Air Quality Standards for Lead.* This document contains the plans for the review of the air quality criteria and national ambient air quality standards (NAAQS) for lead (Pb). The Pb NAAQS provide for the protection of public health and the environment from Pb emitted to ambient air.

FOR FURTHER INFORMATION CONTACT: Dr. Deirdre Murphy, Office of Air Quality

Register. Free Internet access to the official edition of the **Federal Register** and the Code of Federal Regulations is available via the Federal Digital System at: *www.gpo.gov/fdsys.* At this site you can view this document, as well as all other documents of this Department published in the **Federal Register,** in text or Adobe Portable Document Format (PDF). To use PDF you must have Adobe Acrobat Reader, which is available free at the site.

You may also access documents of the Department published in the **Federal Register** by using the article search feature at: *www.federalregister.gov.* Specifically, through the advanced search feature at this site, you can limit your search to documents published by the Department.

Dated: December 13, 2011.

Michael Yudin,

Acting Assistant Secretary for Elementary and Secondary Education.

[FR Doc. 2011–32249 Filed 12–15–11; 8:45 am]

BILLING CODE 4000–01–P

DEPARTMENT OF ENERGY

Agency Information Collection Extension

AGENCY: U.S. Department of Energy.

ACTION: Submission for Office of Management and Budget (OMB) review; comment request.

SUMMARY: The Department of Energy (DOE) has submitted an information collection request to the OMB for extension under the provisions of the Paperwork Reduction Act of 1995. The information collection requests a three-year extension of its ''Technology Partnerships Ombudsmen Reporting Requirements'', OMB Control Number 1910–5188. This information collection request covers information necessary to implement a statutory requirement that the Technology Transfer Ombudsmen report quarterly on complaints they receive.

DATES: Comments regarding this collection must be received on or before January 17, 2012. If you anticipate that you will be submitting comments, but find it difficult to do so within the period of time allowed by this notice, please advise the OMB Desk Officer of your intention to make a submission as soon as possible. The Desk Officer may be telephoned at (202) 395–4650.

ADDRESSES: Written comments should be sent to the:

DOE Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, New Executive Office Building, Room 10102, 735 17th Street NW., Washington, DC 20503; and to

Kathleen M. Binder, HG–6, Director, Office of Conflict Prevention and Resolution, U.S. Department of Energy, 1000 Independence Avenue SW., Washington, DC 20585, *Kathleen.binder@hq.doe.gov,* (202) 287–1415 (facsimile).

FOR FURTHER INFORMATION CONTACT: Kathleen M. Binder at the address listed in **ADDRESSES**.

SUPPLEMENTARY INFORMATION: This information collection request contains: (1) *OMB No.* 1910–5188; (2) *Information Collection Request Title:* Technology Transfer Ombudsmen Reporting Requirements; (3) *Type of Request:* Renewal; (4) *Purpose:* The information collected will be used to determine whether the Technology Partnerships Ombudsmen are properly helping to resolve complaints from outside organizations regarding laboratory policies and actions with respect to technology partnerships; (5) *Annual Estimated Number of Respondents:* 22; (6) *Annual Estimated Number of Total Responses:* 88; (7) *Annual Estimated Number of Burden Hours:* 50; (8) *Annual Estimated Reporting and Recordkeeping Cost Burden:* 0.

Statutory Authority: Section 11 of the Technology Transfer Commercialization Act of 2000, Public Law 106–404, codified at 42 U.S.C. 7261c(c)(3)(C).

Issued in Washington, DC, on December 13, 2011.

Kathleen M. Binder,

Director, Office of Conflict Prevention and Resolution, Office of Hearings and Appeals.

[FR Doc. 2011–32251 Filed 12–15–11; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF ENERGY

Nuclear Energy Advisory Committee

AGENCY: Department of Energy, Office of Nuclear Energy.

ACTION: Notice of Renewal.

SUMMARY: Pursuant to Section 14(a)(2)(A) of the Federal Advisory Committee Act, App. 2, and Section 102–3.65(a), Title 41, Code of Federal Regulations, and following consultation with the Committee Management Secretariat, General Services Administration, notice is hereby given that the Nuclear Energy Advisory Committee will be renewed for a two-year period.

The Committee will provide advice to the Department of Energy on complex science and technical issues that arise in the planning, managing, and implementation of DOE's nuclear energy program.

Additionally, the renewal of the NEAC has been determined to be essential to conduct business of the Department of Energy's and to be the in the public interest in connection with the performance of duties imposed upon the Department of Energy, by law and agreement. The Committee will continue to operate in accordance with the provisions of the Federal Advisory Committee Act, the rules and regulations in implementation of that Act.

FOR FURTHER INFORMATION CONTACT: Kenneth Wade, Designated Federal Officer at (301) 903–6509.

Issued at Washington, DC, on December 12, 2011.

Carol A. Matthews,

Committee Management Officer.

[FR Doc. 2011–32332 Filed 12–15–11; 8:45 am]

BILLING CODE 6450–01–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9000–5]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–1399 or *http://www.epa.gov/compliance/nepa/.*

Weekly receipt of Environmental Impact Statements Filed 12/12/2011 Through 12/16/2011

Pursuant to 40 CFR 1506.9.

Notice: Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EIS are available at: *http://www.epa.gov/compliance/nepa/eisdata.html.*

EIS No. 20110417, Draft EIS, USFS, CA, Rubicon Trail Easement and Resource Improvement Project, Construction and Operation, Right-of-Way Grant, Eldorado National Forest, Pacific Ranger District, El Dorado County, CA, *Comment Period Ends:* 01/30/2012, *Contact:* Laura Hierholzer (530) 642–5187

EIS No. 20110418, Final EIS, NPS, WA, Ross Lake National Recreation Area Project, General Management Plan, Implementation, Skagit and Whatcom Counties, WA, *Review Period Ends:* 01/17/2012, *Contact:* Roy Zipp (360) 873–4590 Ext. 31

EIS No. 20110419, Final EIS, BR, CA, Suisun Marsh Habitat Management,

Preservation, and Restoration Plan, Implementation, CA, *Review Period Ends:* 01/17/2012, *Contact:* Becky Victorine (916) 978–5035

EIS No. 20110420, Draft Supplement, USACE, TX, Clear Creek Reevaluation Study Project, Flood Risk Management and Ecosystem Restoration, Brazoria, Fort Bend, Galveston and Harris Counties, TX, *Comment Period Ends:* 01/30/2012, *Contact:* Andrea Catanzaro (409) 766–6346

EIS No. 20110421, Draft EIS, USFS, CA, Greys Mountain Ecological Restoration Project, Proposed Forest Management Treatments to Reduce Fire Hazard and Restore Forest Health, Sierra National Forest, Bass Lake Ranger District, Madera County, CA, *Comment Period Ends:* 01/30/2012, *Contact:* Burt Stalter (559) 877–2218 Ext. 3208

EIS No. 20110422, Draft EIS, RUS, 00, Hampton—Rochester—La Crosse Transmission System Improvement Project, Proposed Construction and Operation of a 345–Kilovolt (kV) Transmission Line and Associated Facilities between Hampton, Minnesota and La Crosse, Wisconsin, *Comment Period Ends:* 01/30/2012, *Contact:* Stephanie A. Strength (970) 403–3559

Amended Notices

EIS No. 20110404, Draft EIS, BLM, NV, Mount Hope Project, Molybdenum Mining and Processing Operation in Eureka County, NV, *Comment Period Ends:* 03/01/2012, *Contact:* Angelica Rose (775) 635–4000

Revision to FR Notice Published 12/02/2011: Correction to Comment Period from 03/07/2012 to 03/01/2012

EIS No. 20110410, Draft EIS, FAA, CA, Gnoss Field Airport Project, Proposed Extension to Runway 13/31/, Funding, Marin County, CA, *Comment Period Ends:* 02/06/2012, *Contact:* Doug Pomeroy (650) 827–7612.

Revision to FR Notice 12/09/2011: Correction to Contact Telephone Number.

Dated: December 13, 2011.

Cliff Rader,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2011–32282 Filed 12–15–11; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[FRL–9508–1]

New York State Prohibition of Discharges of Vessel Sewage; Final Affirmative Determination

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Determination.

SUMMARY: Notice is hereby given that, pursuant to Clean Water Act, Section 312(f)(3) (33 U.S.C. 1322(f)(3)), the State of New York has determined that the protection and enhancement of the quality of the New York State portions of Lake Ontario requires greater environmental protection and has petitioned the United States Environmental Protection Agency (EPA), Region 2, for a determination that adequate facilities for the safe and sanitary removal and treatment of sewage from all vessels are reasonably available for those waters, so that the State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into such waters.

The New York State Department of Environmental Conservation (NYSDEC) has proposed to establish a Vessel Waste No Discharge Zone (NDZ) for the New York State portion of Lake Ontario (''Lake'') including the waters of the Lake within the New York State boundary, stretching from the Niagara River (including the Niagara River up to Niagara Falls) in the west, to Tibbetts Point at the Lake's outlet to the Saint Lawrence River in the east. The proposed No Discharge Zone encompasses approximately 3,675 square miles and 326 linear shoreline miles, including the navigable portions of the Lower Genesee, Oswego, and Black Rivers; numerous other tributaries, harbors, and embayments of the Lake including Irondequoit Bay, Sodus Bay, North/South Ponds, Henderson Bay, Black River Bay and Chautmont Bay; and an abundance of formally designated habitats and waterways of local, state, and national significance. NYSDEC certified the need for greater protection of the water quality. EPA hereby makes a final affirmative determination that adequate facilities for the safe and sanitary removal and treatment of sewage from all vessels are reasonably available for Lake Ontario.

EPA published a tentative affirmative determination on October 5, 2011 in the **Federal Register**. Public comments were solicited for 30 days and the comment period ended on November 4, 2011. EPA received a total of eight (8) comments via letter and email. The comment tally was seven (6) in favor of, and two (2) questioning or opposing the No Discharge Zone designation. All the relevant comments received have been considered in the final affirmative determination. This **Federal Register** document addresses comments submitted in response to the October 5, 2011 (Volume 76 No. 193) **Federal Register** document.

Response to Comments

1. *Comment:* Several commenters, including boaters, paddlers and community advocates, expressed strong support for EPA's action to establish a vessel waste no discharge zone for Lake Ontario. Some commenters pointed out that this action will reduce pathogens and chemicals, improve water quality and further protect and restore the Lake.

EPA Response: EPA is in full agreement that designating Lake Ontario is an important step to further protect this valuable natural resource, water quality, wetlands and habitats throughout the U.S. portions of Lake Ontario.

2. *Comment:* One commenter stated that discharges from boats are a relatively small source of pollution compared to the pollution caused by farm runoff into the Lake.

EPA Response: These comments go beyond the scope of EPA's authority in this action. EPA's authority here is limited to determining whether adequate pumpout facilities exist. Establishing a no discharge zone for vessel sewage will have a positive effect on water quality in the Lake.

3. *Comment:* One commenter expressed concerns about the conditions and availability of the pumpout facilities at Sodus Point in Lake Ontario.

EPA Response: The criterion established by the Clean Vessel Act regarding the adequate number of pumpouts per vessel population is one pumpout per 300 to 600 vessels. NYSDEC has submitted pumpout information (including location, phone numbers, latitude/longitude, VHF channel, dates and hours of operation, fees, and capacity) outlining how areas of the Lake meet or exceed this criterion; therefore, EPA has determined that there are adequate pumpout facilities. EPA recognizes the importance of adequate pumpouts to service the boating activity within a given waterbody. New York State is responsible for ensuring that all of the facilities are accessible and operational. There are six pumpouts (Pultneyville Yacht Club, Sodus Bay Yacht Club, Krenzer Marine, Inc., Arney's Marina,

PROOF OF PUBLICATION
(2015.5 C.C.P.)

Landrum & Brown

NOTICE OF AVAILABILITY

STATE OF CALIFORNIA
County of Marin } SS

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily in the County of Marin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Marin, State of California, under date of FEBRUARY 7, 1955, CASE NUMBER 25568; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

DEC. 9

all in the year 2011.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Donna Lazarus
Signature

Dated this 9 day of Dec 2011

PROOF OF PUBLICATI

Legal Notice | Legal Notice | Legal...

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Notice of Availability of the Draft Environmental Impact Statement (Draft EIS) for the Proposed Extension of Runway 13/31 at Gnoss Field Airport (DVO), Marin County, California; Notice of Action Affecting Wetlands; Notice of Action Occurring in a Floodplain; and Notice of Public Hearing Date, Time, and Location

AGENCY: The lead Federal agency is the Federal Aviation Administration (FAA), Department of Transportation (DOT). Marin County is concurrently preparing an Environmental Impact Report (EIR), to meet California state requirements to analyze and disclose the potential environmental impacts resulting from the proposed runway extension. The FAA and Marin County are circulating the Draft EIS and Draft EIR together so the public can comment on both documents at the same time. The FAA EIS is Volume 1. The Marin County EIR is Volume 2. Technical Appendices for Volumes 1 and 2 are included in Volume 3.

ACTION: Notice of availability, notice of public comment period, notice of public information meeting and public hearing.

SUMMARY: The FAA is issuing this Notice of Availability to advise the public that a Draft EIS was distributed to be available for public review beginning December 9, 2011. The document was prepared pursuant to major environmental directives to comply with NEPA: Section 102(2)(c) of the National Environmental Policy Act of 1969 (P.L. 91-190); Section 106 of the National Historic Preservation Act as implemented by 36 CFR 800.8; Coordination with the National Environmental Policy Act; Executive Order 11988 Floodplain Management; Executive Order 11990 Protection of Wetlands; and other applicable Federal and state environmental laws, regulations, Executive Orders, and statutes.

The document was prepared in response to a proposal presented to the FAA by Marin County, the owner and operator of DVO and identified in the Draft EIS as the Airport Sponsor, for environmental review.

The FAA prepared this Draft EIS to analyze and disclose potential environmental impacts related to possible Federal actions at DVO. Numerous Federal actions would be necessary if airfield development were to be implemented. Proposed improvements include extension of Runway 13/31 and other airfield projects (see below).

The Draft EIS presents the purpose and need for the proposed Federal action, analysis of reasonable alternatives, including the No Action alternative, discussion of impacts for each reasonable alternative, and supporting appendices. The FAA will consider all information contained in this Draft EIS and additional information that may be provided during the public comment period before issuing a Final EIS and Agency decision regarding the possible alternatives and Federal actions.

Marin County proposes to extend Runway 13/31 by 1,100 feet from 3,300 feet to 4,400 feet, while maintaining the 75-foot width of the existing runway; extend the adjacent taxiway to the full length of the runway; extend the existing Runway Safety Areas (RSA) along the sides of Runway 13/31; extend the RSA to 240 feet long beyond each end of Runway 13/31 to meet FAA B-I (small) airport design standards; realign the drainage channels to drain the extended runway and taxiway; re-program the navigational aids that pilots use to land at the Airport; and adjust the lot line for the County to gain exclusive use of 0.1 acre of land south of the airport. This additional runway length would allow existing aircraft operating at DVO to operate at Maximum Gross Take Off Weight under hot weather and other adverse weather conditions.

PUBLIC COMMENT AND INFORMATION WORKSHOP/PUBLIC HEARING: The 60-day public comment period on the Draft EIS will start December 9, 2011 and will end on February 6, 2012. A joint public hearing on the Draft EIR and Draft EIS will be conducted by the Marin County Board of Supervisors and the FAA. Oral and written comments on the Draft EIS and Draft EIR may be presented at the hearing. The hearing is scheduled for the regular meeting of the Marin County Board of Supervisors on **Tuesday January 10, 2012, at 1:30 p.m.** in the Board of Supervisors Chambers (Room #330 - Administration Building) Civic Center, San Rafael, California, at which time any and all persons interested in this matter may appear and be heard.

Comments can only be accepted with the full name and address of the individual commenting. Mail and fax comments are to be submitted to Mr. Doug Pomeroy of the FAA, at the address shown in FOR FURTHER INFORMATION CONTACT. The cutoff date for comment submission is **Monday, February 6, 2012.** Please allow adequate time for mailing. To be considered, mailed comments must be **postmarked** on or before February 6, 2012 and faxed comments must be **received** on or before February 6, 2012. The Draft EIS may be reviewed for comment during regular business hours at the following locations:

1.Federal Aviation Administration, 1000 Marina Boulevard, Suite 220, Brisbane, CA 94005-1835 (Telephone: (650) 827-7612)

2.Marin County Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, CA, 94903 (Telephone: (415) 499-7877)

3.Gnoss Field Airport, 451-A Airport Road, Novato, CA 94945 (Telephone: (415) 897-1754)

4.Marin County Library, Novato Branch, 1720 Novato Blvd, Novato, CA 94947 (Telephone: (415) 897-1142)

5.Marin County Library, South Novato Branch, 6 Hamilton Landing, Suite 140A, Novato, CA 94949 (Telephone: (415) 506-3168)

6.San Rafael Public Library, 1100 E Street, San Rafael, CA 94901 (Telephone: (415) 485-3323)

7.Marin County Library, Civic Center Branch, 3501 Civic Center Drive # 427, San Rafael, CA 94903 (Telephone: (415) 499-6058)

8.Marin County Library, Bolinas Branch, 14 Wharf Road, Bolinas, CA 94924 (Telephone: (415) 868-1171)

9.Marin County Library, Corte Madera Branch, 707 Meadowsweet Drive , Corte Madera, CA 94925 (Telephone: (415) 924-6444)

10.Marin County Library, Fairfax Branch, 2097 Sir Francis Drake Blvd., Fairfax, CA 94930 (Telephone: (415) 457-5629)

11.Marin County Library, Inverness Branch, 15 Park Avenue, Inverness CA, 94937 (Telephone: (415) 669-1288)

12.Marin County Library, Marin City Branch, 164 Donahue St., Marin City, CA 94965 (Telephone: (415) 332-6157)

13.Marin County Library, Point Reyes Branch, 11431 State Route One, Point Reyes Station, CA 94956 (Telephone: (415) 663-8375)

14.Marin County Library, Stinson Beach Branch, 3521 Shoreline Highway, Stinson Beach CA 94970 (Telephone: (415) 868-0252)

15.Sonoma County Library, Petaluma Branch, 100 Fairgrounds Drive, Petaluma, CA 94952 (Telephone: (707) 763-9801)

16.San Anselmo Public Library, 110 Tunstead Avenue, San Anselmo , CA 94960 (Telephone: (415) 258-4656)

17.Tiburon - Belvedere Library, 1501 Tiburon Blvd, Tiburon, CA 94920-2530 (Telephone: (415) 789-2665)

18.Mill Valley Public Library, 375 Throckmorton Ave, Mill Valley, CA 94941 (Telephone: (415) 389-4292)

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21.Gnoss Field (DVO) EIS/EIR Website, http://www.gnossfieldeis-eir.com/

SUPPLEMENTARY INFORMATION: The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy for the proposed action or merits of its alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewers' interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

FOR FURTHER INFORMATION CONTACT:
Mr. Doug Pomeroy, FAA San Francisco Airports District Office, 1000 Marina Boulevard, Suite 220, Brisbane, California 94005-1835. Telephone: (650) 827-7612, Fax: (650) 872-1430

Issued in Brisbane, California on December 9, 2011.

FAA San Francisco Airports District Office

NO.1934 DEC. 9, 2011

MARINSCOPE
COMMUNITY NEWSPAPERS
NOVATO ADVANCE • SAN RAFAEL NEWS POINTER • ROSS VALLEY REPORTER
TWIN CITIES TIMES • MILL VALLEY HERALD • SAUSALITO MARIN SCOPE
1301-B Grant Avenue, Novato CA 94945
Office: 415-892-1516 • Circulation: 415-898-7084

Affidavit of Publication

To: LANDRUM & BROWN
SARA POTTER
11279 Cornell Park Dr.
Cincinnati,, OH 45242

Re: Legal notice #19214

State of California }
} *SS:*
County of Marin }

I, L. Monroe, being duly sworn, depose and say: that I am the Legal Publications Manager of The Novato Advance, a weekly newspaper of general circulation published in Novato, County of Marin, State of California; and that a notice, of which the annexed is a printed copy, was duly published in The Novato Advance once on 12/07/11.

L. Monroe

Sworn to before me this 7th day of December, 2011

Marin County Community Development Agency

Brian C. Crawford, Director

NOTICE OF COMPLETION AND NOTICE OF PUBLIC HEARING
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
MARIN COUNTY AIRPORT – GNOSS FIELD, PROPOSED EXTENSION OF RUNWAY 13/31

November 28, 2011 SCH# 2008072037

NOTICE IS HEREBY GIVEN that a Draft Environmental Impact Report (Draft EIR) has been completed for the /Gnoss Field Airport, Proposed Extension of Runway 13/31, and is on file with the Marin County Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, California, and available for public review between the hours of 8:00 a.m. to 4:00 p.m., Monday through Friday. Digital copies of the Draft EIR may be obtained from the Department of Public Works. A copy of the DEIR can also be accessed from a link on our website, "http://www.gnoss-fieldeis-eir.com" In addition, a hard copy is available for review at the Marin County Civic Center Library, and other library branches including the Novato Library. All relevant documents incorporated into the Draft EIR by reference are also available for public review at the Marin County Department of Public Works Office, Marin Civic Center, 3501 Civic Center Drive, Room 404.

In addition to this Notice of Completion, the Federal Aviation Administration (FAA) is issuing a Notice of Availability of a Draft Environmental Impact Statement (Draft EIS) for the Gnoss Field Airport, Proposed Extension of Runway 13/31 in the Federal Register, per National Environmental Policy Act (NEPA) Guidelines. The FAA's Draft EIS and the County of Marin's Draft EIR are being distributed for public review concurrently.

Pursuant to federal, state and local guidelines, the **FAA** will be the Federal lead agency for the National Environmental Policy Act (NEPA) compliance and EIS, and the **County of Marin** will be the state lead agency for California Environmental Quality Act (CEQA) compliance and the EIR.

PROJECT LOCATION

The Marin County Airport (Gnoss Field) is located in an unincorporated portion of Marin County just north of the City of Novato, California and east of U.S. Highway 101. Exhibit 2-1 in Volume 2: Draft EIR depicts the proposed runway extension. The subject property address is 451-A Airport Road, Novato, California, 94945. Assessor's Parcels # 125-190-24, 125-190-54, and 125-190-70.

BACKGROUND

Gnoss Field Airport serves as an important link in the regional transportation network by providing air travel options for residents and businesses of Marin County. The Airport has one runway (Runway 13/31) that is 3,300 feet long and 75 feet wide. On an annual basis, approximately 95,000 takeoffs and landings occur at the Airport. Typical aircraft types include single and twin engine propeller aircraft, as well as small business jet aircraft. The existing runway is surrounded by a system of levees and ditches that protect the airport from flooding and channel drainage through the surrounding area.

An Airport Master Plan was adopted by the County of Marin in 1989, then updated in March of 1997. An Airport Land Use Plan was adopted by the County in 1991. *A Preliminary Design Report for a Runway Extension,* prepared in 2002, together with an *Aviation Demand Forecast* both document the need for runway improvements to serve existing and anticipated aircraft and activity levels, as well as current and future changes in small aircraft design.

PROJECT DESCRIPTION

The proposed extension of runway 13/31 consists of the following elements:

- Extend Runway 13/31 from its current length of 3,300 feet to a total length of 4,400 feet with Runway Safety Areas (RSAs) that meet current FAA guidelines;
- Extend the corresponding taxiway to the full length of the runway;
- Corresponding realignment of drainage channels to drain the extended runway and taxiway;
- Corresponding levee extension to protect the extended runway and taxiway from flooding ; and
- Re-program the Navigational Aids (NAVAIDs) that pilots use to land at the Airport to reflect the extended runway.

NOTICE IS HEREBY FURTHER GIVEN that this Notice of Completion of the Draft EIR commences a 60-day public review period. Interested persons are invited to review and comment on the Draft EIR. Written comments on the Draft EIR must be submitted to:

Doug Pomeroy, Federal Aviation Administration
San Francisco Airports District Office, 1000 Marina Boulevard, Suite 220
Brisbane, CA 94005-1835

Written comments may also be submitted by FAX. Comments submitted by FAX must be addressed to Mr. Doug Pomeroy. The FAX number is (650) 872-1430. Comments by E-mail will not be accepted.

WRITTEN COMMENTS ON THE Draft EIR MUST BE SUBMITTED NO LATER THAN **Monday, February 6, 2012.** Commenters are advised to mail or FAX written comments postmarked on or before February 6, 2012

The EIR evaluates the project with respect to the following topical issues:

1) Land Use & Planning	6) Traffic/Parking/Circulation	11) Public Services
2) Geophysical	7) Biological Resources	12) Utilities & Service Systems
3) Water Quality	8) Energy & Natural Resources	13) Aesthetic/Visual Resources
4) Air Quality	9) Hazards and Hazardous Materials	14) Cultural Resources
5) Hydrology & Flooding	10) Noise	15)Green House Gases and Climate Change

The Draft EIR finds that the projects would result in significant or potentially significant environmental impacts related to topical issues# 2, 3, 4, 5, 6, 7, 9, & 14 and recommends the implementation of feasible mitigation measures to either avoid or reduce to a level of insignificance the identified environmental impacts. The Draft EIR finds that the proposed project would not result in significant unavoidable impacts or significant unavoidable cumulative impacts.

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Advertising Order Confirmation

Marin Independent Journal

Ad Order Number 0004250295

Customer LANDRUM & BROWN

NOTICE OF COMPLETION AND NOTICE OF PUBLIC HEARING
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MARIN COUNTY AIRPORT - GNOSS FIELD, PROPOSED EXTENSION OF RUNWAY 13/31

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Advertising Order Confirmation

Marin Independent Journal

12/05/11 3:15:59PM

Ad Order Number 0004250295

Customer LANDRUM & BROWN

WRITTEN COMMENTS ON THE Draft EIR MUST BE SUBMITTED NO LATER THAN **Monday, February 6, 2012.** Commenters are advised to mail or FAX written comments postmarked on or before February 6, 2012.

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Rachel Warner Interim
Environmental Coordinator

Late agenda material can be inspected in the office of the Clerk of the Board of Supervisors, between the hours of 8:00 a.m. and 5:00 p.m. The Clerk of the Board office is located in Room 329 Marin County Civic Center, 3501 Civic Center Drive, San Rafael. All County public meetings are conducted in accessible locations. If you require American Sign Language interpreters, assistive listening devices or other accommodations to participate in this meeting, these may be requested by calling (415) 499-7331 (voice) or (415) 499-6172 (TTY) at least 72 hours in advance. Copies of documents used in this meeting are available in accessible formats upon written request. The agenda is available on the Internet at
http://www.co.marin.ca.us/efiles/BS/AgMn/cybagnda.htm.
The Board meeting is broadcast live over the Internet at
http://www.co.marin.ca.us/depts/BS/Archive/Meetings.cfm
A copy of the agenda will be faxed upon request by dialing (415) 499-6060 and entering "181" after the brief introductory message. If you are a person with a disability and require this document in an alternate format (example: Braille, Large Print, Audiotape, CD-ROM), you may request an alternate format by calling the Disability Access Program at (415) 473-4381, or (415) 473-3232 TTY or by e-mail at disabilityaccess@co.marin.ca.us at least four working days in advance of the event.
NO. 1894 NOVEMBER 28, 2011

MARINSCOPE
COMMUNITY NEWSPAPERS
NOVATO ADVANCE • SAN RAFAEL NEWS POINTER • ROSS VALLEY REPORTER
TWIN CITIES TIMES • MILL VALLEY HERALD • SAUSALITO MARIN SCOPE
1301-B Grant Avenue, Novato CA 94945
Office: 415-892-1516 • Circulation: 415-898-7084

Affidavit of Publication

To: LANDRUM & BROWN
SARA POTTER
11279 Cornell Park Dr.
Cincinnati,, OH 45242

Re: Legal notice #19208

State of California }
} *SS:*
County of Marin }

I, L. Monroe, being duly sworn, depose and say: that I am the Legal Publications Manager of The Novato Advance, a weekly newspaper of general circulation published in Novato, County of Marin, State of California; and that a notice, of which the annexed is a printed copy, was duly published in The Novato Advance once on 12/07/11.

L. Monroe

Sworn to before me this 7th day of December, 2011

Pg. 1

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Notice of Availability of the Draft Environmental Impact Statement (Draft EIS) for the Proposed Extension of Runway 13/31 at Gnoss Field Airport (DVO), Marin County, California; Notice of Action Affecting Wetlands; Notice of Action Occurring in a Floodplain; and Notice of Public Hearing Date, Time, and Location

AGENCY: The lead Federal agency is the Federal Aviation Administration (FAA), Department of Transportation (DOT). Marin County is concurrently preparing an Environmental Impact Report (EIR), to meet California state requirements to analyze and disclose the potential environmental impacts resulting from the proposed runway extension. The FAA and Marin County are circulating the Draft EIS and Draft EIR together so the public can comment on both documents at the same time. The FAA EIS is Volume 1. The Marin County EIR is Volume 2. Technical Appendices for Volumes 1 and 2 are included in Volume 3.

ACTION: Notice of availability, notice of public comment period, notice of public information meeting and public hearing.

SUMMARY: The FAA is issuing this Notice of Availability to advise the public that a Draft EIS was distributed to be available for public review beginning December 2, 2011. The document was prepared pursuant to major environmental directives to comply with NEPA: Section 102(2)(c) of the National Environmental Policy Act of 1969 (P.L. 91-190); Section 106 of the National Historic Preservation Act as implemented by 36 CFR 800.8, Coordination with the National Environmental Policy Act; Executive Order 11988 Floodplain Management; Executive Order 11990 Protection of Wetlands; and other applicable Federal and state environmental laws, regulations, Executive Orders, and statutes. The document was prepared in response to a proposal presented to the FAA by Marin County, the owner and operator of DVO and identified in the Draft EIS as the Airport Sponsor, for environmental review. The FAA prepared this Draft EIS to analyze and disclose potential environmental impacts related to possible Federal actions at DVO. Numerous Federal actions would be necessary if airfield development were to be implemented. Proposed improvements include extension of Runway 13/31 and other airfield projects (see below). The Draft EIS presents the purpose and need for the proposed Federal action, analysis of reasonable alternatives, including the No Action alternative, discussion of impacts for each reasonable alternative, and supporting appendices. The FAA will consider all information contained in this Draft EIS and additional information that may be provided during the public comment period before issuing a Final EIS and Agency decision regarding the possible alternatives and Federal actions. Marin County proposes to extend Runway 13/31 by 1,100 feet from 3,300 feet to 4,400 feet, while maintaining the 75-foot width of the existing runway; extend the adjacent taxiway to the full length of the runway; extend the existing Runway Safety Areas (RSA) along the sides of Runway 13/31; extend the RSA to 240 feet long beyond each end of Runway 13/31 to meet FAA B-I (small) airport design standards; realign the drainage channels to drain the extended runway and taxiway; reprogram the navigational aids that pilots use to land at the Airport; and adjust the lot line for the County to gain exclusive use of 0.1 acre of land south of the airport. This additional runway length would allow existing aircraft operating at DVO to operate at Maximum Gross Take Off Weight under hot weather and other adverse weather conditions.

PUBLIC COMMENT AND INFORMATION WORKSHOP/PUBLIC HEARING: The 60-day public comment period on the Draft EIS will start December 9, 2011 and will end on February 6, 2012. A joint public hearing on the Draft EIR and Draft EIS will be conducted by the Marin County Board of Supervisors and the FAA. Oral and written comments on the Draft EIS and Draft EIR may be presented at the hearing. The hearing is scheduled for the regular meeting of the Marin County Board of Supervisors on Tuesday **January 10, 2012**, at 1:30 p.m. in the Board of Supervisors Chambers (Room #330 — Administration Building) Civic Center, San Rafael, California, at which time any and all persons interested in this matter may appear and be heard. Comments can only be accepted with the full name and address of the individual commenting. Mail and fax comments are to be submitted to Mr. Doug Pomeroy of the FAA, at the address shown in FOR FURTHER INFORMATION CONTACT. The cutoff date for comment submission is Monday, **February 6, 2012**. Please allow adequate time for mailing. To be considered, mailed comments must be **postmarked** on or before February 6, 2012 and faxed comments must be **received** on or before February 6, 2012. The Draft EIS may be reviewed for comment during regular business hours at the following locations:

1. Federal Aviation Administration, 1000 Marina Boulevard, Suite 220, Brisbane, CA 94005-1835 (Telephone: (650) 827-7612)
2. Marin County Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, CA, 94903 (Telephone: (415) 499-7877)
3. Gnoss Field Airport, 451-A Airport Road, Novato, CA 94945 (Telephone: (415) 897-1754)
4. Marin County Library, Novato Branch, 1720 Novato Blvd, Novato, CA 94947 (Telephone: (415) 897-1142)
5. Marin County Library, South Novato Branch, 6 Hamilton Landing, Suite 140A, Novato, CA 94949 (Telephone: (415) 506-3168)
6. San Rafael Public Library, 1100 E Street, San Rafael, CA 94901 (Telephone: (415) 485-3323)
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9. Marin County Library, Corte Madera Branch, 707 Meadowsweet Drive, Corte Madera, CA 94925 (Telephone: (415) 924-6444)
10. Marin County Library, Fairfax Branch, 2097 Sir Francis Drake Blvd., Fairfax, CA 94930 (Telephone: (415) 457-5629)
11. Marin County Library, Inverness Branch, 15 Park Avenue, Inverness CA, 94937 (Telephone: (415) 669-1288)
12. Marin County Library, Marin City Branch, 164 Donahue St., Marin City, CA 94965 (Telephone: (415) 332-6157)
13. Marin County Library, Point Reyes Branch, 11431 State Route One, Point Reyes Station, CA 94956 (Telephone: (415) 663-8375)
14. Marin County Library, Stinson Beach Branch, 3521 Shoreline Highway, Stinson Beach CA 94970 (Telephone: (415) 868-0252)
15. Sonoma County Library, Petaluma Branch, 100 Fairgrounds Drive, Petaluma, CA 94952 (Telephone: (707) 763-9801)
16. San Anselmo Public Library, 110 Tunstead Avenue, San Anselmo, CA 94960 (Telephone: (415) 258-4656)
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Issued in Brisbane, California on December 9, 2011.

FAA San Francisco Airports District Office

NOVATO ADVANCE

Dec. 07, 2011

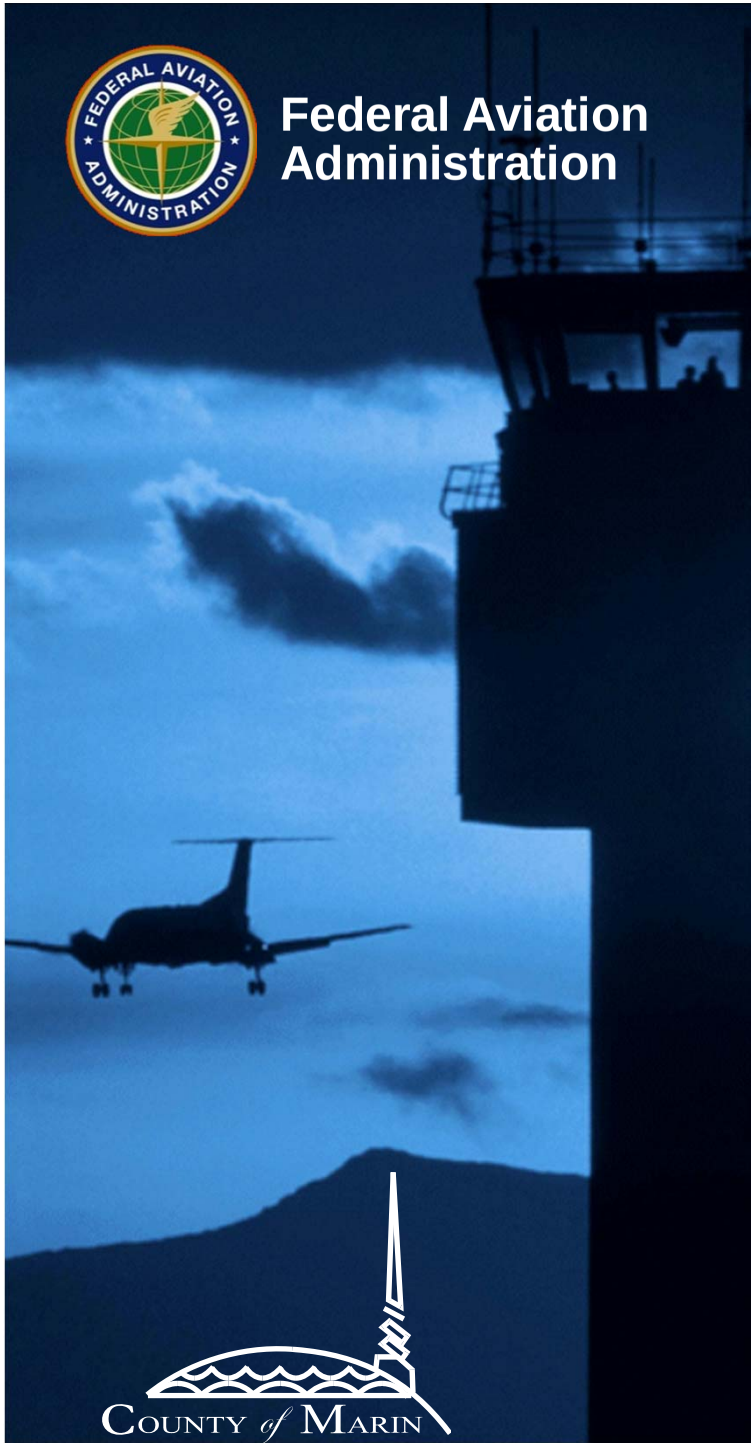
#19208

Public Hearing

Draft
Environmental Impact Statement
and concurrent
Environmental Impact Report

Extend Runway 13/31
Gnoss Field Airport

Date: January 10, 2012



I. Introduction

- County of Marin:

  Airport Project Sponsor

  CEQA Lead Agency – Certify EIR

- Federal Aviation Administration

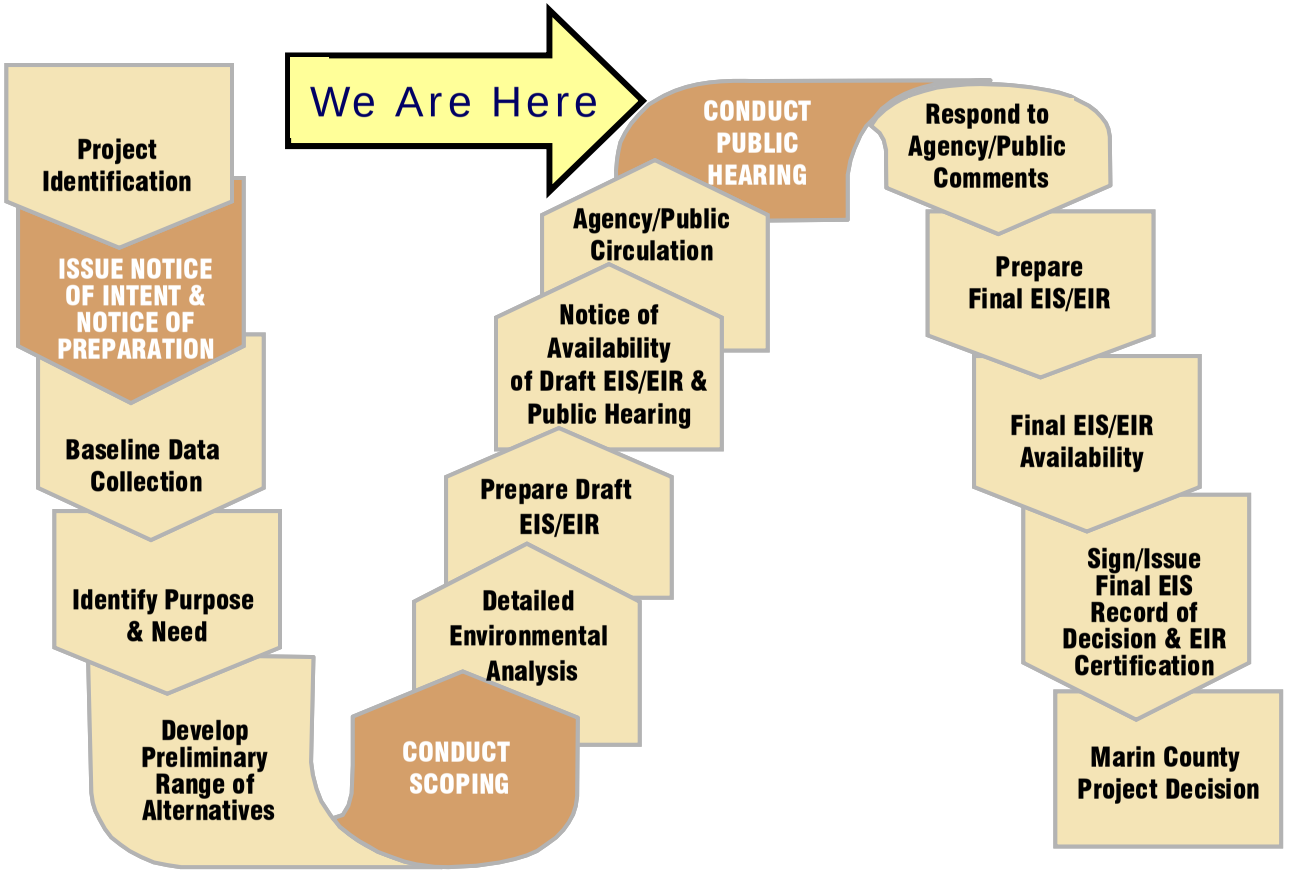
  Approve/Disapprove Airport Layout Plan Change

  NEPA Lead Agency – Approve EIS

- Landrum & Brown

  Environmental Consultant for EIS and EIR

II. EIS – EIR Processing



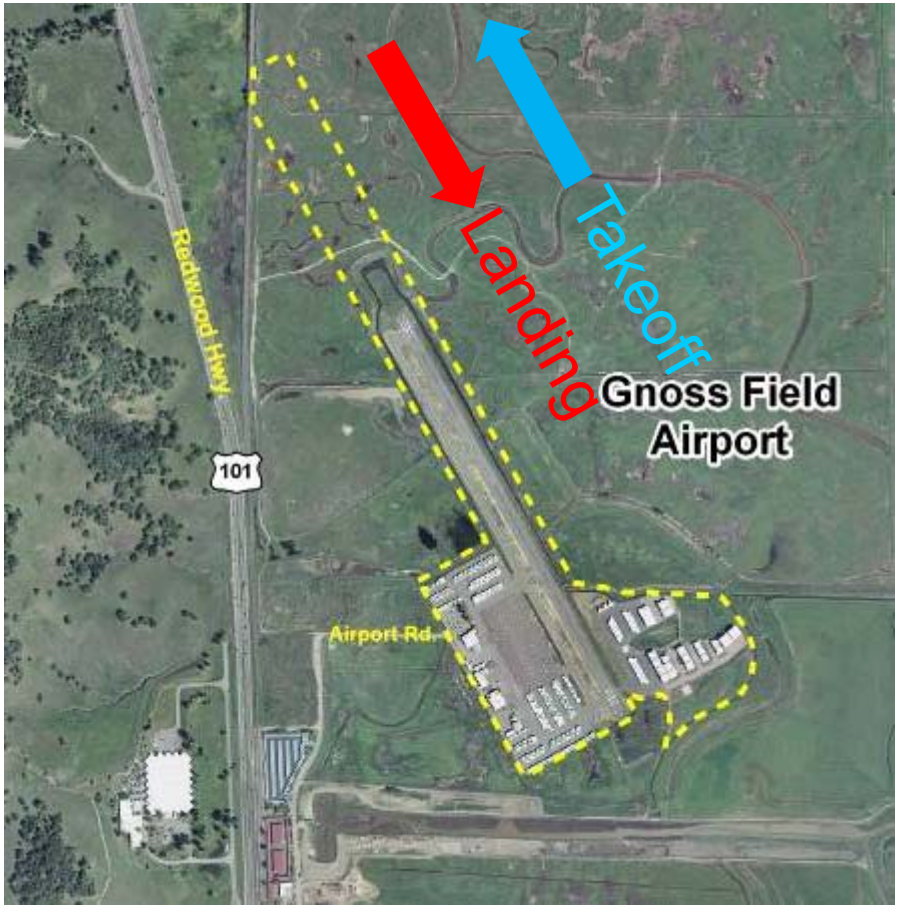
III. Purpose of Public Hearing

- Receive public comments on the adequacy and completeness of the Draft EIS and Draft EIR.

IV. Existing Airport

Gnoss Field

- One Runway (13/31) - 3,300 Feet
- 95,000 Takeoff/Landing a Year
- Most Aircraft Takeoff/Land to North
- Single and Twin Engine Propeller Aircraft, Small Business Jets
- System of Levees Protect Runway from Flooding



V. Purpose and Need

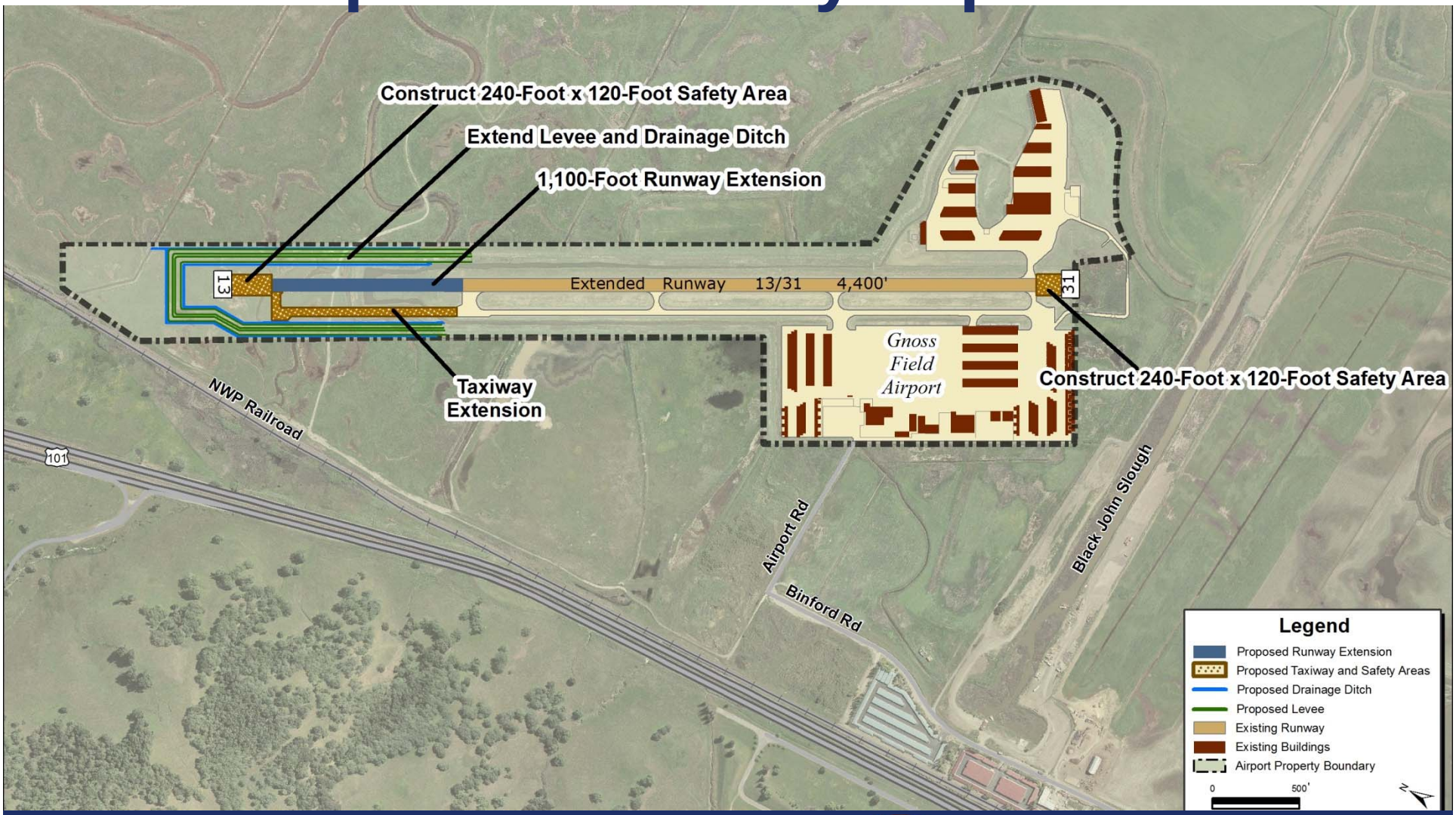
Need for Sufficient Runway Length

- Existing runway length (3,300 feet) limits the ability of some aircraft to operate at optimum weight for maximum efficiency.
- Currently requires pilots to restrict the weight of the aircraft below what the aircraft can accommodate.
- Aircraft must either reduce fuel or reduce the passengers and/or cargo.

VI. Marin County Proposed Project

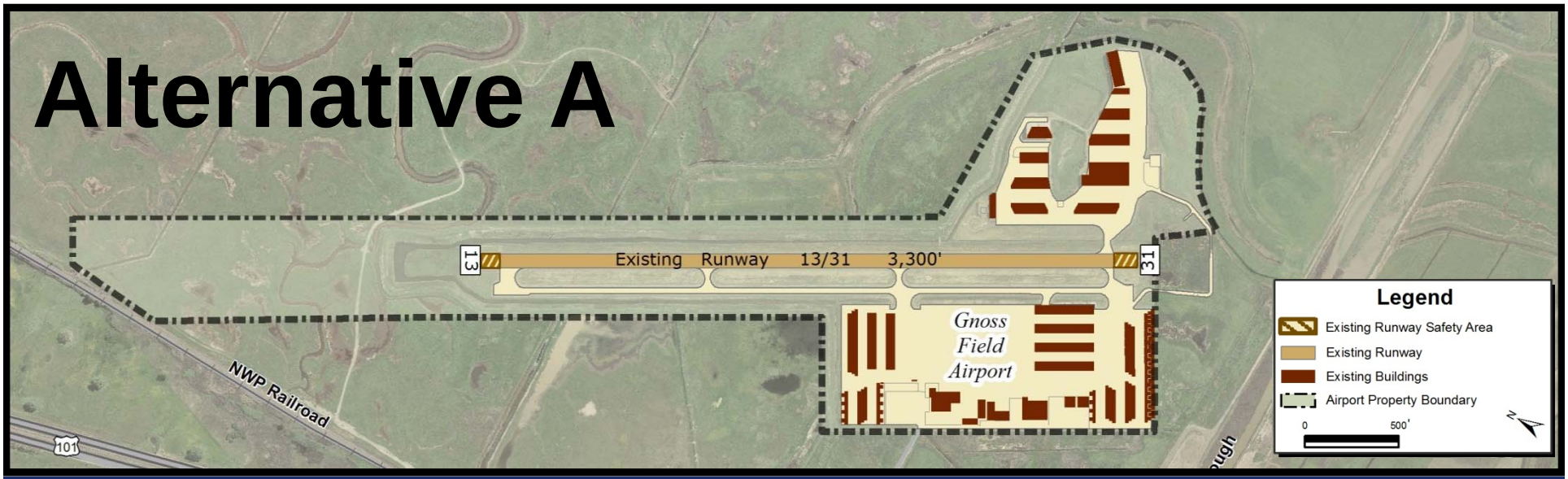
- Proposal consistent with Gnoss Field Airport 1989 Master Plan and 1997 Airport Development Program Update.
- Extend Runway 13/31 to the north 1,100 feet for a total length of 4,400 feet.
- Extend the corresponding taxiway to the full length of the runway.
- Levee extension and realignment of drainage.
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway.

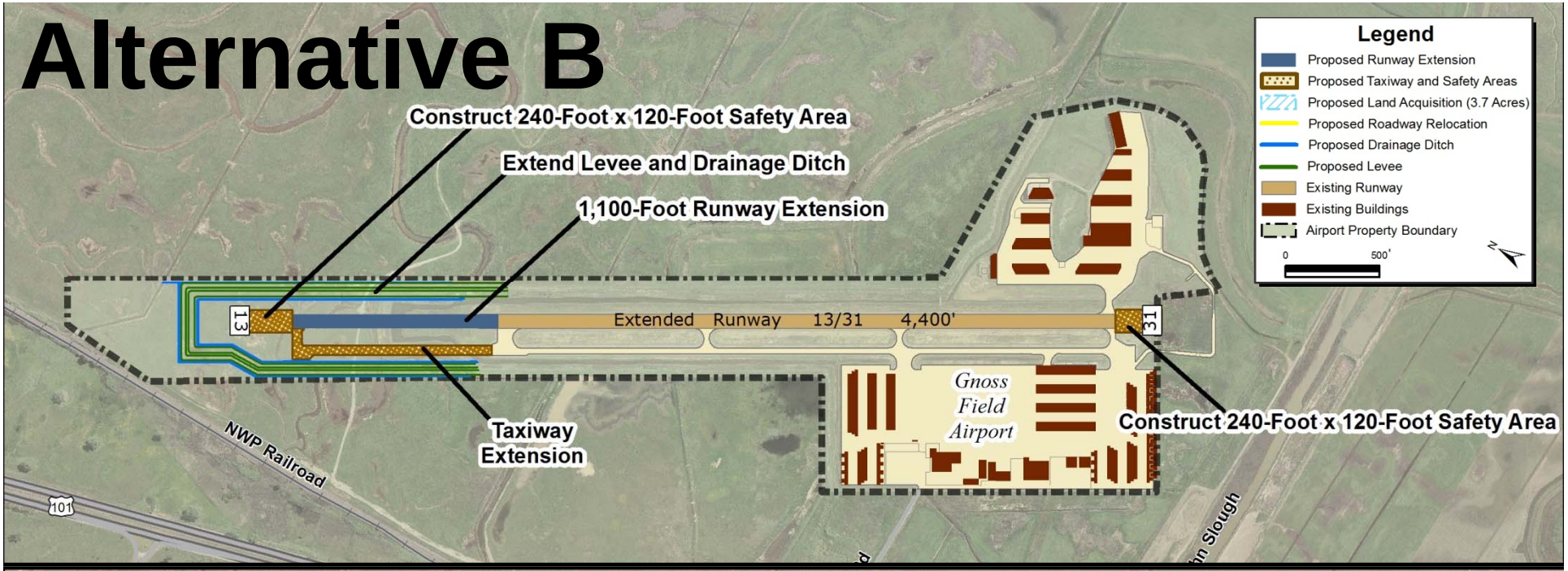
VII. Proposed Runway Improvements



VIII. Alternatives Considered

- **Alternative A**: No Action
- **Alternative B (Proposed Project)**: Extend runway to the northwest by 1,100 feet
- **Alternative D**: Extend runway to the southeast by 240 feet and to the northwest by 860 feet




Alternative B
Construct 240-Foot x 120-Foot Safety Area
Extend Levee and Drainage Ditch
1,100-Foot Runway Extension
Extended Runway 13/31 4,400'
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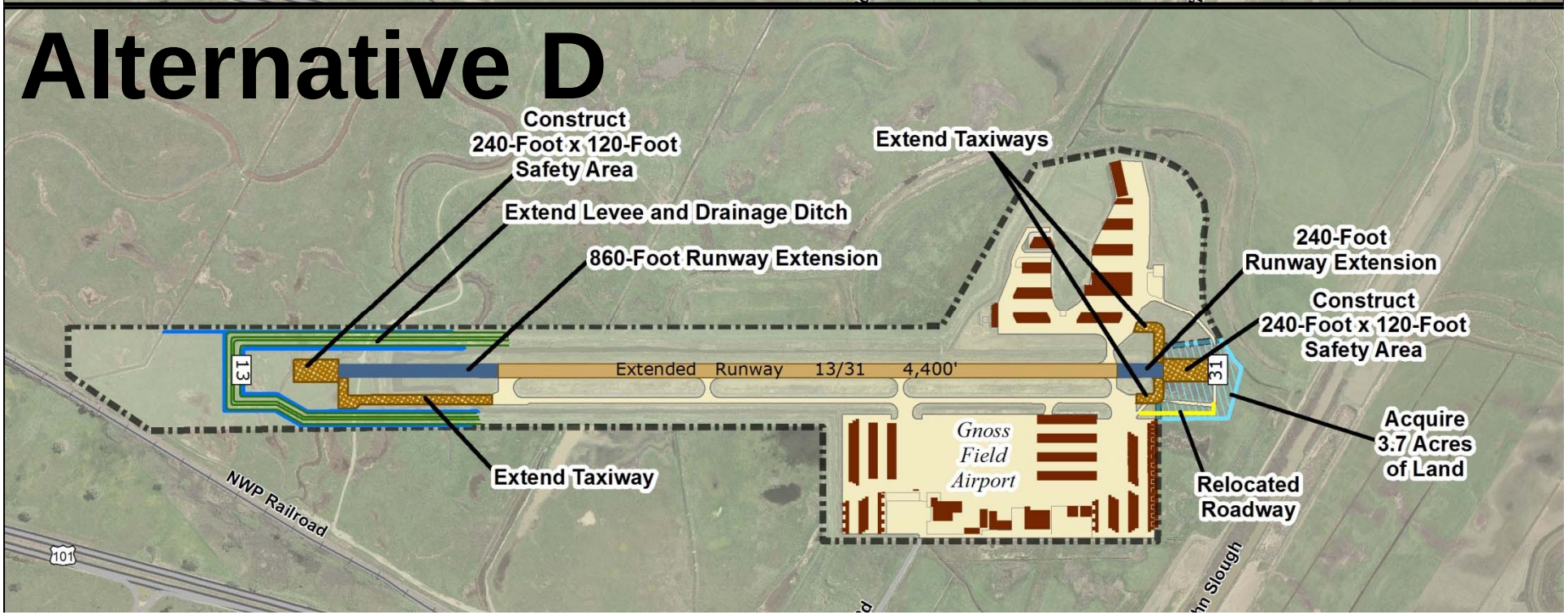
Taxiway Extension
Construct 240-Foot x 120-Foot Safety Area
Gnoss Field Airport
NWP Railroad
101
Legend
Proposed Runway Extension
Proposed Taxiway and Safety Areas
Proposed Land Acquisition (3.7 Acres)
Proposed Roadway Relocation
Proposed Drainage Ditch
Proposed Levee
Existing Runway
Existing Buildings
Airport Property Boundary
0
500'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Construct 240-Foot x 120-Foot Safety Area
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860-Foot Runway Extension
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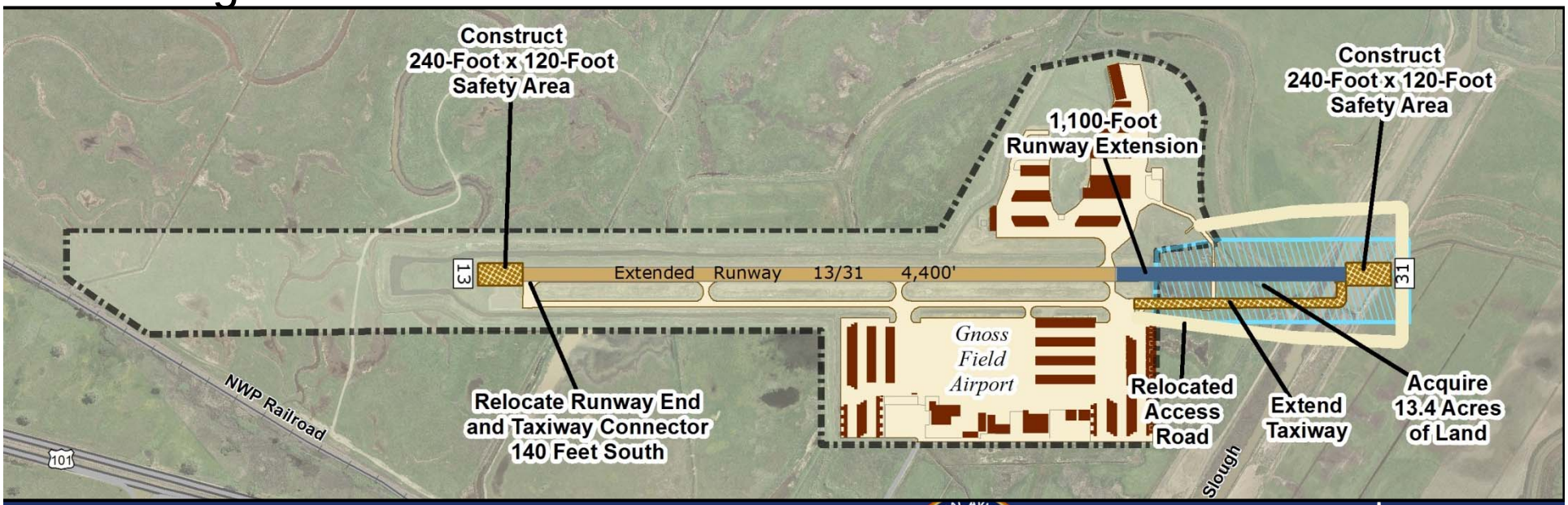
13
31
Extend Taxiway
Acquire 3.7 Acres of Land
Relocated Roadway
Gnoss Field Airport
NWP Railroad
101

IX. Alternative Rejected

- **Alternative C:** Extend runway southeast by 1,100 feet

Not carried forward for further analysis in EIS/EIR because:

– Greater wetland impacts
– Operational Difficulties
– Closer to Residential Areas
– Higher Cost



X. Environmental Consequences

Noise

- Significant noise threshold in decibels Community Noise Equivalent Level (dB CNEL) is:
  - Federal – 65 dB CNEL
  - Marin County – 60 dB CNEL
- No homes currently exposed to Federal 65 dB CNEL or Marin County 60 dB CNEL
- With Project no existing homes or planned residential areas exposed to Federal 65 dB CNEL or Marin County 60 dB CNEL
- Project does not change flight paths.

X. Environmental Consequences

Wetlands

- **No Action -** No wetlands impact
- **Alternative B (Sponsor's Proposed Project) -** Impact 11.83 acres of wetlands
- **Alternative D -** Impact 12.73 acres of wetlands

Wetland Mitigation:

- Feasible wetlands mitigation sites identified in Draft EIS/EIR
- Consultation between County and Federal Agencies may identify other mitigation options

X. Environmental Consequences

Threatened and Endangered Species

- **Habitat Impacts:**
  - **No Action:** No Impact
  - **Alternative B (Sponsor's Proposed Project):** Permanent removal of 6.88 acres of wildlife habitat and temporary removal of 16.05 acres of habitat.
  - **Alternative D:** Permanent removal of 8.24 acres wildlife habitat and temporary removal of 18.43 acres of habitat.
- **Habitat Mitigation**
  - Mitigation options identified in Draft EIS/EIR
  - Consultation between County and Federal Agencies may identify other mitigation options

X. Environmental Consequences

Areas of No Significant Environmental Impact

- Air Quality
- Water Quality
- Cultural Resources
- Floodplains
- Energy Supply & Natural Resources
- Compatible Land Use
- Public Services & Utilities
- Socioeconomic Impacts
- Light Emissions & Visual Impacts
- Hazardous Materials
- Coastal Resources
- Geology, Soils & Seismicity
- Transportation & Circulation
- Construction Impacts
- Secondary Impacts
- Cumulative Impacts

XI. Next Steps

- Document available at *www.gnossfieldeis-eir.com*
- Three ways to comment on the Draft EISEIR:
  - Make a comment at Public Hearing today
  - Write a comment and leave it in the comment box
  - Send a comment to Doug Pomeroy, FAA on or before **February 6, 2012**

Mr. Doug Pomeroy
Federal Aviation Administration
San Francisco Airport District Office
1000 Marina Boulevard, Suite 220
Brisbane, CA 94005-1835
Fax: (650) 872-1430

DRAFT ENVIRONMENTAL IMPACT STATEMENT *and concurrent* ENVIRONMENTAL IMPACT REPORT

PUBLIC HEARING

GNOSS FIELD AIRPORT - Extend Runway 13/31

SIGN-IN SHEET
January 10, 2012

NAME (Please Print)	Address	Email Address
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Susan Mathews	220 Saddle Wood Dr. Novato	
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Rosario Carr-Casanova	" " " " "	" "

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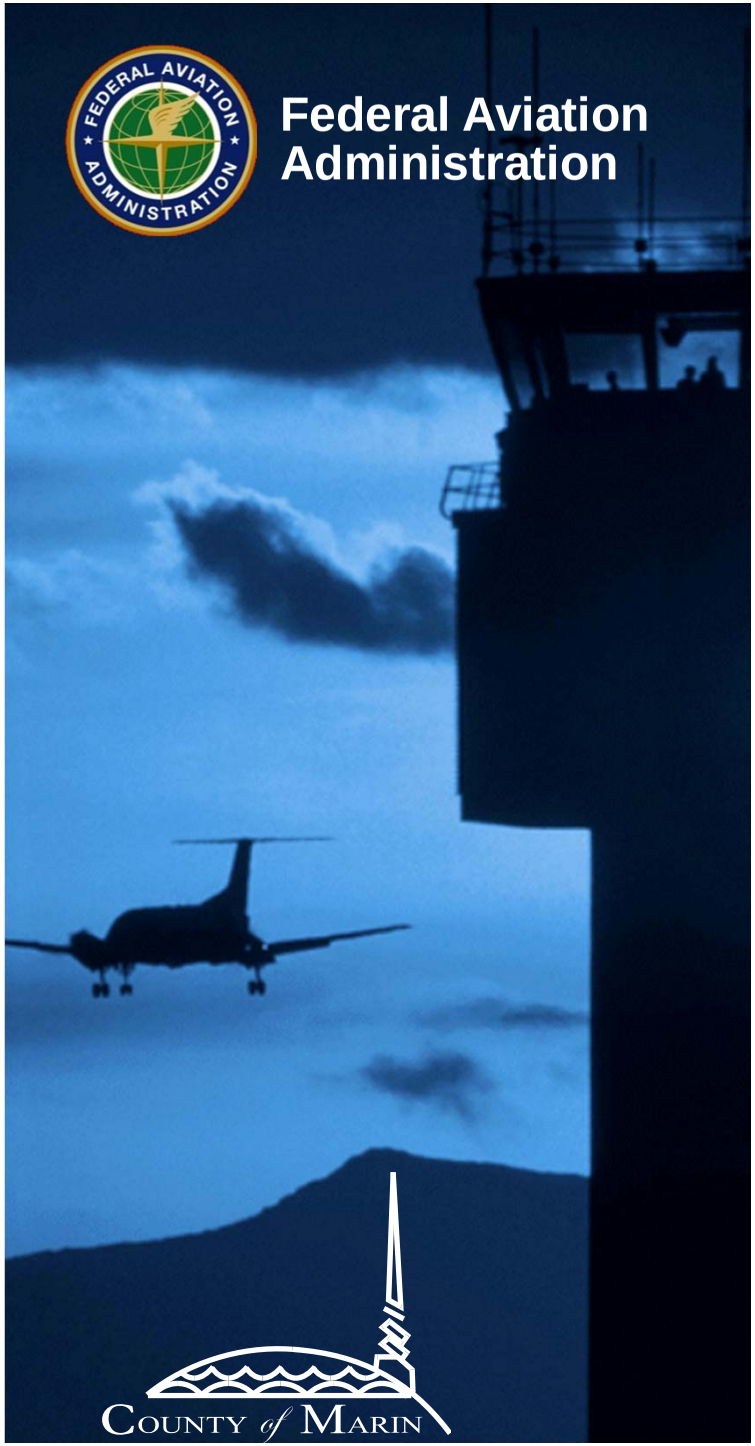
Marilyn van Ruesmala	PO Box 566 LAGUNITAS CA	omjairam@gmail.com

Public Hearing

Draft
Environmental Impact Statement
and concurrent
Environmental Impact Report

Extend Runway 13/31
Gnoss Field Airport

Date: January 10, 2012



I. Introduction

- County of Marin:

  Airport Project Sponsor

  CEQA Lead Agency – Certify EIR

- Federal Aviation Administration

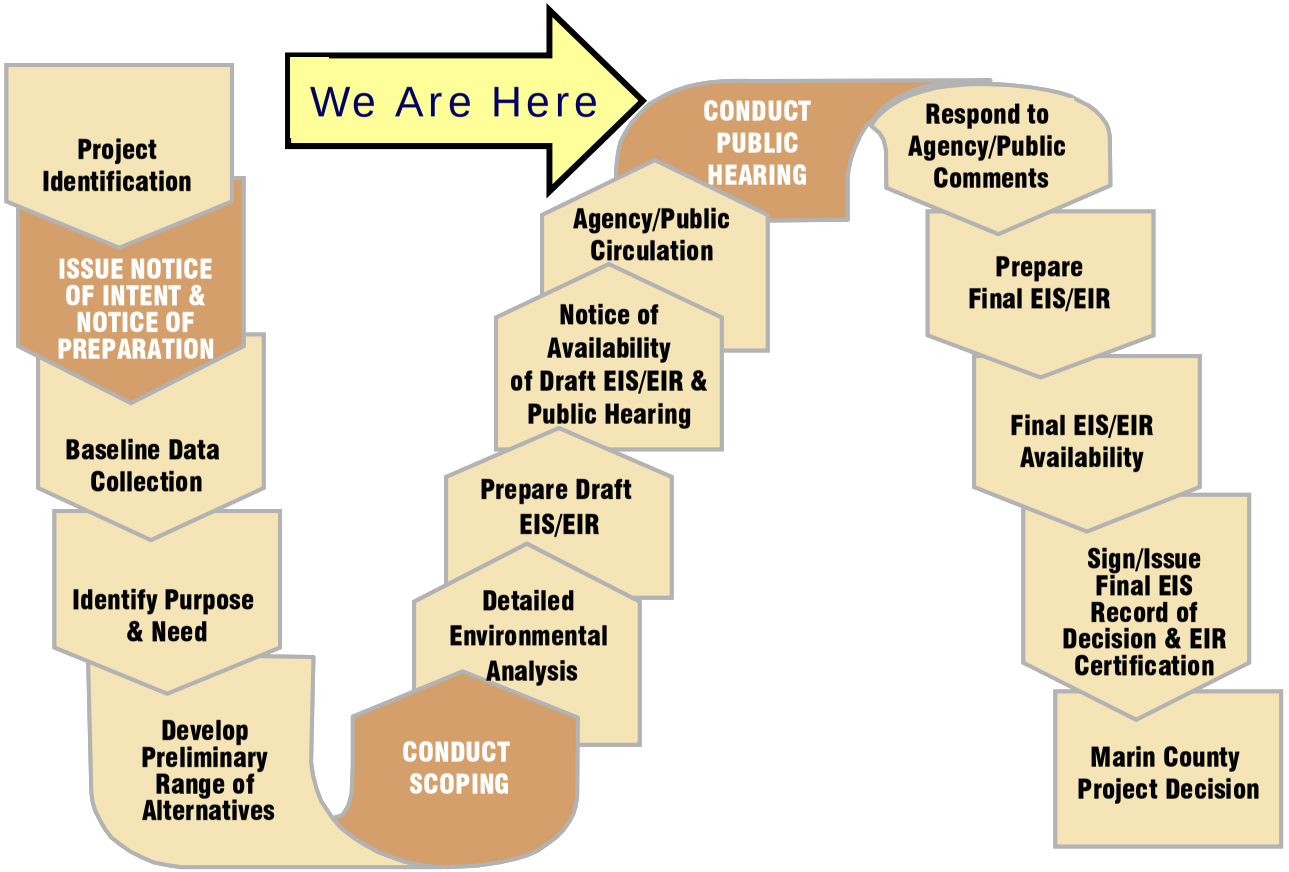
  Approve/Disapprove Airport Layout Plan Change

  NEPA Lead Agency – Approve EIS

- Landrum & Brown

  Environmental Consultant for EIS and EIR

II. EIS – EIR Processing



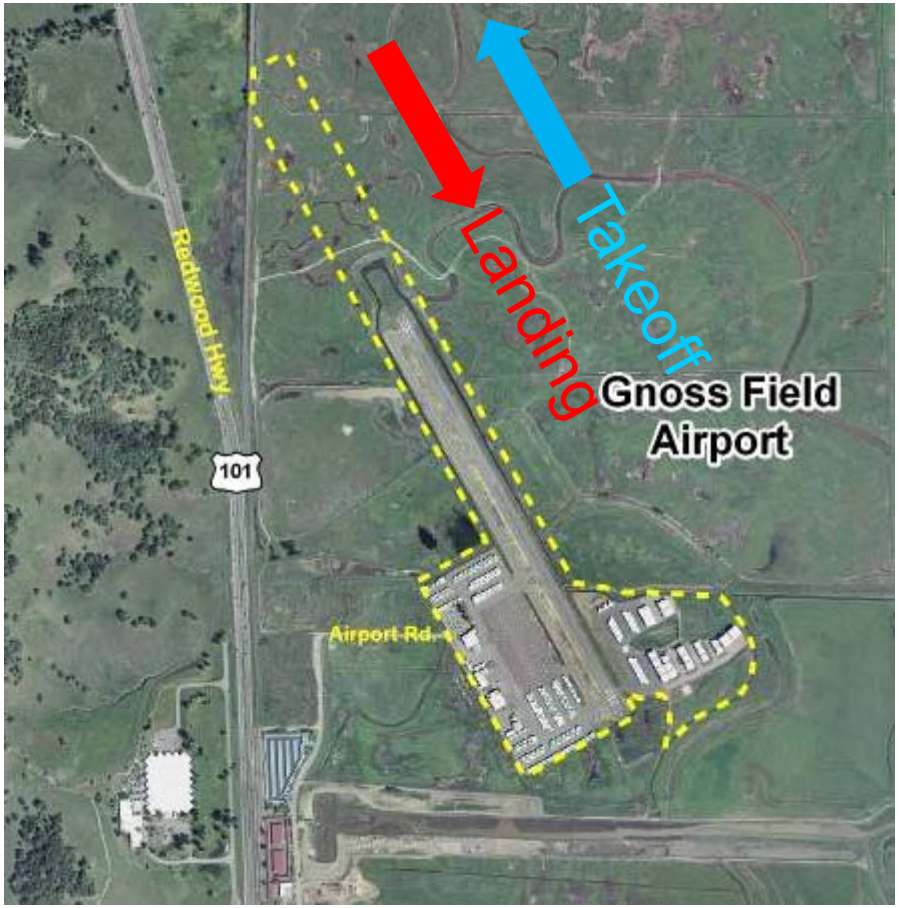
III. Purpose of Public Hearing

- Receive public comments on the adequacy and completeness of the Draft EIS and Draft EIR.

IV. Existing Airport

Gnoss Field

- One Runway (13/31) - 3,300 Feet
- 95,000 Takeoff/Landing a Year
- Most Aircraft Takeoff/Land to North
- Single and Twin Engine Propeller Aircraft, Small Business Jets
- System of Levees Protect Runway from Flooding



V. Purpose and Need

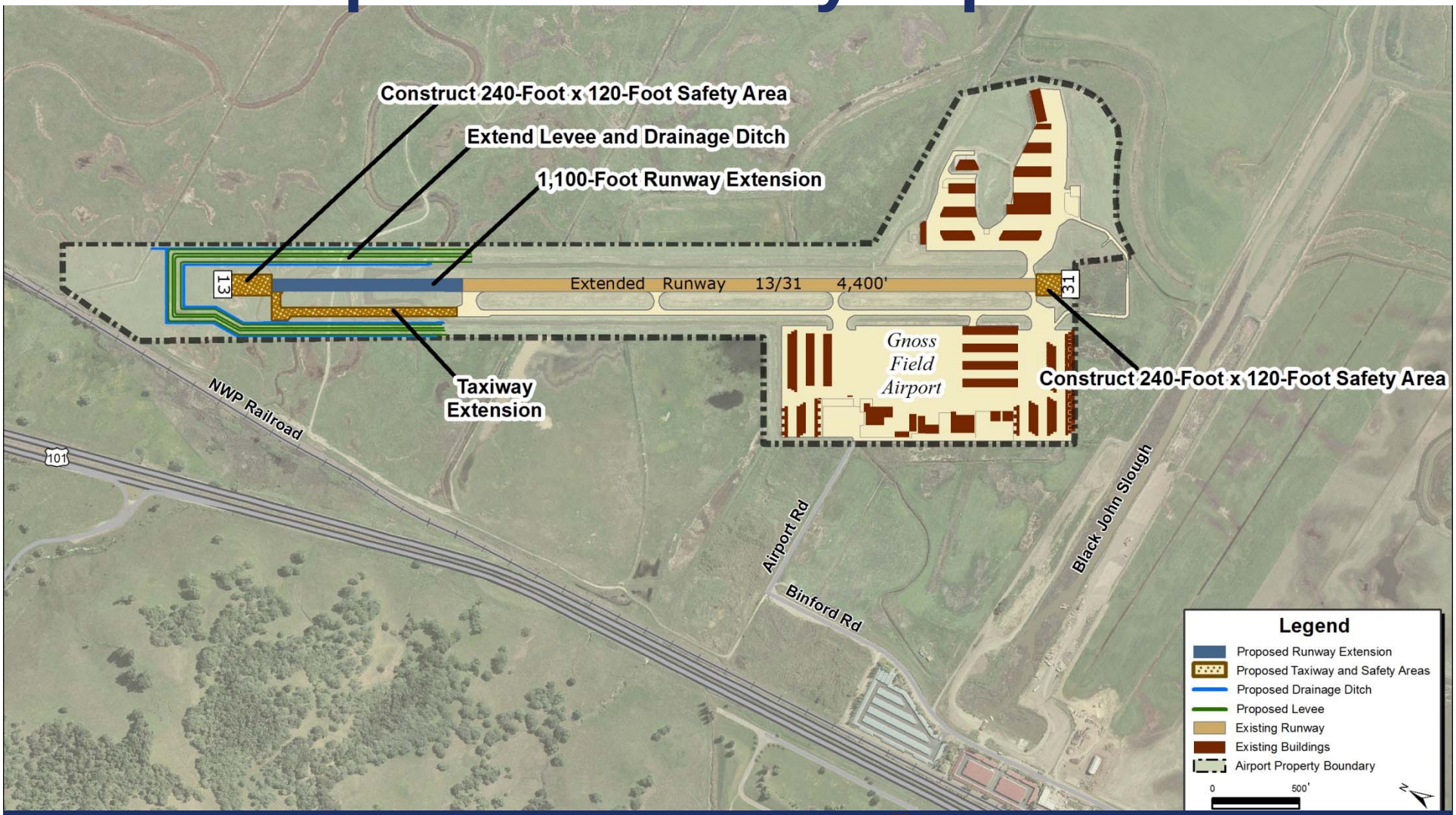
Need for Sufficient Runway Length

- Existing runway length (3,300 feet) limits the ability of some aircraft to operate at optimum weight for maximum efficiency.
- Currently requires pilots to restrict the weight of the aircraft below what the aircraft can accommodate.
- Aircraft must either reduce fuel or reduce the passengers and/or cargo.

VI. Marin County Proposed Project

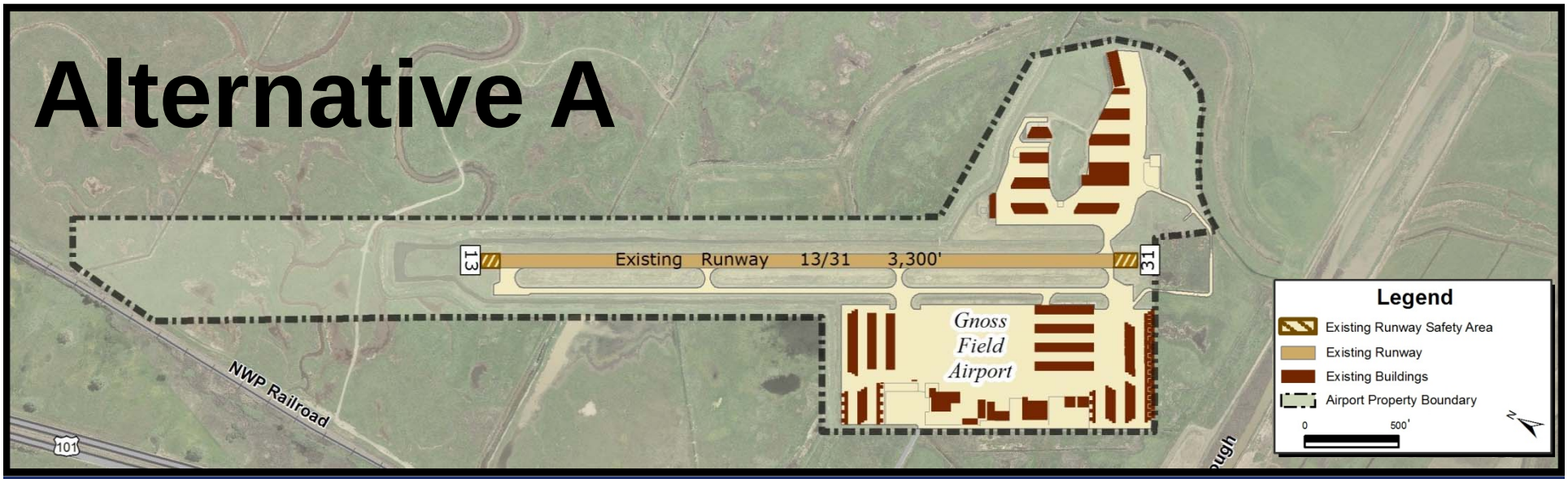
- Proposal consistent with Gnoss Field Airport 1989 Master Plan and 1997 Airport Development Program Update.
- Extend Runway 13/31 to the north 1,100 feet for a total length of 4,400 feet.
- Extend the corresponding taxiway to the full length of the runway.
- Levee extension and realignment of drainage.
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway.

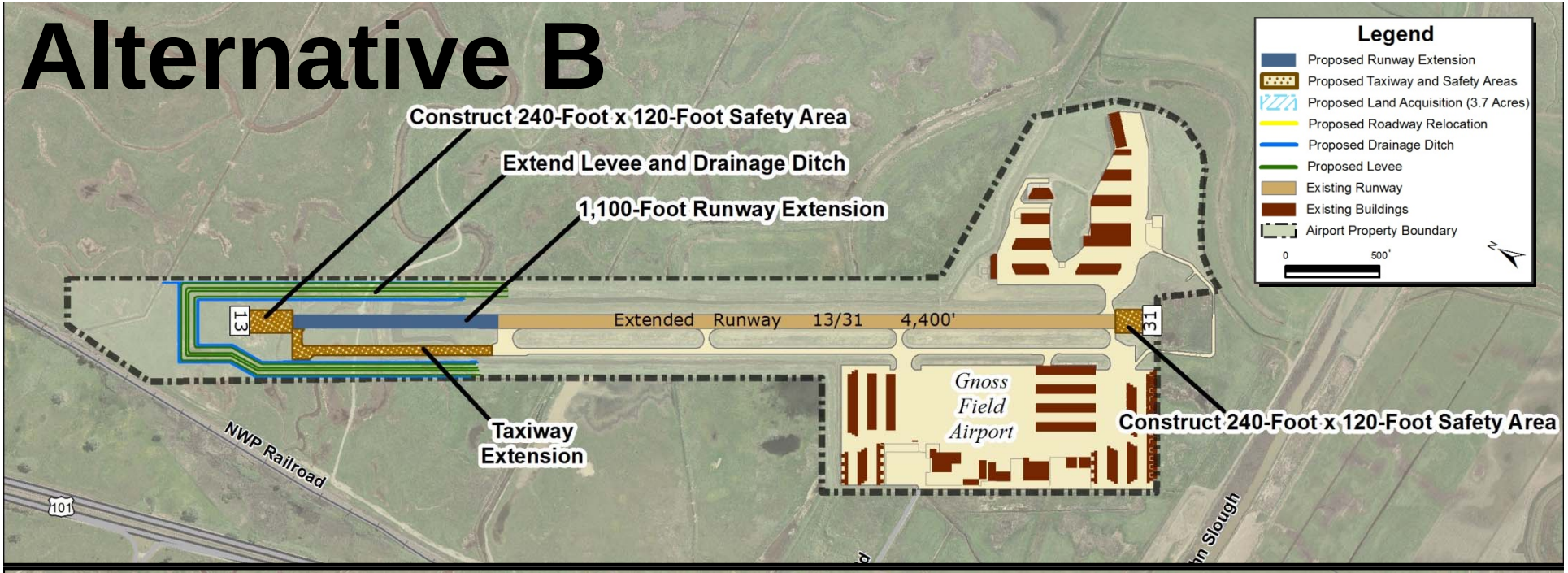
VII. Proposed Runway Improvements



VIII. Alternatives Considered

- **Alternative A**: No Action
- **Alternative B (Proposed Project)**: Extend runway to the northwest by 1,100 feet
- **Alternative D**: Extend runway to the southeast by 240 feet and to the northwest by 860 feet

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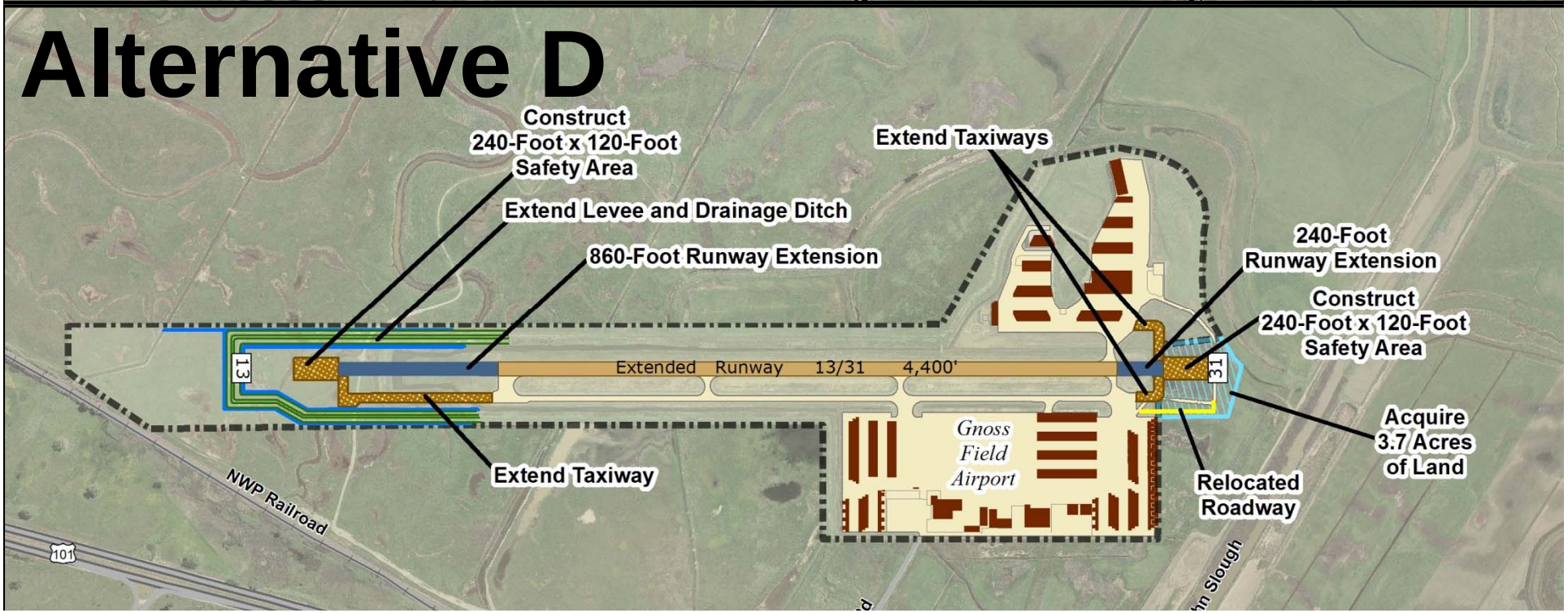
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IX. Alternative Rejected

- **Alternative C:** Extend runway southeast by 1,100 feet

Not carried forward for further analysis in EIS/EIR because:

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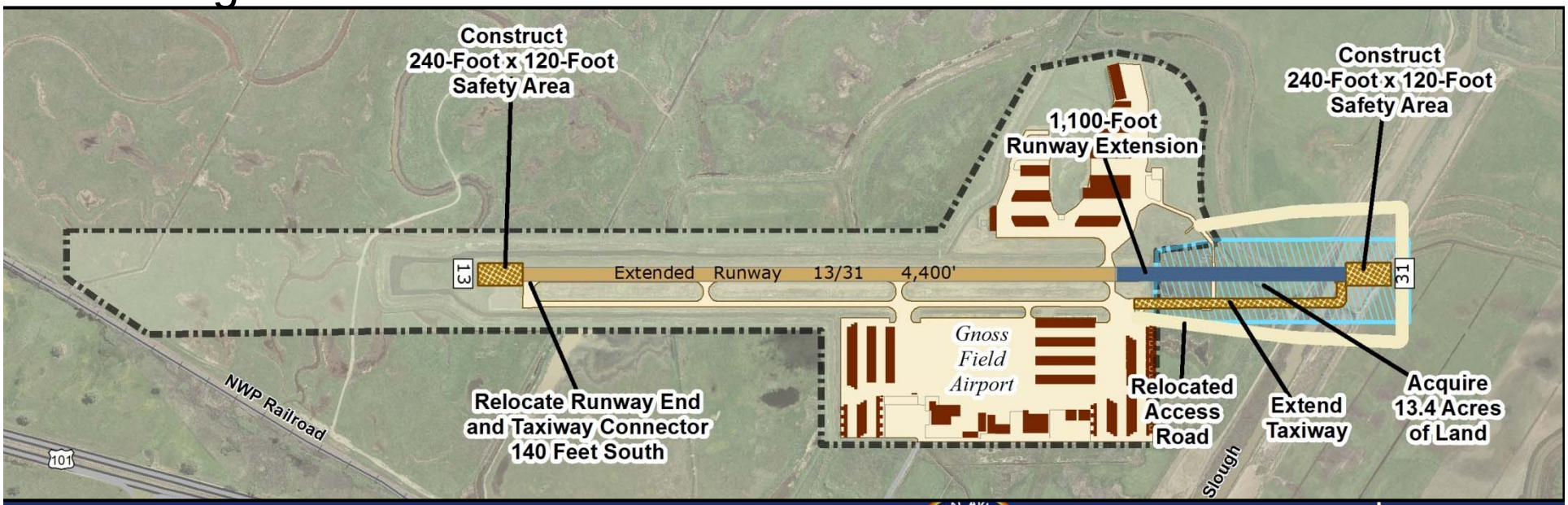

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Noise

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Wetlands

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- **Alternative D -** Impact 12.73 acres of wetlands

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- Consultation between County and Federal Agencies may identify other mitigation options

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- **Habitat Impacts:**
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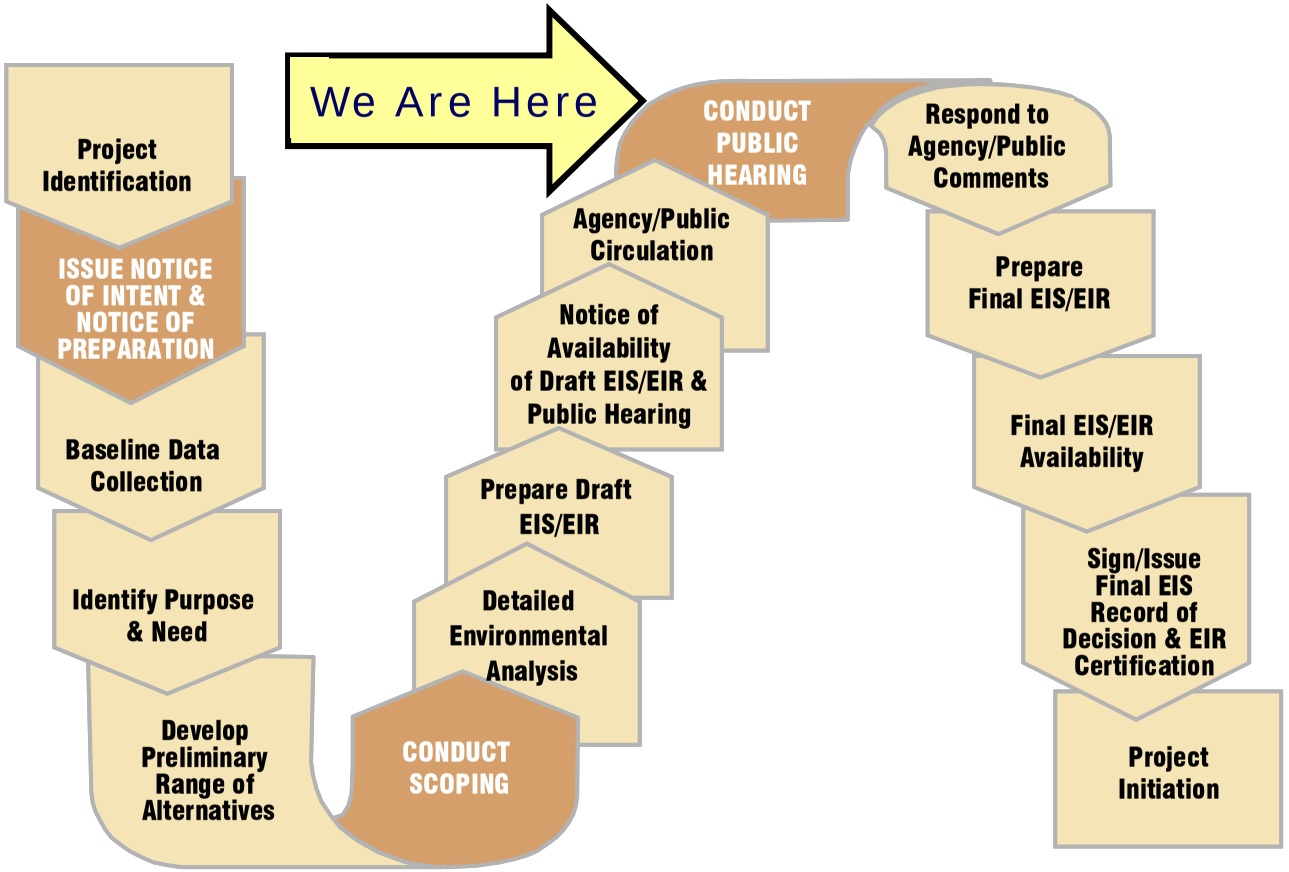
EIS – EIR Processing



Purpose and Need

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- Currently requires pilots to restrict the weight of the aircraft below what the aircraft can accommodate.
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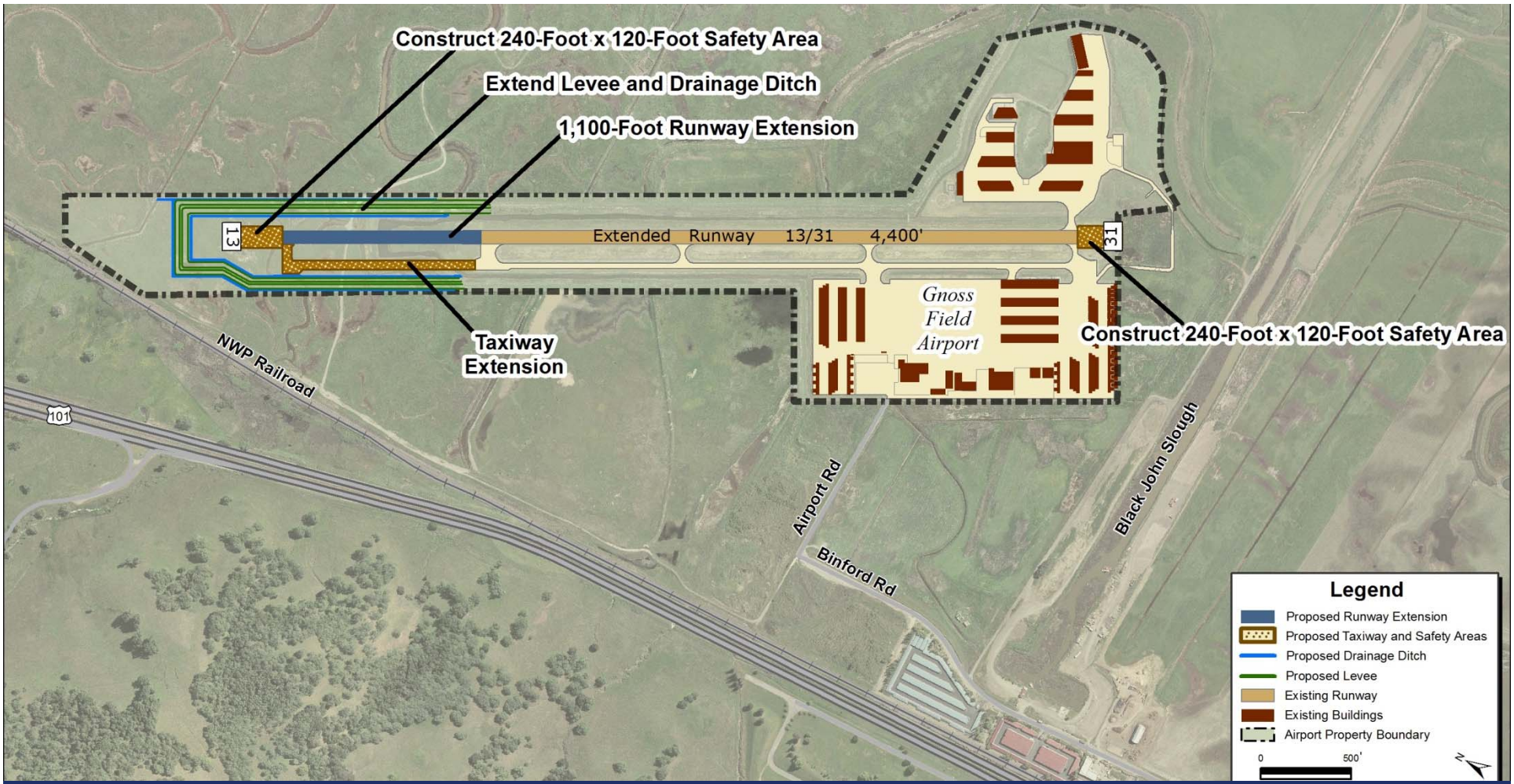
Marin County
Proposed Runway Improvements

Alternative B: Extend Runway 1,100’ to the north



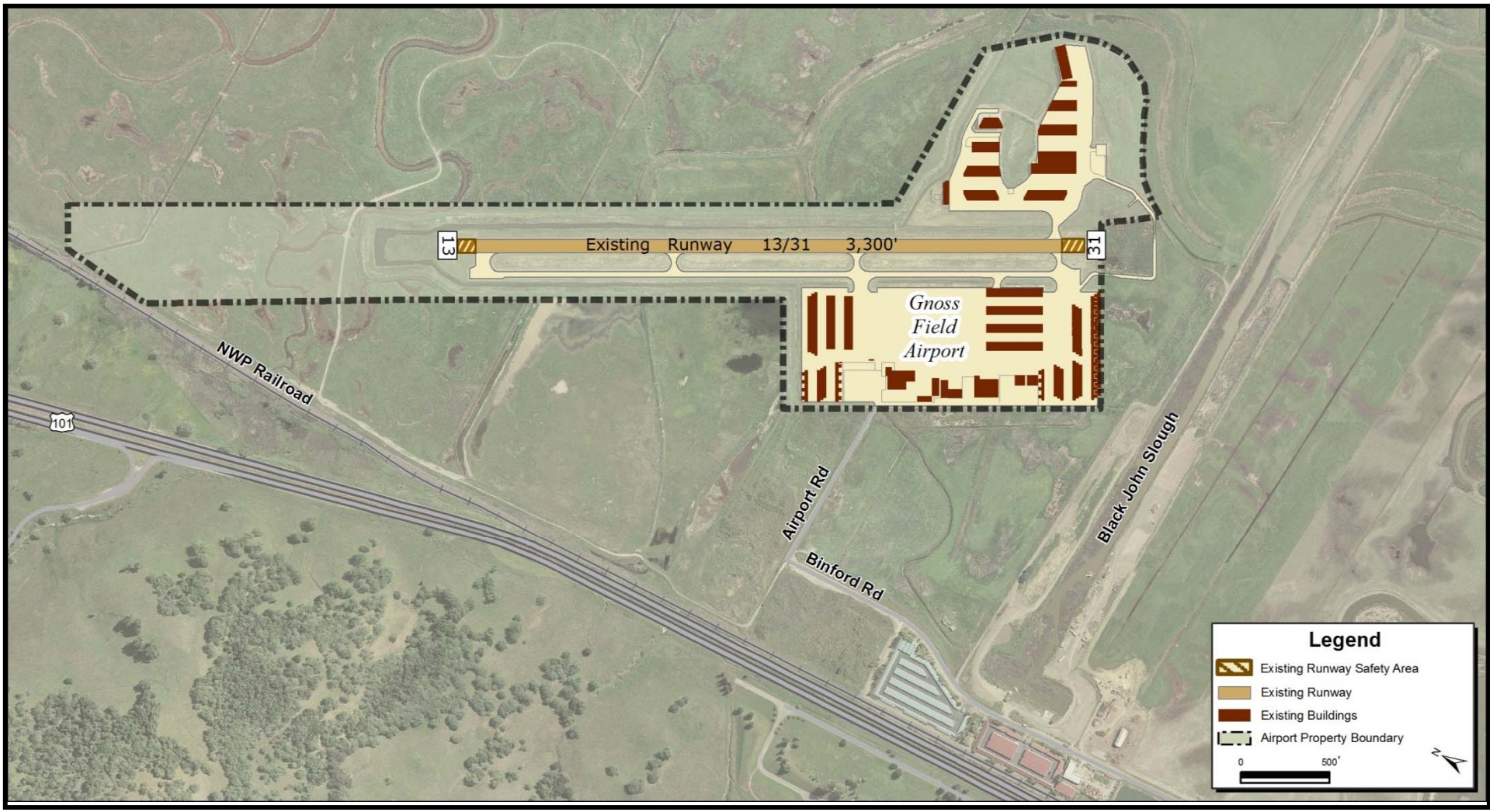
Gnoss Field Airport EIS/EIR Public Hearing
Extend Runway 13/31
January 10, 2012

Federal Aviation Administration

County of Marin

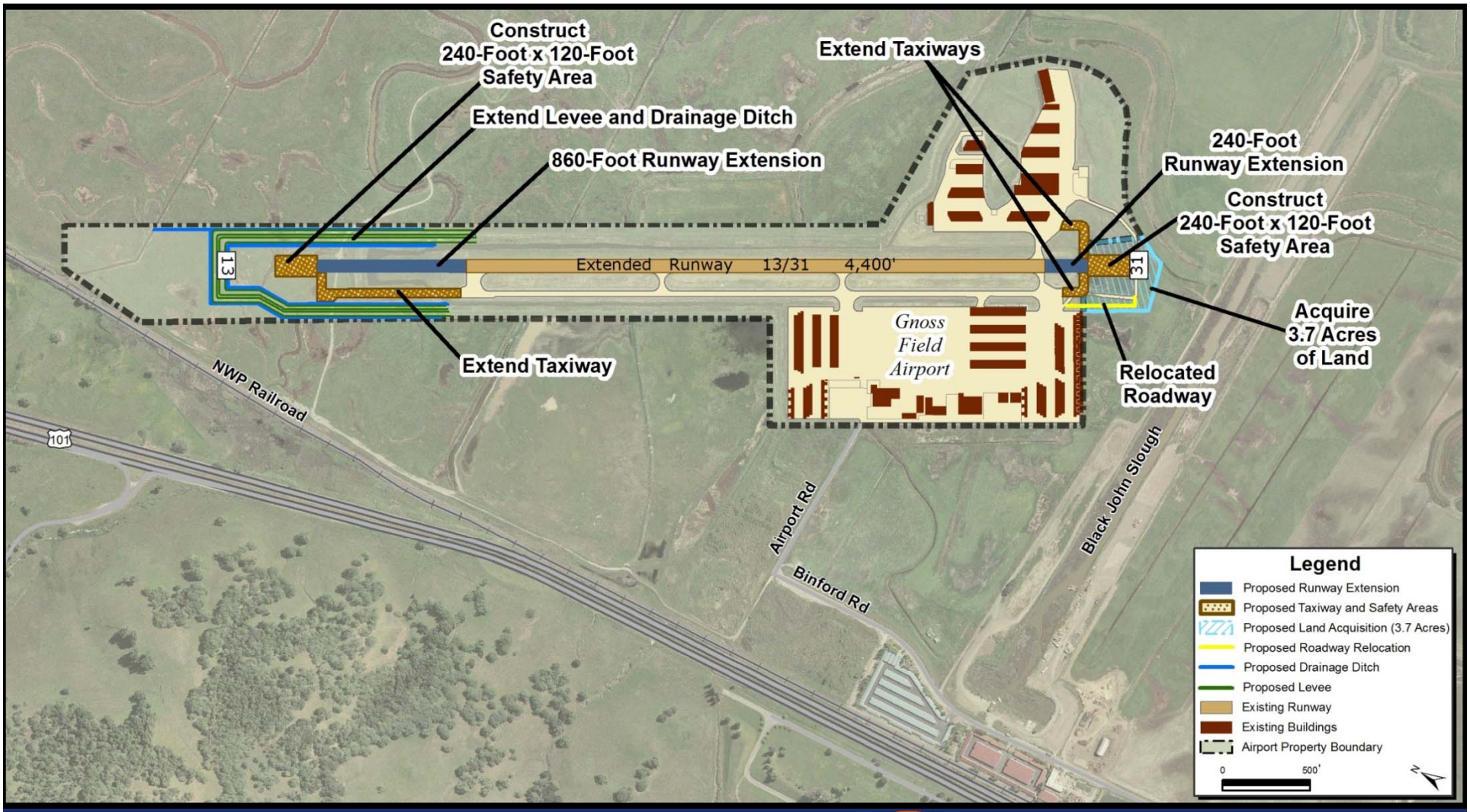
Alternative A:

No Action



Alternative D:

Extend Runway 860’ to the north and 240’ to the south



Summary of Environmental Impacts

Impact Category	Alternative A	Alternative B	Alternative D	Potential Mitigation
Noise				Not Applicable (N/A)
Residential Housing Units or Noise-Sensitive Facilities with 65+ CNEL	none	Not Significant	Not Significant	
Compatible Land Use	No Land Use/Zoning Changes	Acquisition of 0.1 acres of undeveloped land; Land use remains compatible	Acquisition of 3.7 acres of undeveloped land; Land use remains compatible	N/A
Socioeconomic, Environmental Justice, & Children's Health				
Socioeconomic Impacts	No impact	Acquisition of 0.1 acres of undeveloped land; Loss of $10.43 in annual tax revenue is Not Significant	Acquisition of 3.7 acres of undeveloped land; Loss of $551.10 in annual tax revenue is Not Significant	N/A
Environmental Justice	No impact	Not Significant	Not Significant	N/A
Children's Health and Safety	No impact	Not Significant	Not Significant	N/A
Secondary (Induced) Impacts				
Impacts to population	No impact	Not Significant	Not Significant	N/A
Public Service demands	No impact	Not Significant	Not Significant	N/A
Business and economic activity	No impact	Temporary increase during construction are Not Significant	Temporary increase during construction are Not Significant	N/A
Air Quality	No impact	Not Significant. Impacts Would Not Exceed Standards	Not Significant. Impacts Would Not Exceed Standards	N/A
Water Quality	No impact	Not Significant. Impacts Would Not Exceed Standards	Not Significant. Impacts Would Not Exceed Standards	N/A
DOT Section 4(f) Resources and Land and Water Conservation Act, Section 6(f) Resources	No impact	Not Significant	Not Significant	N/A
Historical, Architectural, Archaeological, & Cultural Resources				
Direct Effects (Physical Impacts)	No direct impact	No direct impact	No direct impact	Even though no mitigation is required, the FAA will require Marin County to have an archeological monitor on-site during initial site excavation to evaluate any inadvertent discovery of unknown cultural resources.
Indirect Effects (Noise Impacts)	No indirect impact	No indirect impact	No indirect impact	
Fish, Wildlife, & Plants	No impact	Removal of approximately 22.93 acres of plant and wildlife habitat including 6.88 acres of permanent habitat loss and 16.05 acres of temporary habitat loss. The losses of aquatic habitat under Alternative B are considered significant, and will be mitigated as described in detail in Sections 5.9, Fish, Wildlife, and Plants; and 5.10, Wetlands. Impact is considered significant, but mitigable to a not significant level.	Removal of approximately 26.67 acres of plant and wildlife habitat including 8.24 acres of permanent habitat loss and 18.43 acres of temporary habitat loss. The losses of aquatic habitat under Alternative B are considered significant, and will be mitigated as described in detail in Sections 5.9, Fish, Wildlife, and Plants; and 5.10, Wetlands. Impact is considered significant, but mitigable to a not significant level.	Suitable mitigation sites would be determined through formal ESA Section 7 consultation with the USFWS. During formal ESA Section 7 consultation with the USFWS, mitigation ratios and location of the mitigation effort will be determined.
Wetlands	No impact	Would impact 11.83 acres of wetlands protected by Section 404 of the CWA, of which 2.66 acres are also protected by the RHA. Impact is considered significant, but mitigable to a less than significant level.	Would impact 12.73 acres of wetlands protected by Section 404 of the CWA, of which 2.56 acres are also protected by the RHA. Impact is considered significant, but mitigable to a less than significant level.	Coordination with the USACOE is on-going. Marin County, as the Airport sponsor, would be responsible for developing a mitigation plan acceptable to the USACOE.
Floodplains	No impact	Would enclose approximately 13 additional acres of the approximately 3,875 acre 100-year floodplain behind the airport levee. This is not a substantial encroachment on the existing 100-year floodplain and is not significant.	Would enclose approximately 15 additional acres of the approximately 3,875 acre 100-year floodplain behind the airport levee. This is not a substantial encroachment on the existing 100-year floodplain and is not significant.	N/A
Coastal Resources	No impact	No impact	No impact	N/A
Wild & Scenic Rivers	No impact	No impact	No impact	N/A
Farmlands	No impact	No impact	No impact	N/A
Energy Supply & Natural Resources				
Natural Resources	No impact	Not Significant	Not Significant	N/A
Energy	No impact	Increases in demand for fuel and energy can be met by local providers.	Increases in demand for fuel and energy can be met by local providers.	N/A
Light Emissions & Visual Impact	No impact	Not Significant	Not Significant	N/A
Hazardous Materials	No impact	Not Significant	Not Significant	N/A
Construction Impacts	No impact	Not Significant	Not Significant	N/A
Cumulative Impacts	No impact	Not Significant	Not Significant	N/A

Next Steps

- Document available at *www.gnossfieldeis-eir.com*
- Three ways to comment on the Draft EISEIR:
  - Make a comment at Public Hearing today
  - Write a comment and leave it in the comment box
  - Send a comment to Doug Pomeroy, FAA on or before **February 6, 2012**

Mr. Doug Pomeroy
Federal Aviation Administration
San Francisco Airport District Office
1000 Marina Boulevard, Suite 220
Brisbane, CA 94005-1835
Fax: (650) 872-1430

APPENDIX C
AVIATION ACTIVITY FORECAST

This appendix includes the forecast of aviation activity for Gnoss Field Airport that was prepared for the Environmental Impact Statement and Environmental Impact Report. The FAA approved this aviation forecast on September 18, 2009, with comments to incorporate additional information into the final version. That additional information is included in this EIS.

Since the publication of the Draft EIS and Draft EIR, several editorial correction and clarifications to Appendix C have been identified. These are included in this final document and are identified by footnotes.

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U.S. Department of Transportation
Federal Aviation Administration

Western-Pacific Region
Airports Division

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010

RF

September 18, 2009

Mr. Ken Robins
Airport Manager
Novato/Gnoss Field Airport
Marin County Public Works
P.O. Box 4186
San Raphael, California 94913

Subject: Novato/ Gnoss Field Airport
Aviation Activity Forecast

Dear Mr. Robbins:

The Federal Aviation Administration (FAA) has completed the review of the Draft Gnoss Field Airport Aviation Forecast report. The FAA agrees with the forecast data used for the preparation of this report and concurs with the analysis of the Bay Area airports, historical trends, based aircraft, aircraft operations, and aircraft mix. The FAA also concurs with the projected growth rate for the 20-year period. The FAA finds these forecasts acceptable for the preparation of the airport's environmental document.

The FAA would like to offer the following comments for the final version of this forecast report:

1- Some reference to the current economic conditions (i.e., "The Great Recession") would be valuable for a more balanced assessment of both local and national trends.
2- The discussion of "Fleet Diversification" may be enhanced with more details about the difficulties of the Very Light Jets (VLJs) operations at GA airports.
3- The Average Annual Growth Rates (Table 4 – Aircraft Operations Forecast) appear to have an unusually high growth level beginning at 2017. This sudden growth rate in the later years should be verified.

If you have any further questions please contact me at (650) 876-2778. Ext. 611.

Sincerely,

Elisha Novak

Elisha Novak, Ph.D.
Airport Planner

Enclosure
CC: Mr. Rob Adams, Landrum & Brown

AVIATION ACTIVITY FORECAST

1. PURPOSE AND CONTEXT

This report presents the forecast of aviation demand for Gnoss Field Airport (DVO or Airport). DVO exclusively serves general aviation (GA) and air taxi activity and does not have any scheduled commercial passenger air service. The term "general aviation" refers to any aircraft not operated by the commercial airlines (passenger or cargo) or the military. Typical GA activity includes recreational and flight training activities, business travel, news reporting, traffic observation, environmental surveys, police patrol, emergency medical evacuation, and crop dusting aircraft. Air taxi activity typically includes "for hire" aircraft chartered for specific trips on an on-demand basis. Air taxi operations are usually made up of larger GA aircraft, such as large turboprop aircraft and an array of corporate jets. DVO is classified as a "Reliever Airport" by the FAA. The reliever designation is applied to "high capacity general aviation airports in metropolitan areas."[1]

Aviation demand forecasts were developed to provide an updated analysis of historical activity at the airport and to develop a basis for forecasting future activity levels. The forecast presented in this report is "unconstrained" and as such does not take facility constraints or other outside limiting factors into consideration. In other words, for purposes of estimating future demand, the forecast assumes facilities can be provided to meet the demand.

The baseline year for this forecast is 2008. Annual operations forecasts, aircraft fleet mix forecasts, and based aircraft forecasts are presented through 2027.

2. HISTORICAL NATIONAL TRENDS

Understanding the history and current state of the air taxi/GA industry can help predict future aviation demand. This section discusses nationwide historical, emerging, and forecast trends in air taxi and GA activity.

There have been two official economic recessions in the U.S. thus far in the 21st century. The first occurred between March and November 2001 and was compounded by the September 11, 2001 terrorist attacks. The deleterious impact of these events on the airline industry is well documented. The recession itself was short-lived by historical standards and the economy returned to more normal growth rates quite quickly, fueled in large part by a gradual but prolonged reduction in interest rates. By 2007, the economy had begun to slow again and currently finds itself in the midst of the worst financial crisis to affect the United States since the Great Depression. According to the National Bureau of Economic Research, the U.S. has been in this current recession since December of 2007. The U.S. and other industrialized western countries are faced with an increasing credit crisis. According to the U.S. Department of Commerce Bureau of Economic Analysis, U.S. real GDP declined by 1.7 percent in 2009 before returning to positive growth in

[1] FAA National Plan of Integrated Airport Systems (NPIAS), 2009-2013

2010. Annual growth is then expected to reach 3.4 to 3.9 percent in 2011 before slowing down to between 2.5 and 2.8 percent annual growth in the long-term.

For the local economy, the general conclusion of the analysis of the socioeconomic indicators is that Marin County is well positioned to experience future economic expansion. Over the long-term, it is anticipated that growth in income and employment will be at 1.9 percent and 1.8 percent per year between 2005 and 2030 albeit a slower rates than projected growth for population (0.3 percent per year over the same period).[2] The projected growth rates for income and employment of Marin County are higher the State levels. This is largely indicative of the continued maturation of the local economy.

2.1 U.S. HISTORICAL ACTIVITY LEVELS

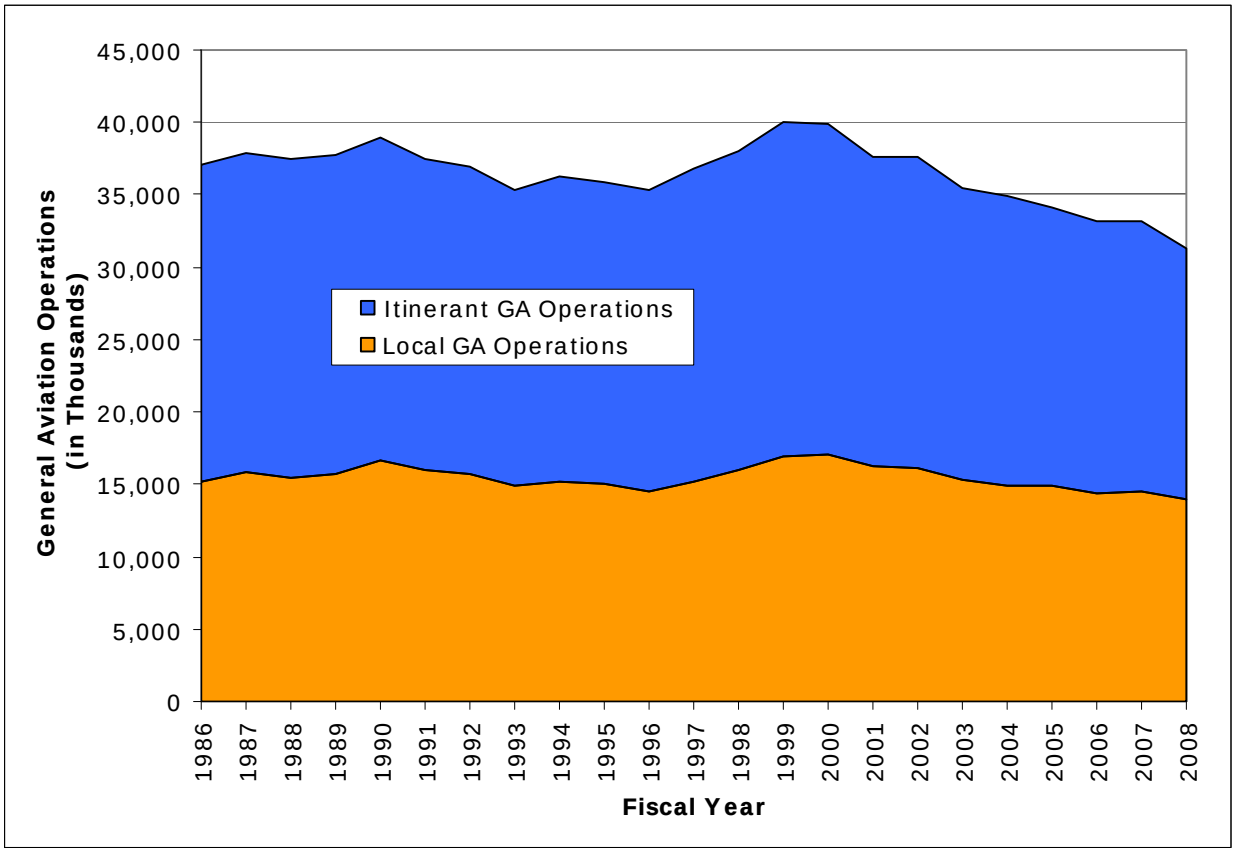
The GA industry in the U.S. has experienced major changes over the last 30 years. GA activity levels were at their highest in the late 1970s through 1981. GA activity levels and new aircraft production reached all-time lows in the early 1990s due to a number of factors including increasing fuel prices, increased product liability stemming from litigation concerns, and the resulting higher cost of new aircraft. The passage of the 1994 General Aviation Revitalization Act (GARA)[3] combined with reduced new aircraft prices, lower fuel prices, resumed production of single-engine aircraft, continued strength in the production and sale of business jets, and a recovered economy led to growth in the GA industry in the later half of the 1990s (see **Figure 1**).[4]

[2] Woods & Poole Economics 2007

[3] GARA imposes an 18-year statute of repose on product liability lawsuits for general aviation aircraft.

[4] Based on information from the General Aviation Manufacturers Association (GAMA).

Figure 1
U.S. GENERAL AVIATION OPERATIONS



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Note: Represents operations at U.S. airports with Air Traffic Control Service.

Sources: FAA Aviation Forecasts, Fiscal Years 1991-2002 and 1995-2006; FAA Aerospace Forecasts, Fiscal Years 2009-2025; FAA Air Traffic Activity Data System (ATADS); Landrum & Brown analysis

The rebound in the U.S. GA industry that began with GARA started to subside by Fiscal Year (FY) 2000. GA traffic at airports with air traffic control service slowed considerably in FY 2001 due largely to a U.S. economic recession and to some extent the terrorist attacks of September 11, 2001. GA traffic at airports with air traffic control service continued to decline through FY 2006 as spikes in fuel costs occurred and the economy grew at a relatively even pace. For the first time since FY 1999, GA traffic at airports with air traffic control service increased in FY 2007, but just slightly (0.04 percent over FY 2006).

The FAA subdivides GA operations into two major subcategories: "itinerant" and "local" based on FAA classifications. Local operations are defined by the FAA as "operations remaining in the local traffic pattern, simulated instrument approaches at the airport…and operations to or from the airport and a practice area within a 20-mile radius of the tower."[5] Itinerant operations are all operations not classified

[5] FAA Order 7210.3, Facility Operation and Administration, Section 2, Airport Operations Count

as "local." Local operations have been fairly flat over the last 30 years while itinerant operations have been most impacted by the industry changes discussed in this section.

2.2 FAA NATIONAL FORECAST

The FAA annually publishes forecasts of the U.S. aviation industry. The FAA forecast is considered to be one of the most complete and reliable forecasts available for civil activity in the U.S. In fact, the General Aviation Manufacturers Association (GAMA) *2007 General Aviation Statistical Databook & Industry Outlook* uses the FAA Aerospace Forecasts for its projections. The FAA forecasts[6] project the following trends in the U.S. GA industry from 2011 to 2031:

- The number of active GA aircraft is forecast to increase by 0.9 percent annually.
- Growth of 2.2 percent per annum is expected in the number of GA hours flown.
- The number of student pilots is expected to increase at a rate of 0.1 percent annually through 2031.
- GA operations at airports with air traffic control service are forecast to increase by 1.0 percent annually through 2025.
- Business use of GA aircraft has experienced historically high growth rates and will continue to grow more rapidly than recreational use.
- The downturn in the economy in 2008 and 2009 dampened the near-term prospects for the general aviation industry, but the long-term outlook remains favorable.

2.3 EMERGING AIRCRAFT OWNERSHIP TRENDS

The concept of purchasing hours of jet time began to emerge in the 1990s with the fractional ownership of business jets gaining popularity. Fractional ownership, as it suggests, involves purchasing a share in a GA aircraft. The user also typically pays an hourly usage fee and a monthly management fee. Companies such as NetJets, FlexJet, Citation Shares, and others provide these types of services. The fractional ownership concept began with jets but has also begun to expand to all types of aircraft including single-engine piston aircraft. Fractional ownership has significantly contributed to the revitalization of the GA manufacturing industry in the 21st century. For example, NetJets alone has purchased hundreds of corporate jet aircraft of varying sizes ranging up to the Boeing BBJ (typically a derivative of the Boeing 737 aircraft). Projected increases in fractional ownership activity levels are a large part of the FAA's projected growth in GA operations through 2025.

2.4 FLEET DIVERSIFICATION

A new category of personal jets, Very Light Jets (VLJs), has been introduced to the GA market in the 21st century. These jets are aimed chiefly at owners of twin-

[6] *FAA Aerospace Forecast, Fiscal Years 2011-2031*

engine piston and turboprop aircraft. They are smaller than traditional entry-level jets, and achieve high performance at significantly lower ownership and operating costs. The cost for a VLJ is highly competitive with a number of twin-engine piston aircraft types and the more popular turboprop GA aircraft. A VLJ is defined as a small jet that seats 4 to 8 people, is certified for single-pilot operation, and has a maximum takeoff weight of less than 10,000 pounds.

Initially, some aviation analysts believed the VLJs could lead to more travelers choosing GA over commercial air travel, particularly if delays at major airports lead to significant increases in missed flight connections, increased travel times, lost productivity, and cancelled flights. As a result, the 2008 FAA Aerospace Forecasts predicted a delivery rate of 400 to 500 VLJs per year to reach around 8,145 active aircraft by 2025. However, one of the major manufacturers of VLJs, Eclipse Aviation, declared bankruptcy in 2008 and DayJet (one of the largest users of VLJs) ceased VLJ operations in 2008. VLJ deliveries reached only 282 in 2008. There are a few challenges in operating VLJs at a GA airport. First, the timing for launching VLJ business is unfortunate. Like other types of air travel businesses, the demand for VLJ operations is significantly impacted by the economic recession. Second, the nature of the VLJ business being an on-demand scheduling is difficult to manage. Lastly, the impact on the environment of VLJ operations could also lead to government user fees and surcharges.[7]

Current FAA projections for VLJs are for up to 440 entering the fleet over the next three years and an average of 216 aircraft a year over the next twenty years.[8] However, it is important to note that at this point, the sole manufacturer of VLJ aircraft has filed for bankruptcy, which may have a negative effect on the actual number of aircraft delivered.

While VLJs are at the small end of the aircraft spectrum, new versions of corporate jets have also entered at the large aircraft spectrum, expanding the range of options available to users. It will be important to consider the requirements of these aircraft in future planning.

2.5 FUEL PRICES

Fuel prices increased to record highs over a 4-year period ending in the summer of 2008. Decreased demand and the worldwide recession led to fuel prices subsequently dropping in the 4th quarter of 2008. Changes in fuel prices impact the economic relationships between modes of transportation and the price differentials between different segments of the aviation market. Although fuel prices are a major problem for the commercial airlines, corporate GA users are relatively less sensitive to changes in fuel prices. Given the cost to own and operate a corporate aircraft or to charter a business jet, the incremental cost of fuel is typically a secondary consideration. Conversely, fuel prices have in many cases reduced recreational flying.

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7 *Marketing Very Light Jets in a Turbulent Economy*, Clair L. Comm, University of Massachusetts Lowell, September 2008.

8 *FAA Aerospace Forecast, Fiscal Years 2009-2025*

3. SAN FRANCISCO BAY AREA AIRPORTS

There are six other airports serving GA activity that have similar characteristics as DVO and are located within a reasonable driving distance of DVO: Sonoma Valley Airport (0Q3), Petaluma Municipal Airport (O69), Napa County Airport (APC), Half Moon Bay (HAF), Charles M. Schulz-Sonoma County Airport (STS), and San Rafael Airport (CA35). **Table 1** summarizes the major facilities and key aviation activity characteristics of each of the aforementioned airports as compared to Gnoss Field Airport.

Table 1
GENERAL AVIATION AIRPORTS IN THE VICINITY OF DVO
Gnoss Field Airport

Airport Name		Gnoss Field	Sonoma Valley	Petaluma Municipal	Napa County	Half Moon Bay	Charles M. Schulz - Sonoma County	San Rafael Airport
Airport Code		**DVO**	**0Q3**	**O69**	**APC**	**HAF**	**STS**	**CA35**
NPIAS Role		Reliever	General Aviation	Reliever	Reliever	Reliever	General Aviation	GA Private Use
Distance from DVO (in driving miles)		0	16	14	29	49	36	11
Distance from DVO (in nautical miles)		0	7	7	14	38	25	8
Control Tower		NO	NO	NO	YES	NO	YES	NO
Acreage		90	79	220	804	325	1,014	100
Number of Runways		1	2	1	3	1	2	1
Runway Dimensions (Length x Width; in feet)		13-31: 3,300x75	7-25: 2,700x45 17-35: 1,500x50	11-29: 3,600x75	6-24: 5,007x150 18L-36R: 2,510x75 18R-36L: 5,931x150	12-30: 5,000x150	14-32: 5,119x150 1-19: 5,002x100	4-22: 2,140x30
ILS		NO	NO	NO	NO	NO	YES	NO
Hangars/ Buildings		196	43	27	25	50	261	110
Annual Operations[1]	**FY 1997**	n/a	11,500	50,200	141,922	60,150	134,732	n.a.
	FY 2007	85,058	16,060	53,200	122,623	60,150	132,739	n.a.
Based Aircraft[1]	**FY 1997**	298	330	203	247	70	413	n.a.
	FY 2007	296	123	203	228	70	415	100

[1] Annual operations and based aircraft data was obtained from the FAA TAF for all airports with the exception of Sonoma Valley. Sonoma Valley Airport is not included in the TAF so operations and based aircraft counts were obtained from airnav.com and *Regional Airport System Plan, General Aviation Element, Final Report,* Regional Airport Planning Committee, June 2003.

Sources: Landrum & Brown Analysis, FAA Form 5010-1; FAA TAF, airnav.com

Petaluma, Napa County, and Half Moon Bay are designated by the FAA as reliever airports (as is Gnoss Field Airport). Each of the Bay Area reliever airports provides runway capacity and landside support facility relief to San Francisco International Airport (SFO) and Oakland International Airport (OAK). As such, these airports reduce airspace congestion and improve the safety of the runway system at both airports (SFO and OAK). Reliever airports can also reduce airspace capacity conflicts with large passenger aircraft that typically serve both SFO and OAK.

DVO accommodated approximately 17 percent of the region's activity and 16 percent of the based aircraft in 2008. Napa County and Sonoma Valley Airports handled the majority of GA activity in the region, collectively handling over 255,000 operations in 2008. Each of the six airports is discussed below.

3.1 SONOMA VALLEY AIRPORT (0Q3)

Sonoma Valley Airport is the closest alternative airport to DVO and is categorized as a General Aviation Airport by the FAA. 0Q3 is located 7 nautical miles northeast of DVO and is privately owned but is open for public use. The airport has two runways; one runway is 2,700 feet in length and the other is 1,500 feet in length. These runway lengths limit the traffic at Sonoma Valley to light aircraft only (i.e. single- and multi-engine piston aircraft, almost no turbine activity). The 1997 operations report from Sonoma Valley states that 330 aircraft were based on the field and undertook 11,500 operations. In 2007, there were 16,060 operations and 123 based aircraft.

3.2 PETALUMA MUNICIPAL AIRPORT (O69)

Petaluma Municipal Airport is located 7 nautical miles north of DVO and is categorized as a Reliever Airport by the FAA. O69 is owned by the City of Petaluma. The airport has one runway that is 3,600 feet in length and 75 feet in width. Like Sonoma Valley, the airport's runway length limits the gauge of aircraft that are able to use the airport to mainly piston-engine aircraft and a few turbine aircraft operations. In 2007, O69 reported a total of 53,200 operations and 203 based aircraft.

3.3 NAPA COUNTY AIRPORT (APC)

Napa County Airport is the third closest airport to DVO overall, but the closest airport that has increased capacity and capabilities. APC is designated as a Reliever Airport by the FAA and is located 14 nautical miles east of DVO. It is owned by Napa County. The airport has three runways measuring 5,007 feet, 2,510 feet, and 5,931 feet in length. These runway lengths allow APC to serve a significant amount of general aviation turbine aircraft operations without restrictions; unlike DVO or the other airports mentioned thus far. APC is also the closest airport that is served by an FAA Airport Traffic Control Tower (ATCT), thus enabling the airport to operate at a higher capacity. In 2007, APC reported a total of 122,623 annual operations and had 228 based aircraft.

3.4 HALF MOON BAY AIRPORT (HAF)

Half Moon Bay Airport is located 38 nautical miles to the south of DVO and is owned by San Mateo County. The FAA has designated HAF as a Reliever Airport. HAF has one runway measuring 5,000 feet in length. These runway lengths allow HAF to serve a substantial portion of the business jet fleet. HAF is not served by an FAA ATCT. In 2007, HAF reported a total of 60,150 annual operations and had 70 based aircraft.

3.5 CHARLES M. SCHULZ–SONOMA COUNTY AIRPORT (STS)

Charles M. Schulz-Sonoma County Airport is 25 nautical miles northwest of DVO. It is designated as a General Aviation Airport by the FAA. STS has two runways measuring 5,119 feet and 5,002 feet in length. As a result, STS has sufficient

runway length to accommodate most general aviation turbine aircraft without restrictions. STS has an FAA ATCT. This airport served 132,739 operations in 2007 and had 415 based aircraft.

3.6 SAN RAFAEL AIRPORT (CA35)

San Rafael Airport is a privately owned and privately used airport with a 2,140 foot long by 30 foot wide runway. This airport only accommodates small general aviation aircraft. Since the airport is a private use airport, it is only open to the owners and invited guests.[9] There are 100 aircraft based on the field, all of which are single engine piston aircraft. The airport is located 8 nautical miles south of DVO.

4. DVO HISTORICAL TRENDS

Background data on DVO traffic was gathered from the Federal Aviation Administration (FAA) Form 5010-1, FAA Terminal Area Forecasts (TAF), DVO Airport Management, and the *Marin County Airport Proposed Runway Extension Benefit Cost Analysis (BCA),* April 26, 2004. Per FAA regulations, airports are required to submit to the FAA a Form 5010-1, which states the previous year's count of operations broken down by category, as well as the based aircraft for the airport. The FAA TAF uses the 5010-1 forms as a basis for defining historical and forecast traffic. Operational counts for airports such as Gnoss Field Airport that do not have an ATCT are often overestimated and are carried over year-after-year. A review of the 5010-1 form for DVO indicated that this is the case for Gnoss Field Airport. As a result, the FAA Form 5010-1 and the FAA TAF for DVO were found to be unreliable. Therefore, operational numbers and based aircraft counts have been estimated based upon a combination of the 2004 BCA and information provided by DVO Airport Management.

The Airport Manager of Gnoss Field Airport conducted a count of current based aircraft in late March/early April of 2008. This count revealed 296 aircraft based at DVO, consisting of 248 single-engine piston aircraft, 18 multi-engine piston aircraft, 26 turbine aircraft, and 4 helicopters.

The 2004 BCA provided total operations levels for 2003 of 92,366. Total operations for 2008 were estimated by applying the national growth rates in GA operations to the 2003 DVO operations. Based on this methodology, total annual operations were estimated at 85,500 for 2008.

According to the 2004 BCA, DVO has a higher proportion of turbine operations than the national average. This can be attributed to the fact that the Airport is relatively close to the downtown San Francisco area, as well as to the more affluent areas of the Marin County region. The BCA estimated that 13.5 percent of the DVO itinerant operations were by turbine aircraft. Based on this information and the current based aircraft fleet mix, the current operational fleet mix was estimated (see **Table 2**).

[9] The first three sentences of this paragraph have been updated for the final document as of October 2013.

Table 2
DVO 2008 OPERATIONAL FLEET MIX
Gnoss Field Airport

Aircraft Category	Percent of Total Ops.
Single-Engine Piston	87.0%
Multi-Engine Piston	4.5%
Turbine	8.0%
Rotorcraft	0.5%
Total	100.0%

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Sources: 2004 *Marin County Airport Proposed Runway Extension Benefit Cost Analysis*, Marin County Airport-Gnoss Field Airport Management, Landrum & Brown Analysis

5. DVO AVIATION FORECAST

This section summarizes the forecast of aircraft operations and based aircraft for DVO.

5.1 Forecast Based Aircraft

The based aircraft forecast was derived by applying the average of the growth rates presented in the *FAA Aerospace Forecast – Fiscal Years 2008-2025 Table 27 Active General Aviation and Table 28 Air Taxi Hours Flown.*

As shown in **Table 3**, the number of aircraft based at DVO is forecast to increase by 1.4 percent annually, from 297 in 2008 to 387 in 2027. The number of single-engine piston based aircraft is expected to increase slightly through 2027 (by 0.9 percent annually), while multi-engine piston aircraft will decrease slightly over this period (by -0.9 percent annually). These trends result from the fact that most of these aircraft become expensive to operate and maintain due to their old age. Turbine aircraft which are expected to be the fastest growing general aviation segment are projected to grow at an average annual rate of 5.0 percent while helicopters are forecast to increase by 2.9 percent annually.

Table 3
BASED AIRCRAFT FORECAST
Gnoss Field Airport

Year	Single Engine Piston Aircraft	Multi Engine Piston Aircraft	Turbine Aircraft	Helicopter	Total
Actual 2003	246	17	20	2	285
Est. 2004	247	17	21	2	287
2005	247	18	23	3	291
2006	248	18	24	3	293
2007	248	18	26	4	296
2008	247	18	28	4	297
2009	246	18	30	4	298
2010	246	17	32	5	300
2011	245	17	35	5	302
2012	246	17	37	5	305
Forecast[1]					
2013	246	16	40	5	307
2014	247	16	42	5	310
2015	249	16	45	6	316
2016	251	15	47	6	319
2017	253	15	49	6	323
2018	256	15	51	6	328
2019	260	15	53	6	334
2020	263	15	55	6	339
2021	266	15	58	6	345
2022	270	15	60	7	352
2023	274	15	62	7	358
2024	279	15	64	7	365
2025	284	15	66	7	372
2026	289	15	68	7	379
2027	295	15	70	7	387
Average Annual Growth Rates:					
2003-2008	0.1%	1.1%	7.0%	14.9%	0.8%
2008-2013	-0.1%	-2.3%	7.4%	4.6%	0.7%
2013-2018	0.8%	-1.3%	5.0%	3.7%	1.3%
2018-2027	1.6%	0.0%	3.6%	1.7%	1.9%
2008-2027	**0.9%**	**-0.9%**	**5.0%**	**2.9%**	**1.4%**

1. Updated to show that the values prior to 2013 are now historical estimated and values for 2013 and later are forecasted values.

Sources: FAA Aerospace Forecast 2008-2025, Gnoss Field Airport Management, Landrum & Brown Analysis

5.2 FORECAST AIRCRAFT OPERATIONS

In order to develop a forecast of annual operations for DVO, the total operations numbers from the 2004 BCA were allocated into the following categories using the same ratios as reported on the FAA Form 5010-1 for DVO; GA Itinerant, GA Local, Air Taxi, and Military operations. National annual growth rates from the *FAA Aerospace Forecast – Fiscal Years 2008-2025, Table 28 Air Taxi Hours Flown,* were then applied to the base year annual operations numbers to determine the forecast of annual operations.

Table 4 summarizes the resulting aircraft operations forecast for DVO based on the general aviation growth rates promulgated in the *FAA Aerospace Forecast – Fiscal Years 2008-2025*. Itinerant and local GA operations are projected to continue to make up the majority of operations at DVO. There is currently no military activity at DVO and none is expected in the future. Air taxi and GA itinerant operations are projected to experience the highest growth rates as a result of the introduction of VLJs and increasing popularity of fractional ownership of turbine aircraft. Overall, aircraft operations at DVO are forecast to increase from an estimated 85,500 operations in 2008 to 124,300 operations in 2027. This represents an average annual growth rate of 2.0 percent. The percentage of operations by each aircraft category (single-engine piston, multi-engine piston, turbine, and helicopter) is assumed to remain unchanged throughout the forecast period.

Table 4
AIRCRAFT OPERATIONS FORECAST
Gnoss Field Airport

Year	GA Itinerant	GA Local	Air Taxi	Military	Total Operations
Estimated[1]					
2003	24,939	66,504	923	-	92,366
2004	25,700	63,800	1,200	-	90,700
2005	24,700	58,500	1,200	-	84,400
2006	25,300	59,700	1,200	-	86,200
2007	25,400	58,300	1,300	-	85,000
2008	26,000	58,100	1,400	-	85,500
2009	26,700	58,100	1,500	-	86,300
2010	27,700	58,400	1,700	-	87,800
2011	28,600	58,400	1,900	-	88,900
2012	29,600	58,500	2,000	-	90,100
Forecast					
2013	30,500	58,700	2,200	-	91,400
2014	31,500	58,900	2,400	-	92,800
2015	32,500	59,500	2,500	-	94,500
2016	33,500	60,000	2,700	-	96,200
2017	34,500	60,900	2,800	-	98,200
2018	35,600	62,000	2,900	-	100,500
2019	36,600	63,000	3,100	-	102,700
2020	37,700	64,100	3,200	-	105,000
2021	38,700	65,200	3,300	-	107,200
2022	39,800	66,300	3,500	-	109,600
2023	40,900	67,700	3,600	-	112,200
2024	42,000	69,100	3,800	-	114,900
2025	43,200	70,800	3,900	-	117,900
2026	44,400	72,600	4,000	-	121,000
2027	45,700	74,400	4,200	-	124,300
Average Annual Growth Rates:					
2003-2008	0.8%	-2.7%	8.7%	0.0%	-1.5%
2008-2013	3.2%	0.2%	9.5%	0.0%	1.3%
2013-2018	3.1%	1.1%	5.7%	0.0%	1.9%
2018-2027	2.8%	2.0%	4.2%	0.0%	2.4%
2008-2027	**3.0%**	**1.3%**	**6.0%**	**0.0%**	**2.0%**

1. Updated to show that the values prior to 2013 are now historical estimated and values for 2013 and later are forecasted values.

Sources: FAA Form 5010-1, FAA Aerospace Forecast 2010-2031, Airport User Interviews, 2004 Proposed Runway Extension Benefit Cost Analysis, Gnoss Field Airport Management, Landrum & Brown Analysis.

APPENDIX D
RUNWAY LENGTH ANALYSIS

This appendix includes the runway length analysis for Gnoss Field Airport that was prepared for the Environmental Impact Statement and the Environmental Impact Report to verify an appropriate length for Gnoss Field Airport Runway 13/31.

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RUNWAY LENGTH ANALYSIS

D.1 SUMMARY

Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5325-4B, *Runway Length Requirements for Airport Design* was followed to verify the necessary runway length to meet the purpose and need for this project, which is to accommodate existing aviation activity, as reflected by the critical aircraft, the Cessna 525, that regularly uses the airport. DVO is designated as an Airport Reference Code B-I airport and is designed to accommodate aircraft such as the Cessna 525 with a wingspan of 49 feet or less, and an approach speed of 91 to 121 knots.

AC 150/5325-4B, Paragraph 202, *Design Approach*, provides two methods calculating a recommended runway length. Airport planners can either use the appropriate "runway length curves" in AC 150/5325-4B for the weight and characteristics of a critical aircraft or a family grouping of critical aircraft under consideration, or the airport planner can determine the necessary runway length from an airport planning manual (APM) for a specific critical aircraft.

This runway length determination follows Chapter 4 and Chapter 5 of FAA AC 150/5325-4B, which describes the process for using an APM in calculating runway length. Eight specific variable factors are considered when establishing the appropriate runway length. Table D-1 of this appendix shows those variable factors as applied to the Cessna 525 and summarizes the results of the runway length analysis using an APM for the Cessna 525. See Section D.2 below for a detailed description of the runway length analysis.

Table D-1
SUMMARY OF RUNWAY LENGTH DETERMINATION FOR DVO
Gnoss Field Airport

VARIABLE FACTORS		AIRPLANE PERFORMANCE CHARACTERISTICS TURBOJET (UTILIZING AIRPLANE MANUFACTURER'S AIRPORT PLANNING MANUALS (APM[i]) CHAPTER 4)
Airplane Type		Cessna 525[ii]
Flap Setting		15° Flaps for Takeoff performance, "Land" for Landing performance
Operating Weights	Takeoff	MTOW – 10,700 lbs.[iii]
	Landing	MLW – 9,900 lbs.
Airport Elevation		Sea Level
Temperature	Takeoff	86° F[iv]
	Landing	86° F
Wind	Takeoff	Zero wind
	Landing	Zero wind
Runway Surface Conditions	Takeoff	Wet (turbo)
	Landing	Wet (turbo)
Difference in Centerline Elevation	Takeoff	Zero
	Landing	n/a
Runway Length for Takeoff		4,400 ft. (rounded from 4,390 ft.)
Runway Length for Landing		3,100 ft. (rounded from 3,093 ft.)

Table Notes:

i. FAA Approved Airplane Flight Manual Citation CJ1+ Model 525, Cessna Aircraft Company, Revision 3 March 27, 2012 was the APM used for this determiniation.

ii. Cessna 525 was identified as the critical aircraft based on the number of annual operations estimated to exceed 500 and the runway length requirements of the aircraft exceeding those of the other aircraft operating at DVO.

iii. Maximum Takeoff Weight (MTOW) was selected for this analysis because it is typical to use MTOW for general aviation airports where destinations are not readily available and can change dependent upon the specific requirements of individual passengers. In addition, an analysis of radar data for DVO found that typical destinations for the Cessna 525 and other business jets operating from DVO were at a distance where MTOW would be the selected weight if a payload analysis were conducted.

iv. The mean daily maximum temperature of the hottest month for DVO is 82° F. The Cessna 525 Airplane Flight Manual does not identify a runway length for 82° F. Therefore, the closest/higher temperature available (86° F) was used to ensure that the runway length analysis did not underestimate runway length. This methodology was confirmed through a telephone conversation between Landrum and Brown and a Sr. Customer Support Engineer at Cessna Aircraft Company, on April 12, 2013. Cessna confirmed that it was appropriate to use the higher temperature value to calculate runway length for a mean daily maximum temperature of 82°, Record of telephone conversation is in Administrative File.

D.2 INTRODUCTION

Marin County has prepared several evaluations of the Airport's operations and facilities, including the 1989 Airport Master Plan[1], the 1997 Update of the Airport Master Plan, the 2002 Preliminary Design Report for the proposed runway extension[2], and the evaluations leading up to the preparation of this EIS[3]. These studies identified the limitations regarding the Airport's ability to accommodate existing aircraft and aviation users for which the Airport was designed. Specifically, the Airport cannot fully accommodate existing aviation activity, as represented by the critical aircraft, the Cessna 525, an Airport Reference Code B-1 business jet[4] that regularly uses the Airport, under hot weather and other adverse weather conditions.[5] The existing runway at DVO is 3,300 feet long and as a result cannot fully accommodate the operations of the critical aircraft.

FAA Advisory Circular (AC) 150/5325-4B *Runway Length Requirements for Airport Design*[6], is the FAA's guidance document for identifying the appropriate runway length for airport runways.

AC 150/5325-4B, Paragraph 101 *Background*, describes runway length factors and evaluations as follows:

"Airplanes today operate on a wide range of *available* runway lengths. Various factors, in turn, govern the *suitability* of those available runway lengths, most notably airport elevation above mean sea level, temperature, wind velocity, airplane operating weights, takeoff and landing flap settings, runway surface condition (dry or wet), effective runway gradient, presence of obstructions in the vicinity of the airport, and, if any, locally imposed noise abatement restrictions or other prohibitions. Of these factors, certain ones have an operational impact on available runway lengths. That is, for a given runway the usable length made available by the airport may not be entirely *suitable* for all types of airplane operations."

AC 150/5300-13A, *Airport Design,* Paragraph 105b *Design Aircraft*, states describing aircraft using an airport that:

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1 *Airport Master Plan Marin County Airport Gnoss Field*, 1989.
2 Cortright & Seibold, *Preliminary Design Report, Runway Extension, Gnoss Field*, 2002.
3 Landrum & Brown*, Gnoss Field Airport Runway Length Analysis, 2008 & 2013.* (Appendix D of this EIS).
4 The critical aircraft for DVO is the Cessna 525 business jet, also known as the Cessna Citation 525 or Citation CJ1+. See Appendix D, Attachment 1, *Basis for Determination of the Critical Aircraft for DVO*, and the remainder of Chapter Two for details regarding the how the critical aircraft was determined.
5 For the purpose of this EIS, hot weather is defined as the mean daily maximum temperature of the hottest month at the Airport (FAA A/C 150/5325-4B paragraph 506) and adverse weather conditions include wet runways, icy runways, and crosswinds.
6 Advisory Circular 150/5325-4B, *Runway Length Requirements for Airport Design*, Federal Aviation Administration, July 1, 2005, errata July 31, 2008.

"The first consideration of the airport planner should be the safe operation of aircraft likely to use the airport. Any operation of an aircraft that exceeds design criteria of the airport may result in either an unsafe operation or a lesser safety margin unless air traffic control standard operating procedures are in place for those operations."

Paragraph 105b goes on to state:

"However, it is not the usual practice to base the airport design on an aircraft that uses the airport infrequently, and it is appropriate and necessary to develop air traffic control standard operating procedures to accommodate faster and/or larger aircraft that use the airport occasionally."

As stated in AC 150/5300-13A *Airport Design*, Paragraph 105a, *Applicability of Airport Design Standards*:

"Airport designs that are based on large aircraft never likely to be served by the airport are not economical."

The general approach to the selection of airport dimensional design standards is described in FAA Order 5090.3C *Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)*, Paragraph 3-4 *Airport Dimensional Standards* which states:

"Airport dimensional standards (such as runway length and width, separation standards, surface gradients, etc.) should be selected which are appropriate for the critical aircraft that will make substantial use of the airport in the planning period. Substantial use means either 500 or more annual itinerant operations or scheduled commercial service. The critical aircraft may be a single aircraft or a composite of the most demanding characteristics of several aircraft. The critical aircraft is used to identify the appropriate Airport Reference Code for airport design criteria."

In regard to the critical aircraft AC 150/5325-4B, Paragraph 102 b (1) states:

"Identify the list of critical design airplanes that will make regular use of the proposed runway for an established planning period of at least five years. For Federally funded projects, the definition of the term *"substantial use"* quantifies the term "regular use."

As described in detail in Attachment 1, *Basis for Determination of the Critical Aircraft for DVO*, the critical aircraft (also called the design aircraft, or critical design aircraft) for DVO is the Cessna Citation 525 (Cessna 525), business jet, also known as the Cessna Citation CJ1+.

AC 150/5325-4B *Runway Length Requirements for Airport Design* provides guidelines for airport designers and planners to determine recommended runway lengths for new runways or extensions to existing runways. AC 150/5325-4B, Paragraph 101 states regarding runway length determinations that:

"In summary, the goal is to construct an available runway length for new runways or extensions to existing runways that is suitable for the forecasted critical design aircraft."

AC 150/5325-4B, Paragraph 103 further states:

"The design objective for the main primary runway is to provide a runway length for all airplanes that will regularly use it without causing operational weight restrictions."

For airport projects receiving Federal funding, the use of the methods described in AC 150/5325-4B to determine runway length is mandatory. This Runway Length Analysis used the procedures in AC 150/5325-4B to verify the necessary runway length met the purpose and need of this project, which, consistent with AC 150/5325-4B, is: To allow existing aircraft, as represented by the critical aircraft at DVO to operate at Maximum Gross Take Off Weight under hot weather and other adverse weather conditions.

AC 150/5325-4B Paragraphs 502 to 509 and AC 150/5325-4B Table 5-1, identify eight specific variable factors that affect runway length that must be considered in determining the recommended runway length for an airport. These are:

- Airplane Type
- Flap Setting
- Operating Weights (for Takeoff and Landing)
- Airport Elevation
- Temperature
- Wind
- Runway Surface Conditions
- Difference in Centerline Elevation (i.e., is the runway level or does it slope from one end to the other producing uphill and downhill conditions).

For aircraft with a Maximum Certificated Takeoff Weight (MTOW) of 60,000 pounds or less, such as the critical aircraft for this project, the Cessna 525 business jet, AC 150/5325-4B, Paragraph 202, *Design Approach*, provides two methods for considering the eight factors described above and additional factors to determine a recommended runway length. Airport planners can either use the appropriate "runway length curves" in AC 150/5325-4B for the weight and characteristics of a critical aircraft or a family grouping of critical aircraft under consideration, or the airport planner can determine the necessary runway length from an airport planning manual (APM) for a specific critical aircraft.

In this EIS, the APM for the critical aircraft, the Cessna 525, was used to verify the necessary runway length instead of runway length curves. The APM for the Cessna 525 was used instead of runway length curves because the Cessna 525 has a more demanding runway length requirement than what is shown for the B-I family grouping in Figure 2-1 of AC 150/5325-4B.

D.3 RUNWAY LENGTH ANALYSIS

AC 150/5325-4B Chapters 4 and 5 describes procedures for calculating necessary runway lengths from an APM[7]. The Cessna 525 has two APM documents available. The first is a Flight Planning Guide[8], which provides an overview of the operating characteristics for the aircraft. The second is the Aircraft Flight Manual[9], which provides a more detailed and complete description of operating characteristics for the aircraft. The FAA considers both a Flight Planning Guide and an Aircraft Flight Manual as reliable sources of information and both of these were used in this analysis. Using these two APMs available for the Cessna 525, the following input was used to verify the recommended runway length requirement for DVO to meet the project purpose and need. The project purpose and need is to allow existing aircraft, as represented by the critical aircraft at DVO, to operate at Maximum Gross Takeoff Weight under hot weather and other adverse weather conditions.

Input Data:

Airplane Type: Cessna 525.

Flap Settings: 15° Flaps for Takeoff performance, "Land" for Landing performance

Operating Weights

Maximum design landing weight: 9,900 pounds

Maximum design takeoff weight: 10,700 pounds[10]

Airport elevation: Sea Level

Mean daily maximum temperature of the hottest month: 82° Fahrenheit

Wind: Zero wind velocity

Runway Surface Conditions: Wet (wet used for turbojets)

Maximum difference in runway centerline elevation: 1 foot

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7 Although AC 150/5325-4B Chapter 4 is titled *Runway Lengths for Regional Jets and those Airplanes with a Maximum Certificated Takeoff Weight of More Than 60,000 Pounds*, the procedures in Chapter 4 are followed for runway length calculations for any size aircraft that is based on an Aircraft Planning Manual.

8 Citation CJ1+ Flight Planning Guide, Cessna Aircraft, February 2007. Note that the documentation from Cessna Aircraft, uses both Citation CJ1+ and Model 525 when referring to the Cessna 525.

9 FAA Approved Airplane Flight Manual Citation CJ1+ Model 525, Cessna Aircraft Company, Revision 3 March 27, 2012. Note that the documentation from Cessna Aircraft, uses both Citation CJ1+ and Model 525 when referring to the Cessna 525.

10 Maximum Takeoff Weight (MTOW) was selected for this analysis because it is typical to use MTOW for general aviation airports where destinations are not readily available and can change dependent upon the specific requirements of individual passengers. In addition, an analysis of radar data for DVO found that typical destinations for the Cessna 525 and other business jets operating from DVO were at a distance where MTOW would be the selected weight if a payload analysis were conducted.

Calculations:

Landing Length Requirement

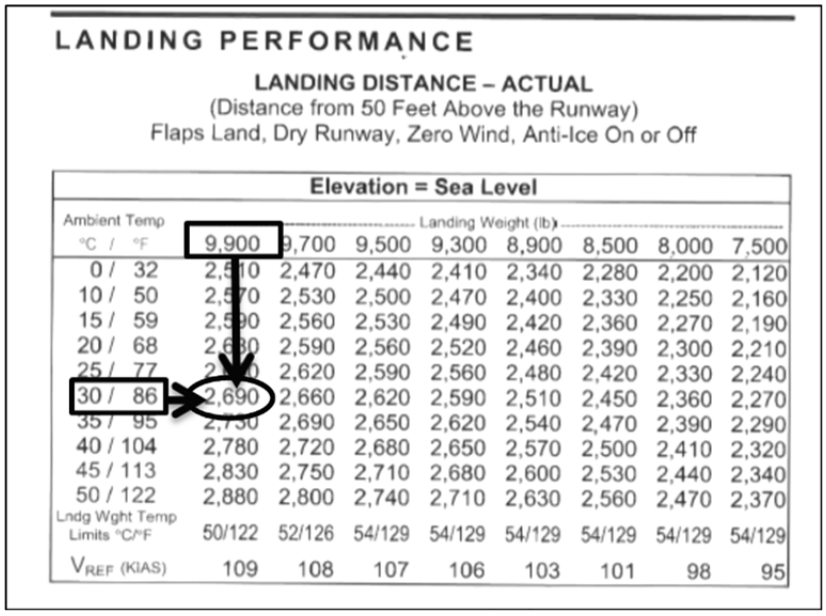
(1) Step 1 – the Cessna 525 APM (Flight Planning Guide) provides one landing chart with regard to flap settings (see below).

(2) Steps 2 and 3 – Find the table for the airport elevation of Sea Level. Enter the landing weight axis at 9,900 pounds and proceed vertically to the Ambient Temperature of 30° Celsius (C) /86° Fahrenheit (F)[11].

(3) Step 4 – Proceed horizontally to the length axis to read 2,690 feet.

(4) Step 5 –Adjust the obtained length for wet landing operations for the Cessna 525 because it is a turbojet-powered airplane. The 15-percent adjustment results in a landing length for wet conditions of 3,093 feet.

(5) The landing length requirement is 3,093 feet. **Note:** Round lengths of 30 feet and over to the next 100-foot interval. Thus, the landing length for design is 3,100 feet.



LANDING PERFORMANCE

LANDING DISTANCE – ACTUAL
(Distance from 50 Feet Above the Runway)
Flaps Land, Dry Runway, Zero Wind, Anti-Ice On or Off

Elevation = Sea Level								
Ambient Temp °C / °F	Landing Weight (lb) 9,900	9,700	9,500	9,300	8,900	8,500	8,000	7,500
0 / 32	2,510	2,470	2,440	2,410	2,340	2,280	2,200	2,120
10 / 50	2,570	2,530	2,500	2,470	2,400	2,330	2,250	2,160
15 / 59	2,590	2,560	2,530	2,490	2,420	2,360	2,270	2,190
20 / 68	2,630	2,590	2,560	2,520	2,460	2,390	2,300	2,210
25 / 77	2,670	2,620	2,590	2,560	2,480	2,420	2,330	2,240
30 / 86	2,690	2,660	2,620	2,590	2,510	2,450	2,360	2,270
35 / 95	2,730	2,690	2,650	2,620	2,540	2,470	2,390	2,290
40 / 104	2,780	2,720	2,680	2,650	2,570	2,500	2,410	2,320
45 / 113	2,830	2,750	2,710	2,680	2,600	2,530	2,440	2,340
50 / 122	2,880	2,800	2,740	2,710	2,630	2,560	2,470	2,370
Lndg Wght Temp Limits °C/°F	50/122	52/126	54/129	54/129	54/129	54/129	54/129	54/129
V_{REF} (KIAS)	109	108	107	106	103	101	98	95

[11] The mean daily maximum temperature of the hottest month for DVO is 82° F. The Cessna 525 Airplane Flight Manual does not identify a runway length for 82° F. Therefore, the closest/higher temperature available (86° F) was used to ensure that the runway length analysis did not underestimate runway length. This methodology was confirmed through a telephone conversation between Landrum and Brown and a Sr. Customer Support Engineer at Cessna Aircraft Company, on April 12, 2013. Cessna confirmed that it was appropriate to use the higher temperature value to calculate runway length for a mean daily maximum temperature of 82°, Record of telephone conversation is in Administrative File.

Takeoff Length Requirement

(1) Step 1 – the Cessna 525 APM (Airplane Flight Manual) provides a takeoff table for Sea Level with a flap setting of 15-degrees and a wet runway (see below).

(2) Steps 2 and 3 – Enter the horizontal weight axis at 10,700 pounds and proceed vertically to the and proceed vertically to the Ambient Temperature of 30° Celsius (C) /86° Fahrenheit (F).

(3) Step 4 – Proceed horizontally to the length axis, the result is 4,390 feet.

(4) Step 5 – No need to adjust for non-zero effective runway gradient

(5) The takeoff length requirement is 4,390 feet. **Note:** Round lengths of 30 feet and over to the next 100-foot interval. Thus, the takeoff length for design is 4,400 feet.

The final necessary runway length for DVO to allow existing aircraft, as represented by the critical aircraft at DVO, the Cessna 525, to operate at Maximum Gross Take Off Weight under hot weather and other adverse weather conditions, is 4,400 feet.

SECTION IV - PERFORMANCE
TAKEOFF

MODEL 525

TAKEOFF FIELD LENGTH - FEET
(OVER 35 FOOT SCREEN HEIGHT)

FLAPS - 15°
SEA LEVEL

CONDITIONS: WET RUNWAY
RUNWAY GRADIENT - ZERO
LANDING GEAR - DOWN
SPEED BRAKES - RETRACT

ANTI-ICE OFF
INOPERATIVE ENGINE - WINDMILLING AFTER V1
OPERATIVE ENGINE - TAKEOFF THRUST

SOME CONDITIONS DO NOT MEET CLIMB REQUIREMENTS. OBTAIN ALLOWABLE WEIGHT FROM MAXIMUM TAKEOFF WEIGHT TABLES.

WEIGHT = 10700 LBS					VENR = 128 KIAS								
TEMP	TAILWIND		ZERO		HEADWINDS								
DEG	10 KTS		WIND		10 KTS		20 KTS		30 KTS				
C	V1 KIAS	DIST FT	V1 KIAS	DIST FT	V1 KIAS	DIST FT	V1 KIAS	DIST FT	V1 KIAS	DIST FT	VR KIAS	V2 KIAS
-25	96	4580	96	3310	96	2980	96	2670	96	2400	105	111
-20	95	4690	95	3390	95	3040	95	2730	95	2450	105	111
-15	95	4800	95	3470	95	3120	95	2800	95	2510	105	111
-10	95	4920	95	3550	95	3190	95	2870	95	2570	105	111
-5	95	5040	95	3630	95	3260	95	2930	95	2630	105	111
0	95	5160	95	3710	95	3340	95	3000	95	2690	105	111
5	95	5280	95	3800	95	3410	95	3070	95	2750	105	111
10	95	5410	95	3880	95	3480	95	3130	95	2810	105	111
15	95	5530	95	3960	95	3560	95	3200	95	2870	105	111
20	95	5650	95	4040	95	3630	95	3260	95	2930	105	111
25	93	5440	93	3950	94	3650	95	3370	96	3110	106	111
30	92	5500	95	4390	96	4050	97	3750	98	3460	106	111
35	94	6130	98	4880	99	4510	100	4170	100	3840	107	111
40	96	6840	100	5420	101	5010	101	4620	102	4260	107	111
43	98	7290	101	5760	102	5320	103	4910	103	4520	108	111
44	98	7450	101	5880	102	5430	103	5000	104	4610	108	111

WEIGHT = 10500 LBS					VENR = 126 KIAS								
TEMP	TAILWIND		ZERO		HEADWINDS								
DEG	10 KTS		WIND		10 KTS		20 KTS		30 KTS				
C	V1 KIAS	DIST FT	V1 KIAS	DIST FT	V1 KIAS	DIST FT	V1 KIAS	DIST FT	V1 KIAS	DIST FT	VR KIAS	V2 KIAS
-25	96	4530	96	3290	96	2960	96	2650	96	2380	104	110
-20	96	4640	96	3360	96	3020	96	2720	96	2440	104	110
-15	95	4750	95	3440	95	3100	95	2780	95	2500	104	110
-10	95	4870	95	3520	95	3170	95	2850	95	2560	104	110
-5	95	4980	95	3600	95	3240	95	2910	95	2620	104	110
0	95	5100	95	3680	95	3310	95	2980	95	2680	104	110
5	95	5220	95	3760	95	3390	95	3050	95	2740	104	110
10	95	5340	95	3840	95	3460	95	3110	95	2800	104	110
15	95	5460	95	3920	95	3530	95	3170	95	2850	104	110
20	95	5580	95	4000	95	3600	95	3240	95	2910	104	110
25	93	5370	93	3870	93	3500	94	3230	95	2980	105	110
30	91	5220	94	4170	95	3860	96	3560	97	3280	105	110
35	93	5810	96	4640	97	4290	98	3960	99	3650	106	110
40	95	6490	99	5150	99	4760	100	4400	101	4050	106	110
44	97	7060	100	5590	101	5160	102	4760	102	4390	107	110
45	97	7220	100	5700	101	5270	102	4860	103	4480	107	110
46	98	7380	101	5820	102	5380	102	4960	103	4570	107	110

ATTACHMENT 1

BASIS FOR DETERMINATION OF THE CRITICAL AIRCRAFT FOR DVO

Attachment 1, *Basis for Determination of the Critical Aircraft for DVO*

FAA Order 5090.3C *Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)*, Paragraph 3-4 *Airport Dimensional Standards*, defines the critical aircraft (also called the design aircraft or critical design aircraft) as the single aircraft or composite of the most demanding characteristics of several aircraft that make substantial use of the airport. "Substantial use" of a general aviation airport is defined as 500 or more annual itinerant operations or scheduled commercial service. Per AC 150/5325-4B the definition of the term "substantial use" quantifies the "regular use" of an airport. As there is no scheduled commercial airline service at DVO, the most demanding aircraft with 500 annual itinerant operations at DVO (i.e., is the most demanding aircraft with regular user of the airport) is identified as the critical aircraft for the airport. The Cessna 525 business jet was identified as the critical aircraft for DVO through the process described below.

An aviation forecast (Appendix C) for DVO was prepared as a prelude to the EIS/EIR being formally initiated. Like most non-towered airports, DVO does not keep a daily record of the exact number of aircraft operations that occur, or the type of aircraft that are operated. Therefore, determining the exact number of operations by a specific aircraft type at DVO required integration of various data sources and the application of professional judgment based on the best available data.

Radar data covering the DVO area was collected for the time period of January 2007 through December 2007 from the FAA's Airspace and Aeronautical Information Management Laboratory archives.[12] **Table 1, *DVO Aircraft Operations Summary***, presents a summary of the radar data collected during this time period. Because DVO does not have an airport traffic control tower, which would keep daily counts of activity, this was the best available data to provide actual operations by specific aircraft types.

While the radar data was the best available data, it was noted that the radar data collected for DVO did not include all operations that used the Airport during the calendar year 2007 because of the distance of the radar equipment from DVO (located at Oakland International Airport) and the terrain surrounding DVO (radar coverage). The number of operations collected through the radar data (3,155 operations) is substantially less than DVO management's estimate of the number of operations that occurred at the airport in 2007 (85,000 operations).[13] Non-towered general aviation airports like DVO estimate annual activity based on input from fixed-based operators who sell fuel and other services to pilots, numbers

[12] Email correspondence between Barry Franklin, FAA Protection Specialist and Barry Davis, FAA on March 20, 2008.

[13] FAA Form 5010-1, FAA Aerospace Forecast 2010-2031, Airport User Interviews, 2004 Proposed Runway Extension Benefit Cost Analysis, Gnoss Field Airport Management, Landrum & Brown Analysis.

of based aircraft at the airport, and observations of activity. This information is submitted to the FAA through FAA-Form 5010-1 and is then incorporated into the FAA's Terminal Area Forecast for that airport.

Since the number of annual operations identified by radar data was known to be substantially less that the number of annual operations identified by other methods, the radar data could not be directly used to determine the most demanding (i.e., critical) aircraft that exceeded 500 annual itinerant operations at DVO. Therefore, the fleet mix of aircraft identified from the radar was compared to other information regarding the aircraft fleet mix at DVO.

The radar data was compared to a summary of aircraft based at DVO and interviews with pilots using DVO. The fleet mix of aircraft reported from radar data was similar to the fleet mix of aircraft identified by other means. Therefore, the fleet mix of aircraft identified from radar data was used to calculate how many of the estimated 85,000 annual operations were attributable to each different type of aircraft identified in the radar data. This calculation was then reviewed to determine the most demanding aircraft that had more than 500 annual operations. This aircraft was the Cessna 525.[14]

The list of based aircraft at DVO had at least one Cessna 525 based at DVO. In addition, EIS preparers noted the presence of a Cessna 525 aircraft parked at the Airport during a site visit. Interviews with nine Airport stakeholders were held on February 13, 2008 (see Attachment 2, *DVO Users Correspondence*). These interviews confirmed that the Cessna 525 was based at and operated regularly from DVO.

While the number of operations reported in the radar data for the Cessna 525 was less than 500, when the total number of annual itinerant operations estimated for DVO are taken into account, it is reasonable to assume that the Cessna 525 completes more than 500 annual itinerant operations, and is the critical aircraft for DVO.

Although this determination of the critical aircraft was made several years ago it is still considered valid because the conditions that were in place in 2008 at DVO have remained similar through today. First, the general operating levels and types of activities at DVO have remained fairly consistent since 2008. Secondly, the Cessna 525 remains the most demanding B-I category aircraft known to operate at DVO. Finally, while it is impossible to know the exact number of operations by any one aircraft at DVO because the Airport does not have an airport traffic control tower, the Cessna 525 remains a commonly used business jet and continues to be a popular choice for pilots choosing to operate at DVO.

[14] Landrum & Brown technical memo to Administrative File, May 30, 2013

Table 1
DVO AIRCRAFT OPERATIONS SUMMARY

AIRCRAFT	AIRPORT REFERENCE CODE	OPERATIONS IN RADAR DATA
Grumman Cheetah	A-I	21
Socata Trinidad Tb-20	A-I	43
Beechcraft 55	A-I	14
Beechcraft 76	A-I	3
Beechcraft Bonanza	A-I	143
Beechcraft Musketeer Super III	A-I	2
Cessna 172	A-I	183
Cessna 210	A-I	48
Cessna 303	A-I	3
Cessna 310	A-I	46
Cessna 350 (Columbia 350)	A-I	22
Cirrus 22	A-I	145
Mooney M20	A-I	27
Piper 28	A-I	107
Piper 46	A-I	78
Pilatus PC-12	A-I	181
Socata TBM 700	A-I	202
Piper Cheyenne 400	B-I	86
Beechcraft 58	B-I	22
Beechcraft King Air 90	B-I	19
Cessna 182	B-I	160
Cessna 206	B-I	30
Cessna 340	B-I	38
Cessna 425	B-I	108
Cessna 525	B-I	228
Learjet 31	B-I	33
Piper 32	B-I	83
Cessna 525A	B-II	144
Beechcraft King Air 90 T	B-II	95
Beechcraft Super King Air 200	B-II	225
Beechcraft Super King Air 300	B-II	57
Beechcraft Super King Air 350	B-II	89
Cessna 441	B-II	18
Cessna 525B	B-II	155
Cessna 550	B-II	120
Cessna 560	B-II	177
Total Operations		**3,155**

Source: FAA Radar Data from January 1, 2007 to December 31, 2007.

ATTACHMENT 2

DVO USERS CORRESPONDENCE

Gnoss Field (DVO) EIS
Stakeholders Meeting – Summary
2/13/08 1:30pm & 3:00pm

Attendees:

- ✈ Ken Robbins – DVO
- ✈ Dave Ward – AirWard
- ✈ Dan Drohan – Former Owner of Sunset Aviation
- ✈ Ray Maldonado – Sunset Aviation
- ✈ Pat Scanlon- Scanlon Aviation
- ✈ Ted Fullmer - Kelleher Corp
- ✈ Wright Bass
- ✈ Jeff Rothman – Direct Avionics
- ✈ TJ Neff – Aircraft sales
- ✈ Mark Robertson
- ✈ Rob Adams – Landrum & Brown
- ✈ Monica Geygan – Landrum & Brown
- ✈ Nick Brown – Landrum & Brown
- ✈ Mark Heusinkveld – Landrum & Brown

Summary:

- Public perception of DVO is that it provides a substandard level of service for an area as affluent as Marin County.
    - DVO has been pretty much dismissed by local communities as a viable airport because of the lack of runway.
- Many operations are pushed away from DVO because of Runway length, usually pushed to APC, OAK, STS.
    - APC – Napa County
    - OAK – Oakland
    - STS – Sonoma County, Santa Rosa
- CEO of Int'l Fireman's Fund drives to APC because the plane he likes cannot operate out of DVO.
- Stage lengths often suffer in summertime for all Citations.
- An overwhelming theme among the aviation community is that DVO is a dangerous place to fly, because of short runway and strong crosswinds.
- 4,000' is the minimum safe runway length for most turbine operators.
    - Insurance Underwriting aspect is driving Runway Limitations, (risk analysis), not aircraft performance.

- There have been two brake failures in past 5 years, both have resulted in excursions from runway.
    - Very fortunate to have no injuries or a/c damage!

Specific Comments:

- Dave Ward – Flight training school.
    - 5 aircraft based at DVO
    - 20-25 operations a day

- Dan Drohan – Former Owner of Sunset Aviation (Sold in May to Fractional Operation)
  - 9 aircraft based at DVO
  - 10-20 aircraft operations a day
  - 27 total aircraft
  - Could relocate 5-8 aircraft to DVO with proposed extension
  - Conduct organ transplant flights for coordinators and teams
  - Air medical transport with Learjet
  - DVO is only helicopter location in the county for their operations

- Patrick Scanlon – Scanlon Aviation
  - 2 aircraft based at DVO (operates Air Taxi and flight training using Cirrus SR20/22 aircraft)
  - 5-6 aircraft operations a day
  - Reported revenue loss due to lack of runway length
  - Insurance Underwriting aspect is driving Runway Limitations, (risk analysis), not aircraft performance.
  - Demand to do business in Marin is there. They will come via some mode of transportation.
  - Fuel load issues in the summer preclude flights by certain jets.

- TJ Neff – Aircraft Sales
  - Aircraft sales may be affected by runway length.
  - Probably losing some sales to Napa, Santa Rosa.

- John Ward – Flight School
  - 15-20 operations (C-172, Bonanza)

- Ted Fullmer – Kelleher Corp
  - Piper Cheyenne 4
  - 300 ops a year, mostly west coast
  - Likely to upgrade aircraft in coming years to something with equal performance (jet and probably be the new CJ4)
  - Company policy that Jets are not safe to fly out of DVO
  - Has had to run back to back flights due to payload restrictions.
  - Would have to downgrade aircraft when replacing Piper unless runway is extended.

- Wright Bass
  - Flies Conquest aircraft.
  - West coast trips.
  - Considering a Citation jet.
  - Might have to divert to other airports if not light on fuel
  - Takeoff is the real issue for him
  - Would enhance safety to have an extension for smaller aircraft due to crosswinds.
  - When foggy would have to divert to STS.

- Jeff Rothman – Direct Avionics
  - Manages CJ2/CJ3 aircraft.
  - 2-3 times a week.
  - Business in real estate in Nevada, LA, Washington State.
  - Extra runway distance gives safety margins.

MARIN COUNTY AIRPORT – GNOSS FIELD
Environmental Impact Statement/ Environmental Impact Report

INTRODUCTORY MEETING
SIGN-IN SHEET

February 13, 2008

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2/13/08

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