



**GROSS FIELD AIRPORT VISION WORKSHOP REPORT**  
**Held on July 17, 2014**

**Marin County Aviation Commission**

# **GNOSS FIELD AIRPORT VISION WORKSHOP**

## Introduction

Gross Field Airport (FAA Identifier: DVO) is a general aviation airport owned and operated by the County of Marin. It is Marin County's only public airport. The County acquired the airport site in 1960 from William Wright, who allowed WWII pilots Paul W. (Woody) Binford and Jack Lewis to construct an airstrip on the site in the 1940's. Since that time, many improvements have been made including the construction of the current runway and taxiway, hangars, support facilities, and tie-down space.

Gross 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 85,500 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 which was updated in March of 1997. An Airport Land Use Plan was adopted by the County in 1991. An Aviation Demand Forecast documented 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. The Final Environmental Impact Report for the proposed 1,100 foot runway extension was certified by the Board of Supervisors on February 11, 2014.

The Marin County Aviation Commission is a seven-member panel, six of whom are appointed by the Marin County Board of Supervisors and one who is appointed by the Novato City Council, which advises and makes recommendations to the Board of Supervisors on matters relating to Marin County Airports, regulations of private airports, cooperation with military airports, and all other aviation matters. An Airport Manager oversees daily operations at the airport.

In development of the runway extension project plans and environmental analysis it became evident that there are several other issues of importance related to airport operations and needs, as well as the need to provide information and solicit feedback from a broader community of stakeholders, and it was thus determined that a more overarching vision of the future of the airport is desirable, in support of the Airport Master Plan and Airport Land Use Plan. The visioning effort has focused on current airport operations, capital improvement plans, and potential future improvements, recognizing that the runway extension project has been undergoing its final review concurrently with this effort.

## The Visioning Process and Workshop

The Visioning process sought to solicit input from users of the airport and the community at large to identify opportunities to improve on the current success of the airport, acknowledge concerns about its operations, and seek to find areas of consensus on its future operations and development.

Various existing documents and studies, such as the Airport Land Use Plan, Airport Master Plan, and runway extension studies and plans, were gathered to provide baseline information and guidance. This information was presented at a community workshop on July 17, 2014 to serve as a catalyst for discussion about current airport operations, active improvement projects, and future capital improvements.

The workshop was presided over by the Aviation Commission. Opening remarks were made by Supervisor Judy Arnold, followed by a slide presentation discussing airport operations, the runway extension, and capital improvement plans. Attendees then had the opportunity to visit three different stations: operations, runway extension, and capital improvements to get additional information, ask more detailed questions, and provide input. The larger group reconvened and a summary of comments from each station was reported back.

Approximately 70 people attended the workshop, whose comments and suggestions were captured for consideration in development of the airport vision. Opportunity was provided to not only express verbal comments at the workshop, but through mail in comments and an online survey. Meeting notices were provided in advance of the workshop directly to over 1,500 residents from the Blackpoint community to the southeast all the way to Partridge Knolls development to the southwest of the Airport, as well as to the airport tenants and other governmental agencies. The public comments received at the workshop and via the online survey can be found in the Appendix.

Comments tended to fall into one of two categories: current operations concerns and desired improvements. Current airport operations comments included:

- Takeoff and landing noise needs to be continually monitored, particularly with those pilots who do not follow prescribed landing and takeoff patterns
- The runway surface needs to be improved as it has deteriorated and has several undulations
- Hours that the airport is staffed should be increased to provide 24-hour security coverage
- Larger jets should not be permitted

For desired improvements, the following were identified:

- Resurface runway to fix bumpiness
- Provide a restaurant or other food service on site
- Install municipal sewer connection

- Install self-service fuel facility
- General support for future cross wind runway to improve airport safety to provide alternative takeoff and landing approaches when cross winds affect approaches to the current runway.
- Better airport conditions information, via airport cameras and website postings
- More hangar space
- Improve directional signage from the freeway to the airport
- Provide an educational facility related to the airport area and aviation in general
- Provide for development opportunities at the airport that complement and support the airport, continuing its history of being fiscally self-sufficient.
- Provide larger aircraft 'runup' area on north end of taxi way
- Address habitat concerns around the airport with any future development or expansion

The draft Visioning Workshop Report has been prepared incorporating public comments from the visioning workshop as well as components of existing studies and documents. The draft plan is being presented to the Aviation Commission and then presented to the Board of Supervisors.

### Gross Field Airport Vision Objectives

The overall vision for the airport is to have a thriving, service-oriented, and community-sensitive general aviation airport that meets the aviation needs of Marin County and continues a rich aviation legacy. In the spirit of that vision, the airport's mission is to plan for and provide safe, efficient, convenient and well-maintained general aviation airport operations and services that meet the present and future air transportation needs of local residents, the business community, and emergency responders. The following is a synthesis of the existing Master Plan vision and objectives and input received at the visioning workshop, and is meant to inform existing operations and near term planning, as well as future studies & reports. It is not intended to be a definitive new Airport vision. Overall, the visioning workshop strongly supported the existing Airport Master Plan. :

- **Be a good neighbor**
  - Be mindful of Gross Field related aircraft noise and look to continuously improve and reduce neighborhood noise levels.
  - Be flexible and responsive to changing conditions and seek ways to protect the environment and maximize compatibility with airport neighbors.
  - Enhance environmental compatibility in the Airport environs in relationship to bayfront conservation and wetlands protection.
- **Maintain short term and long term plans for airport operations**
  - Prepare an update to the Capital Improvement Program annually.
  - Use the Airport Master Plan as a guide to identify the needs for the airport to meet the projected aviation demand.
  - Provide guidance for Airport operations and development.

- **Maintain fiscal stability**
  - Conduct fiscally sound, self-supporting, airport management and operations, while responding to stakeholder needs.
  - Seek grant opportunities and maintain eligibility for federal and state grants to develop the Airport with future facilities as aviation needs increase and funding becomes available.
  - Seek opportunities to provide airport-serving amenities that can provide additional revenue streams.
  
- **Continuously look for opportunities to improve safety**
  - Implement projects consistent with the most current FAA safety standards.
  - Provide opportunities for input from stakeholders regarding their observations of safety concerns at the airport.
  
- **Maintain consistency with other adopted plans and policies**
  - Review policies contained in the Marin Countywide Plan; City of Novato General Plan; Airport Master Plan; and Airport Land Use Plan when contemplating changes at the airport. Review amendments to those plans proposed by others for consistency. .
  - Maintain environs and land use compatibility at the Airport and surrounding the Airport by maintaining compatible zoning and land use. Balance future development with environmental protection.
  
- **Provide regular opportunities for public input regarding issues at the airport**
  - Conduct regular open public meetings of the Aviation Commission with noticing consistent with the Brown Act.
  
- **Plan for and provide appropriate emergency response**
  - Coordinate with the Novato Fire Protection District on the preparation of emergency response and access plans for incidents that may occur at and/or near the airport and in the implementation of airport operations and fuel storage management at the airport.
  - Coordinate with the Novato Fire Protection District and County Sheriff Office of Emergency Services regarding the role and tasks Gross Field may play in disaster preparedness and disaster response for incidents that may occur within Marin County.

## **APPENDIX**

1. Participant Questions and Comments received at July 17, 2014 Visioning Workshop
2. Comments received via Survey Monkey online survey
3. Comment letter from Marin Audubon
4. Comment letter from Rick Beach
5. Workshop PowerPoint slide presentation
6. Workshop Resource and links handout
7. Noise Abatement Procedure graphic

## Gross Field Airport Workshop 7/17/14 Breakout Session 7:30 pm – 8:15 pm

### Workshop Station Participant Questions/Comments

#### Airport Operations Station

1. How many planes take off and land now, and with the extension?
2. The extension won't change existing types of aircraft.
3. Are there fines for noisy planes? **A:** Habitual offenders don't happen.
4. How do residents know airport management is handling the noise complaints?
5. Some pilots are not following Airport procedures for takeoff and landing. Need better communication with pilots to ensure procedures are followed.
6. Pilots try to police themselves.
7. Will extension encourage more jets? **A:** No, same kind and numbers.
8. No restaurant at Gross to encourage corporate use.
9. Extension will encourage turning away from residents quicker.
10. Helicopters = no differences planned. No changes to use.  
REACH Helicopter, CHP Helicopter
11. Tuesday: upgraded information on website to be rolled out.
12. Radio calls can be recorded now.
13. 2 cameras, mostly for facility security. **\*\*Need upgraded cameras for runway info.**
14. Weekends are staffed by part time employee for Airport ops and issues. (Need longer hours).
15. Landings are more noisy than takeoff (some residents report this).
16. Need to simplify 13 signs.
17. Number of landings and takeoffs stated is too high (60,000 is more realistic).
18. Virtually no night flights.
19. Limit hangar rentals to jets that meet noise regulations.

#### Runway Extension Station

1. Why didn't the project provide more hangar space?
2. Option to have restaurant.
3. Can we provide a sewer?
4. Previous café open to airport community.
5. Improve fueling facilities.
6. Turbine airplane space.
7. Extension to North- how will impacts to property within the airport traffic area be addressed to keep livestock safe?
8. Include a bigger area for runups at end of extended taxiway.
9. Add more entrances from runway to taxiway with extension to allow airplanes to bypass aircraft on hold for takeoff and for landing aircraft to exit the runway sooner.

10. Undulations in current runway –extension project should improve smoothness/flatness of runway.
11. Concern with noise of landings – can landings occur more often from the North?
12. Develop ways to prevent larger jets flying over homes to south.
13. Crosswind runway conflicts with wetlands.
14. Existing runway beneficial to mix of planes.
15. Crosswind runway may help reduce noise to residents in south.
16. Create enterprise zone for area- need sewer service.
17. New larger terminal.
18. Upgrade old terminal.
19. Observation deck to view airplanes and airport perhaps by a restaurant.
20. Existing holding tanks for sewage inadequate.
21. Added environmental issues with crosswind.
22. Fill in wetlands – (note County doesn't own property).
23. Add Wildlife viewing area/center at edge of Airport near wetlands .
24. Provide Trail access to wetlands adjacent to airport.
25. Aviation related education area (playground) and enhancements/programs for children such as. World of Flight Center, Birds: Audubon- Trails, Planes- Flight education.
26. Improve opportunities for programs with community and schools – Buchanan Field is an example.
27. Add signs that say Gness Field.
28. Add directional signs from freeway.

### Capital Planning Station

1. Conduct a cost-benefit analysis of the extension to identify funding sources.
2. Longer runway will result in more fuel sales and sales tax and flowage fees.
3. Airport project and improvements will enhance image of Marin.
4. Firefighting aircraft can use airport with new improvements (longer runway).
5. In case of a natural disaster, flying in medical and food supplies will be possible.
6. Proposed crosswind runway – yes; though it should be increased to 3,500 ft in length (instead of 3,000 in the current master plan).
7. Environmental impact – more information (how many take offs and landings will be increased?)
8. Self-serve fuel facility.
9. Land trust –deed back to County.
10. Development of West area.
11. Fund sewer line improvements and commercial opportunities, restaurants.
12. No commercial airport.
13. Will the extension of runway increase traffic?
14. New pump at the levee needed (more efficient drainage system).
15. Runway – pavement deterioration.
16. What other types of aircraft will be able to be utilized.
17. The runway extension will decrease airplane noise.

## **Gross Vision Workshop Survey Monkey Comments**

An online survey was posted on Survey Monkey to enable additional opportunities for input. Two responses were received.

### **Please share your comments on current airport operations**

I believe the County can and should use funds from the existing Airport Enterprise Fund reserves to bring the airport condition backup to par with other airports in the area now, rather than waiting until the runway extension project is almost completed in 2018. If they County plans to increase rents it will need to provide the "product" to support those increases. As it stands, the airport is in sub-par condition now, and getting further into disrepair. 7/23/2014 4:58 PM

Good discussion with neighbors concerned about pilots flying over their homes. We need to clarify the technical differences between noise complaints and overflight complaints. This distinction might explain the resident claim that departure noise is not the problem but landing noise disrupts them more, which is likely less noise closer to the homes. 7/19/2014 12:33 PM

### **Please share your comments on the proposed runway extension project**

I support it, not only in the name of safety but also to address the noise concerns of our neighbors by moving the traffic pattern 1/4 mile away from their homes, lessening the chance of overflight during both departures and arrivals. 7/23/2014 4:58 PM

Good dialog about the need to ensure the viability of the airport by serving the increased demand for business jets. Unlike training activity that produces many landings and takeoffs per hour, itinerant jet traffic approach and depart much less frequently each day. 7/19/2014 12:33 PM

### **Please share your comments on the airport's capital improvements plan**

A good start, but there were many ideas "floated" at the Visioning meeting by users and non-users alike that could make this airport even more valuable than it already is to the community. Nobody really pointed it out at the meeting, but this operation is responsible for over \$1million in direct economic contribution to this County AS IS. 7/23/2014 4:58 PM

Pleased to see the discussion of future needs for capital improvements, notably the provision of sewer facilities for a restaurant and a crosswind runway for smaller aircraft. Please note the urgency for initiating critical-path prerequisite steps of selecting an aviation consulting firm to update the Airport Layout Plan required for any FAA grant. 7/19/2014 12:33 PM

### **Any other comments?**

Meeting was nicely organized other than as noted above, staff was well prepared, and I believe it turned out to be a constructive event. We'll have to wait to see the final report to see how it is presented to the Board of Supervisors, but I'm hopeful that it will convey the positive tone, spirit of exchange and passion exhibited by all parties during the meeting itself. 7/23/2014 4:58 PM

Note that the initial presentation made two incorrect statements. First, the Merit Hearing on the proposed runway extension has only two approved environmental projects to consider: no project and the 1,100' extension. The reference to something "in between" is no longer a certified alternative. This may need clarification in preparation for the Merit Hearing. Second, the presentation incorrectly referred to the Airport Master Plan update when describing the need for an updated Airport Layout Plan. The FAA requires the ALP to always be current with existing and planned airport facilities. The AMP incorporates an ALP update because of changes in planned facilities. But from then on, the ALP must be updated when plans are implemented or changed. The current ALP at Gness Field is dated June 2006, not the 1989 version. The ALP needs to be updated because it shows a phased development of the runway extension that is no longer certified by the environmental reviews. Importantly, the FAA requires a narrative with the ALP update, which is the opportunity for community outreach on airport plans without undertaking an update to the AMP. 7/19/2014 12:33 PM



# Marin Audubon Society

P.O. Box 599 | MILL VALLEY, CA 94942-0599 | MARINAUDUBON.ORG

July 29, 2014

Marin County Department of Public Works  
3501 Civic Center Drive  
San Rafael, CA 94939

Att: Reuel Brady

RE: GNOSS FIELD VISIONING

Dear Reuel,

Thank you for considering Marin Audubon Society's input on the Visioning for Gness Field. This letter presents our more specific comments as a follow up on the Visioning Workshop. Our comments are based on current conditions, the preferred project in the DEIR as well as comments and issues we heard at the Workshop.

In its current configuration, the Gness Field Airport serves a community need and it does so safely. According to the available data, there are few accidents. Whether it needs to be expanded is another matter. This is clearly the vision of many of the pilots that use the facility that it does. We, however, have a different vision.

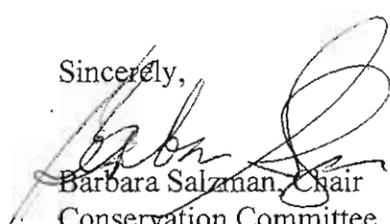
1. For the reasons discussed below, Marin Audubon's Vision for the airport is to leave it as currently constructed and configured. We have no problem with improvements that would be within the existing airport footprint.
2. Expanding to the north, as is explained in the EIR, is to allow aircraft with heavier loads to land – not to allow larger aircraft. However, allowing planes that currently use the airport to land/take off with heavier loads would also allow larger planes to land. So, while it may not be the intent to expand the use or allow larger planes, the proposed expansion to the north will make it possible for larger planes to land and take off.
3. The history of accidents does not justify expansion for safety reasons. There have been very few accidents at Gness. The San Rafael Airport, which is a cross wind runway, appears to have more accidents than Gness Field.
4. Because the runway is built on baylands, expansion of the airport in any direction would require filling of wetlands. Wetlands are widely recognized today as essential to maintaining the nation's water quality and natural resources, as reflected in the Clean

Water Act and resulting regulations that are implemented by the Army Corps of Engineers and Regional Water Quality Control Board regulations.

5. Filling of wetlands results in the loss of resource benefits to the local area and would require mitigation. The most certain way to ensure functioning wetlands is to avoid impacts to existing functioning wetlands. CEQA also calls for avoidance as do the Army Corps of Engineers 404 b1 guidelines.
6. Gness Field facility is build on former tidelands that are now diked baylands that are now seasonal wetlands. Because the runway is surrounded by seasonal wetlands there is no way wetland impacts can be avoided if the runway is expanded. This includes the baylands to the north that are proposed for the runway extension, baylands to the east of the airport buildings, which were envisioned by some at the Visioning meeting as a desirable location to develop, and lands to the east, which are envisioned by some as a location for a cross-wind runway.
7. Because the FAA objects to restoration of wetlands nearby and out of the path of the runway, it is a logical assumption that, should the runway be permitted to expand, there would not even be a way to mitigate wetland impacts nearby the site of loss. This is an important criterion for wetland mitigation.
8. There were some improvements that we heard mentioned at the Visioning hearing that would be beneficial, including adding a children's playground as exists at another local airport, and perhaps a trail system from which people could learn about wetlands.

Thank you for considering our input.

Sincerely,



Barbara Salzman, Chair  
Conservation Committee

cc: Supervisor Judy Arnold

**From:** Rick Beach <rick.beach@amazingpossibilities.org>  
**Sent:** Wednesday, September 17, 2014 1:36 PM  
**To:** gnossvision  
**Cc:** Rick Beach; Jensen, Dan; Steger, Eric; Mercer, Ken; Humphrey Ogg  
**Subject:** Comments on Draft Visioning Workshop report for Marin County Airport

Having reviewed the draft of the Gness Field Vision Workshop Report, let me provide several comments from the point of view of an active airport user and an advocate of general aviation in Marin County.

- 1) The vision narrative provides an updated vision for the airport that improves the understanding of the purpose and potential of Marin County Airport in the current time frame. That is good.
- 2) The mention of consensus (page 3 under The Vision Process and Workshop) does not properly reflect the process. While many questions and comments were raised during the workshop, very little resolution of differing points of view took place. Consequently, I do not believe that finding areas of consensus has been achieved. For example, the draft report includes in Appendix 3, the letter from the Marin Audubon Society that clearly presents a disagreement with the Gness Field Vision presented in the draft report.
- 3) The problem remains that we have not broken through the cycle of draft presentation, public comment, rebuttal, final presentation, public comment, without really resolving the issues raised by the commenters. Nor do we effectively rule them out of order as previously decided issues. As a consequence, we risk people escalating their unaddressed concerns by making appeals to decision makers at the Board of Supervisors. We need a process that educates those who have different points of view, first to better understand where those concerns arise, and then to respond with information that addresses those concerns, and finally to seek a shift in understanding.
- 4) The two lists of comments on page 3 reveal exactly this problem. These comments are not all areas of consensus but rather position points from some, but often only a few, of the participants. One example, "larger jets should not be permitted." Is that a consensus position? If so, based on what process at the workshop? Or is it a reflection of a community sentiment that does not appreciate the limitations already in place and the need for the airport to remain financially sustainable. These lists may best be removed, as the list of objectives on pages 4 and 5 do a better job.
- 5) The letter from the Marin Audubon Society (Appendix 3) mainly revisits issues dealt with during the EIS certification process (paragraphs 2, 4, 5, 6, 7). Furthermore, paragraph 1 was explicitly rejected during the EIS certification process as failing to meet the objectives for the future of the Marin County Airport. While including all comments received is appropriate to a public process, doing so without placing the letter's contents in an appropriate context of previously decided issues gives it inappropriate weight.

Thank you for your consideration of these comments.

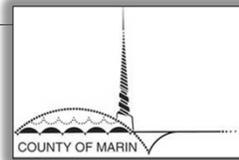
Cheers  
Rick

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Rick Beach  
114 Gazania Court  
Novato, CA 94945  
619-920-2120  
[rick.beach@amazingpossibilities.org](mailto:rick.beach@amazingpossibilities.org)



## **GNOSSOV FIELD AIRPORT VISIONING WORKSHOP**

JULY 17, 2014



## **WORKSHOP AGENDA**

- 7:00 Introductions
- 7:10 Meeting Purpose
- 7:15 General Presentation
- 7:40 General Q&A
- 7:50 Breakout Stations
  - Operations
  - Runway Extension
  - Capital Plans
- 8:40 Breakout Report-Back
- 8:55 Next Steps

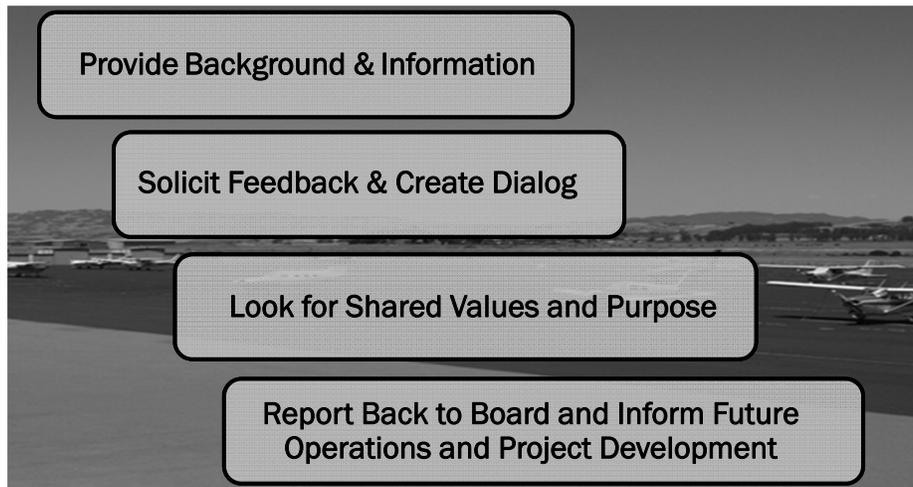


### COUNTY OF MARIN AVAIATION COMMISSION

- The Commission advises and makes recommendations to the Board of Supervisors on matters relating to Marin County Airports, regulations of private airports, cooperation with military airports, and all other aviation matters.
- Seven Commissioners: appointed by the Board of Supervisors, one from each Supervisorial district, and two appointments representing the greater Novato area, one of which is nominated by the Novato City Council:
  - Humphrey Ogg – Chair (District 3)
  - Ernest Ganas (District 2)
  - Richard Nave (District 1)
  - Douglas Watt (District 5)
  - Louis Franecke - Vice Chair (At-Large)
  - Don LeBrun (Novato City Council)
  - Marius Nelson (District 4)
- Meetings are typically held on the first Thursday of even-numbered months at 7:30 p.m. in the County of Marin Board of Supervisors Chambers (Civic Center 329).

### VISIONING WORKSHOP INTRODUCTION

#### GOALS



## **GNOSS FIELD OPERATIONS - HISTORY AND SERVICE**

- Deeded to County in 1960
- 3,300 foot runway
- 120 acres, 92 tie-downs, 147 T-hangars, 37 conventional hangars
- 86,000 Takeoffs/Landings Annually
- Self-sustaining



## **OPERATIONS : NOISE ABATEMENT**

- Aircraft to Avoid Residences on Takeoff and Landing
- Directional Control
  - Approach, Departures
  - Aircraft Type
  - Altitude
- Reporting and Monitoring

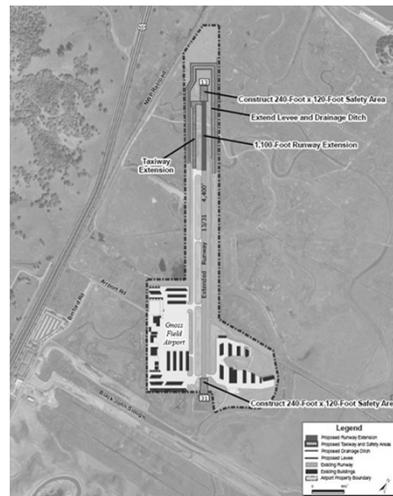


## OPERATIONS: NOISE ABATEMENT



## RUNWAY EXTENSION

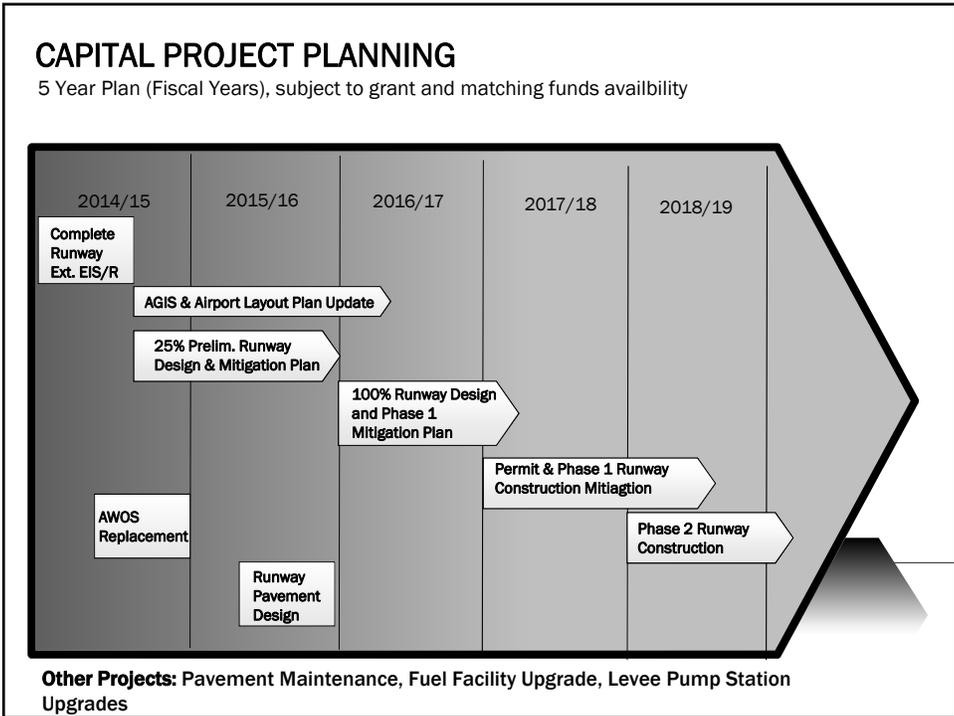
- FEIR Certified by Board 2/11/14
- Project Merit Hearing on Board 8/19/14 Agenda
- CEQA Notice of Determination filing on 8/20/14
- FEIS Notice of Availability published 7/3/14 with Comment Period ending 8/4/14
- NEPA Record of Decision issued by 9/30/14



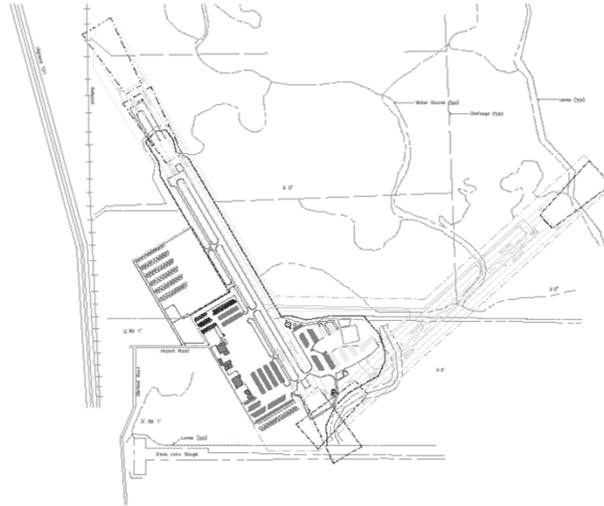
## CAPITAL PROJECTS PLANNING\*

- Runway 1,100 Foot Extension
  - Aeronautical Survey & Revised Layout Plan
  - 25% Prelim. Runway and Mitigation Design
  - 100% Design and Mitigation Plan (add. Envr.)
  - Permitting & Phasing Construction over 2 years
- AWOS Replacement
- Runway Pavement Design/Plans
- Fuel Facility Upgrades
- Levee Pump Station

\* subject to Grant Funds



## AIRPORT LAYOUT PLAN



## BREAKOUT STATIONS

- Three stations with staff to provide information and record your comments
  - Airport Operations
  - Runway Extension
  - Capital Plan
- Visit as many or as few as you'd like – we'll regroup at 8:40 to summarize your comments

## BREAKOUT STATION REPORT-BACK

- Summary of your comments and suggestions from the breakout stations . . .



## NEXT STEPS/LOOKING AHEAD

- *July-August:* Compile Information and Comments
  - Summarize workshop outcomes
  - Incorporate information from other documents
  - Look for common ground
  - Provide suggestions for short term, medium term and long term review or analysis
- Tentative Dates:
- *August 28:* Draft report to Aviation Commission, feedback
- *October 2:* Final Report to Aviation Commission
- *October 21:* Presentation to Board of Supervisors
- Implement feasible operational improvements
- Inform future scope of capital improvements

*Thank you for attending tonight and sharing your vision!*

# GNOSS FIELD VISION WORKSHOP ADDITIONAL RESOURCES AND LINKS

Airport Website: <http://www.marincounty.org/depts/pw/divisions/airport>

Airport Land Use Plan:

<http://www.marincounty.org/~media/Files/Departments/CD/Planning/CurrentPlanning/Publications/LandUsePlan/airport%20land%20use%20plan%20%20Marin%20County%20Airport%20Gross%20Field.pdf>

Airport Master Plan (1989, 1997 update):

[http://www.marincounty.org/depts/pw/divisions/~media/Files/Departments/PW/airport/Airport\\_%20Master\\_Plan.pdf](http://www.marincounty.org/depts/pw/divisions/~media/Files/Departments/PW/airport/Airport_%20Master_Plan.pdf)

Marin Countywide Plan (2007): <http://www.marincounty.org/depts/cd/divisions/planning/2007-marin-countywide-plan>

Novato General Plan (1996):

<http://novato.org/Modules/ShowDocument.aspx?documentid=3049>

Gross Field Airport Final Environmental Impact Statement (EIS) (2014)

<http://www.grossfieldeis-eir.com/>

Capital Improvement Plan: <http://www.marincounty.org/depts/ad/divisions/facility-planning-and-development>

County of Marin  
Department of Public Works

For further information contact Gness Field @ (415) 897-1754

Traffic pattern shown is the maximum requested pattern size; pilots are encouraged to allow the greatest buffer practical from the residential areas. Please sequence your pattern entry to prevent the need to extend over the residential areas. Safe operations first and foremost.

