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
# MARIN COUNTY AIRPORT – GN OSS FIELD
Environmental Impact Statement/ Environmental Impact Report

**INTRODUCTORY MEETING**
*SIGN-IN SHEET*

February 13, 2007

<table>
<thead>
<tr>
<th>NAME</th>
<th>Telephone Number</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>T. J. NEFF</td>
<td>415-786-5151</td>
<td><a href="mailto:tjneff@comcast.net">tjneff@comcast.net</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td><a href="mailto:tjaiv@tjaiv.com">tjaiv@tjaiv.com</a></td>
</tr>
<tr>
<td>JEFF ROTHMAN</td>
<td>415-892-3521</td>
<td><a href="mailto:directaviionics@novato.net">directaviionics@novato.net</a></td>
</tr>
<tr>
<td>RAY MALDONADO</td>
<td>(415) 328-7295</td>
<td><a href="mailto:rmaldonado@sunsetaviation.com">rmaldonado@sunsetaviation.com</a></td>
</tr>
<tr>
<td>TED FULLMER</td>
<td>707-953-8896</td>
<td><a href="mailto:TedFullmer@AcBel.net">TedFullmer@AcBel.net</a></td>
</tr>
<tr>
<td>JEFF RAWLES</td>
<td>415-713-9817</td>
<td></td>
</tr>
<tr>
<td>JOHN C. Ward</td>
<td>415 254-6008</td>
<td><a href="mailto:jward@novato.net">jward@novato.net</a></td>
</tr>
<tr>
<td>WRIGHT BASS</td>
<td>415 332-8371</td>
<td><a href="mailto:wsbass@sbcglobal.net">wsbass@sbcglobal.net</a></td>
</tr>
<tr>
<td>MARK ROBUSTONE</td>
<td>415 382-8374</td>
<td><a href="mailto:capecreek@juno.com">capecreek@juno.com</a></td>
</tr>
<tr>
<td>Name</td>
<td>Business</td>
<td>Phone</td>
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</tr>
<tr>
<td>Dan Dzohan</td>
<td>Sunset Aviation</td>
<td>415-706-9522</td>
</tr>
<tr>
<td>Patrick Scanlon</td>
<td>Scanlon Aviation</td>
<td>415-717-1189</td>
</tr>
<tr>
<td>David Ward</td>
<td>AirWard</td>
<td>415-897-2295</td>
</tr>
</tbody>
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## INTRODUCTORY MEETINGS
### SIGN-IN SHEET

February 14, 2007

<table>
<thead>
<tr>
<th>NAME</th>
<th>Telephone Number</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rob Adams</td>
<td>513 530 1201</td>
<td><a href="mailto:RAdams@LAndrum-Brown.COM">RAdams@LAndrum-Brown.COM</a></td>
</tr>
<tr>
<td>Monica Geygan</td>
<td>(513) 530-1207</td>
<td><a href="mailto:mgeygan@landrum-brown.com">mgeygan@landrum-brown.com</a></td>
</tr>
<tr>
<td>Hans Grant</td>
<td>415 899 8940</td>
<td><a href="mailto:hgrant@ci.marin.ca.us">hgrant@ci.marin.ca.us</a></td>
</tr>
<tr>
<td>David Harlan</td>
<td>415 899-8948</td>
<td><a href="mailto:dharlan@ci.novato.ca.us">dharlan@ci.novato.ca.us</a></td>
</tr>
<tr>
<td>Ken Robbins</td>
<td>415 897-1757</td>
<td><a href="mailto:krobbins@ci.marin.ca.us">krobbins@ci.marin.ca.us</a></td>
</tr>
<tr>
<td>John Roberto</td>
<td>415-586-0229</td>
<td><a href="mailto:jroplano@skbglobal.net">jroplano@skbglobal.net</a></td>
</tr>
<tr>
<td>Rob Adams</td>
<td></td>
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<td>Monica Geygan</td>
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<tr>
<td>John Roberto</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kristin Drennan</td>
<td>415-499-6290</td>
<td><a href="mailto:Kdrennan@ci.marin.ca.us">Kdrennan@ci.marin.ca.us</a></td>
</tr>
</tbody>
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Agency Pre-Scoping Meeting
City of Novato
March 15, 2008

Sign In Sheet
Information Provided by Novato Fire Department
<table>
<thead>
<tr>
<th>NAME</th>
<th>ORGANIZATION</th>
<th>PHONE/MAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Roberto</td>
<td>Consultant to County of Marin</td>
<td>415-586-0734</td>
</tr>
<tr>
<td>Ken Robbins</td>
<td>County of Marin - Div.</td>
<td>415-857-5754</td>
</tr>
<tr>
<td>Rob Adams</td>
<td>Landrum &amp; Brown</td>
<td>415-899-8946</td>
</tr>
<tr>
<td>Bill Tyler</td>
<td>NFD</td>
<td>(415) 878-2621</td>
</tr>
<tr>
<td>Hans Grunt</td>
<td>City of Novato</td>
<td><a href="mailto:btyler@novatoire.com">btyler@novatoire.com</a></td>
</tr>
<tr>
<td>Ellen Ellsworth</td>
<td>Public Works City Novato</td>
<td><a href="mailto:eellsworth@ci.novato.ca">eellsworth@ci.novato.ca</a></td>
</tr>
<tr>
<td>Chris DeGabrielle</td>
<td>NMWD</td>
<td><a href="mailto:cdegabrielle@nmwd.com">cdegabrielle@nmwd.com</a></td>
</tr>
</tbody>
</table>
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, 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.
1104.3 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 tanks 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 with engines or chains, the gears, 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 other-
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 fuelling.** 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 m²).

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-service 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-service 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-service 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
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.
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

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

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
III. Proposed Project Description

- 4,400 feet
- 240-foot Overrun
- 1,100-foot runway/taxiway extension

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
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
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
### Interagency Meeting – May 14, 2008

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

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<tr>
<th>NAME</th>
<th>ORGANIZATION</th>
<th>PHONE / EMAIL</th>
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<tr>
<td>Paul Gill</td>
<td>USACE</td>
<td>415-503-6776</td>
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<td><a href="mailto:paul.c.gill@usace.army.mil">paul.c.gill@usace.army.mil</a></td>
</tr>
<tr>
<td>Melissa Scianni</td>
<td>USEPA</td>
<td>415-972-3521</td>
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<td><a href="mailto:scianni.melissa@epa.gov">scianni.melissa@epa.gov</a></td>
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<tr>
<td>Doug Pomerey</td>
<td>Federal Aviation Admin</td>
<td>650-876-7778 x-612</td>
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<tr>
<td>Barry Franklin</td>
<td>FAA</td>
<td>650-876-7778 x-614</td>
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<td><a href="mailto:barry.franklin@faa.gov">barry.franklin@faa.gov</a></td>
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<tr>
<td>Ken Robbins</td>
<td>County of Marin (DWR)</td>
<td>415-503-6224</td>
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<td></td>
<td></td>
<td>krobbins.co.marin.ca</td>
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<tr>
<td>John Roberto</td>
<td>Consultant to County of Marin</td>
<td>(415) 499-7579</td>
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<td><a href="mailto:oonplane@msn.com">oonplane@msn.com</a></td>
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<tr>
<td>Ruth Pratt</td>
<td>County of Marin Flood Control</td>
<td>(613) 530-1201</td>
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<tr>
<td>Rob Adams</td>
<td>Landrum &amp; Brown</td>
<td>415-503-6786</td>
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<td><a href="mailto:rob.adams@landrum-brown.com">rob.adams@landrum-brown.com</a></td>
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<tr>
<td>Bryan Matsumoto</td>
<td>USACE</td>
<td>415-503-6784</td>
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<td><a href="mailto:bryan.t.matsumoto@usace.army.mil">bryan.t.matsumoto@usace.army.mil</a></td>
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<tr>
<td>Dominic Macomber</td>
<td>USACE</td>
<td>510-622-2598</td>
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<td><a href="mailto:dominic.macomber@usace.army.mil">dominic.macomber@usace.army.mil</a></td>
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<tr>
<td>MARLA LAFER</td>
<td>Water Board</td>
<td>510-622-2598</td>
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<td><a href="mailto:mlafere@waterboards.co">mlafere@waterboards.co</a></td>
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Notice of Intent
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–SX–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 approve the document following 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.

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.


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

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 of conveyance by the City of Hondo 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 applicable provisions 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
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

APNs 125-190-24, 125-190-54, and 125-190-70

DATE: July 11, 2008

PREPARED BY: Federal Aviation Administration Marin County Airport
San Francisco Airports District Office 451-A Airport Road
831 Mitten Road, Room 210 Novato, CA 94945
Burlingame, CA 94010-1303 Phone: (415) 897-1754
Phone: (650) 876-2778

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
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:

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<th>1) Noise Impacts</th>
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<th>13) Transportation and Circulation</th>
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<td>14) Aesthetic and Visual Resources</td>
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<td>9) Floodplains</td>
<td>15) Public Services</td>
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<td>10) Geophysical</td>
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<td>6) Wetlands</td>
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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:

Tim Haddad, Environmental Coordinator

(July 11, 2008)
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.

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 assess 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.
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<td>President</td>
<td>Terry Roberts</td>
<td>State Clearinghouse</td>
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<td>San Francisco</td>
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<td>Washington</td>
<td>NEPA Coordinator</td>
<td>Rodney Weiher</td>
<td>NEPA Coordinator</td>
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<td>DC</td>
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<td>President</td>
<td>Benjamin Carter</td>
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<td>California Central Valley Flood Protection Board</td>
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<td>California Dept. of Fish and Game Region 1</td>
<td>Operations Manager</td>
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<td>State Clearinghouse</td>
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<td>San Francisco Bay Region</td>
<td>Director</td>
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<td>801 E. St., Ste. 2015</td>
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<td>California Department of Health</td>
<td>Mr. Jared Huffman</td>
<td>State Senator, District #6</td>
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<td>Mr. Will Travis</td>
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<td>Metropolitan Transportation Commission</td>
<td>Mr. Jeff Kopick</td>
<td>Mayor</td>
<td>105 La Posada</td>
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<td>San Francisco Bay Conservation &amp; Development</td>
<td>Mr. Ken Nordhoff</td>
<td>City Manager</td>
<td>1505 Thurston Blvd</td>
<td>San Rafael</td>
<td>CA</td>
<td>94903</td>
<td></td>
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<tr>
<td>San Francisco Bay Conservation &amp; Development</td>
<td>Mr. Mark Zepeda</td>
<td>Mayor</td>
<td>142 Balboa Rd.</td>
<td>San Rafael</td>
<td>CA</td>
<td>94903</td>
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<tr>
<td>Marin/Sonoma Mosquito &amp; Vector Control District</td>
<td>Mr. Michael Booth</td>
<td>President</td>
<td>594 Harvey Ln.</td>
<td>Novato</td>
<td>CA</td>
<td>94945</td>
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<tr>
<td>Marin/Sonoma Mosquito &amp; Vector Control District</td>
<td>Ms. Nancy Barnard</td>
<td>President</td>
<td>75 Round Valley Drive</td>
<td>Novato</td>
<td>CA</td>
<td>94945</td>
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<td>City of Novato Community Development</td>
<td></td>
<td></td>
<td></td>
<td>Director</td>
<td>75 Rowland Way # 200</td>
<td>Novato</td>
<td>CA</td>
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<tr>
<td>City of Novato Fire Protection District</td>
<td></td>
<td></td>
<td></td>
<td>Div Chief-Fire Marshal</td>
<td>95 Rowland Way</td>
<td>Novato</td>
<td>CA</td>
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<tr>
<td>Novato Postmaster</td>
<td></td>
<td></td>
<td></td>
<td>Director</td>
<td>1537 S. Novato Blvd.</td>
<td>Novato</td>
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<td>Park, Recreation, and Community Services</td>
<td></td>
<td></td>
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<tr>
<td>Public Works</td>
<td></td>
<td></td>
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<td>Director</td>
<td>75 Rowland Way, #200</td>
<td>Novato</td>
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<tr>
<td>Novato Unified School District</td>
<td>Ms.</td>
<td>Jan</td>
<td>La Torre-Derby, Ed.D.</td>
<td>Superintendent</td>
<td>1015 - 7th St</td>
<td>Novato</td>
<td>CA</td>
</tr>
<tr>
<td>Bel Marin Keys Community Services District</td>
<td>Mr.</td>
<td>Bill</td>
<td>McGrath</td>
<td>President</td>
<td>4 Montego Key</td>
<td>Novato</td>
<td>CA</td>
</tr>
<tr>
<td>Novato Sanitary District</td>
<td>Mr.</td>
<td>James D.</td>
<td>Fritz</td>
<td>President</td>
<td>500 Davidson Street</td>
<td>Novato</td>
<td>CA</td>
</tr>
<tr>
<td>Marin Community Public Utility District</td>
<td>Ms.</td>
<td>Jennifer</td>
<td>Blackman</td>
<td>General Manager</td>
<td>P.O. Box 380</td>
<td>Bolinas</td>
<td>CA</td>
</tr>
<tr>
<td>Marin City Community Services District</td>
<td>Mr.</td>
<td>Johnathan</td>
<td>Logan, Jr.</td>
<td>District Manager</td>
<td>630 Drake Ave.</td>
<td>Marin City</td>
<td>CA</td>
</tr>
<tr>
<td>Mariner Keys Community Services District</td>
<td>Ms.</td>
<td>Madeline</td>
<td>Swartz</td>
<td>Chair</td>
<td>19 Seacape Dr.</td>
<td>Muir Beach</td>
<td>CA</td>
</tr>
<tr>
<td>Tam Community Services District</td>
<td>Mr.</td>
<td>Maury</td>
<td>Ostroff</td>
<td>District Manager</td>
<td>3501 Civic Center Dr. #308</td>
<td>San Rafael</td>
<td>CA</td>
</tr>
<tr>
<td>SMART District Office</td>
<td>Ms.</td>
<td>Lillian</td>
<td>Hames</td>
<td>Project Director</td>
<td>3501 Civic Center Dr # 308</td>
<td>San Rafael</td>
<td>CA</td>
</tr>
<tr>
<td>North Marin Water District</td>
<td>Mr.</td>
<td>Chris</td>
<td>DeGabrielle</td>
<td>General Manager</td>
<td>3501 Civic Center Dr #308</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin Municipal Water District</td>
<td>Mr.</td>
<td>Larry</td>
<td>Russell</td>
<td>Board President</td>
<td>3501 Civic Center Dr. #308</td>
<td>San Rafael</td>
<td>CA</td>
</tr>
<tr>
<td>Community Development Agency</td>
<td>Mr.</td>
<td>Alex</td>
<td>Hinds</td>
<td>Director</td>
<td>3501 Civic Center Dr #308</td>
<td>San Rafael</td>
<td>CA</td>
</tr>
<tr>
<td>Marin County Community Development Agency - Planning</td>
<td>Ms.</td>
<td>Rachel</td>
<td>Warner</td>
<td>PC Secretary</td>
<td>3501 Civic Center Dr. #308</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Community Development Agency</td>
<td>Ms.</td>
<td>Tammy</td>
<td>Taylor</td>
<td>Environmental Coordinator</td>
<td>3501 Civic Center Dr. #308</td>
<td>San Rafael</td>
<td>CA</td>
</tr>
<tr>
<td>Community Development Agency</td>
<td>Mr.</td>
<td>Tom K.</td>
<td>Lai</td>
<td>Deputy Director</td>
<td>3501 Civic Center Dr. #308</td>
<td>San Rafael</td>
<td>CA</td>
</tr>
<tr>
<td>Marin County Board of Supervisors</td>
<td>Mr.</td>
<td>Charles</td>
<td>McGlashan</td>
<td>Supervisor</td>
<td>3501 Civic Center Dr. #308</td>
<td>San Rafael</td>
<td>CA</td>
</tr>
<tr>
<td>Marin County Board of Supervisors</td>
<td>Mr.</td>
<td>Harold C.</td>
<td>Brown, Jr.</td>
<td>Supervisor</td>
<td>3501 Civic Center Dr. #308</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin County Board of Supervisors</td>
<td>Ms.</td>
<td>Judy</td>
<td>Arnold</td>
<td>Supervisor</td>
<td>3501 Civic Center Dr. #308</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin County Board of Supervisors</td>
<td>Mr.</td>
<td>Steve</td>
<td>Kinsey</td>
<td>Supervisor</td>
<td>3501 Civic Center Dr. #308</td>
<td>San Rafael</td>
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<tr>
<td>Marin County Board of Supervisors</td>
<td>Ms.</td>
<td>Susan</td>
<td>Adams</td>
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<tr>
<td>Marin County Transit District</td>
<td>Ms.</td>
<td>Amy</td>
<td>Van Doren</td>
<td>Transit Planning Manager</td>
<td>3501 Civic Center Dr. Rm. 315</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin County Emergency Services</td>
<td>Chris</td>
<td>Godsey</td>
<td></td>
<td>Emergency Services Manager</td>
<td>3501 Civic Center Dr. #145</td>
<td>San Rafael</td>
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<tr>
<td>Marin County Farm Advisor</td>
<td>Ellie</td>
<td>Rilla</td>
<td></td>
<td>Director</td>
<td>3501 Civic Center Dr.</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin County Farm Bureau</td>
<td>Mr.</td>
<td>Jerry</td>
<td>Corda</td>
<td></td>
<td></td>
<td>5497 Redwood Highway So.</td>
<td>Petaluma</td>
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<tr>
<td>Marin County Department of Public Works, Land Use &amp; Water Resources</td>
<td>Mr.</td>
<td>Eric</td>
<td>Steger</td>
<td></td>
<td></td>
<td>3501 Civic Center Dr. Room #304</td>
<td>San Rafael</td>
</tr>
<tr>
<td>Marin County Department of Public Works</td>
<td>Mr.</td>
<td>Ken</td>
<td>Robbins</td>
<td>Airport Manager</td>
<td>451 A Airport Road</td>
<td>Novato</td>
<td>CA</td>
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<tr>
<td>Marin County Airport - Gnoess Field</td>
<td>Mr.</td>
<td>Farhad</td>
<td>Mansourian</td>
<td>Director</td>
<td>3501 Civic Center Dr. Room #304</td>
<td>San Rafael</td>
<td>CA</td>
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<td>Marin County Department of Public Works, Traffic Division District 5</td>
<td>Ms.</td>
<td>Judy</td>
<td>Arnold</td>
<td>Supervisor</td>
<td>3501 Civic Center Dr. Rm. 304</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin County Fire Department</td>
<td>Mr.</td>
<td>Ken</td>
<td>Massucco</td>
<td>Fire Chief</td>
<td>PO Box 518</td>
<td>Woodacre</td>
<td>CA</td>
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<tr>
<td>Marin County Department of Public Works, Stormwater Pollution Prevention</td>
<td>Ms.</td>
<td>Liz</td>
<td>Lewis</td>
<td></td>
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<tr>
<td>Marin County Administrator</td>
<td>Mr.</td>
<td>Matthew</td>
<td>Hymel</td>
<td>County Administrator</td>
<td>3501 Civic Center Drive</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin County Dept of Solid/Hazardous Waste</td>
<td>Mr.</td>
<td>Michael</td>
<td>Frost</td>
<td></td>
<td>65 Michell Blvd.</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin County Counsel</td>
<td>Mr.</td>
<td>Patrick</td>
<td>Faulkner</td>
<td>County Counsel</td>
<td>3501 Civic Center Drive, Rm. 275</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Local Agency Formation Commission</td>
<td>Mr.</td>
<td>Peter</td>
<td>Banning</td>
<td>Executive Officer</td>
<td>Civic Center</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin County Environmental Health Services (EHS)</td>
<td>Mr.</td>
<td>Phil</td>
<td>Smith</td>
<td></td>
<td>165 North Redwood Drive, Suite 160</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin County Department of Parks and Open Space</td>
<td>Ms.</td>
<td>Sharon</td>
<td>McNamee</td>
<td>Director and General Manager</td>
<td>3501 Civic Center Drive Room #415</td>
<td>San Rafael</td>
<td>CA</td>
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<tr>
<td>Marin Agricultural Commission</td>
<td>Stacy K.</td>
<td>Carlsen</td>
<td></td>
<td>Agriculture Commissioner</td>
<td>1682 Novato Blvd., Ste. 150-A</td>
<td>Novato</td>
<td>CA</td>
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</table>
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.gnossfielddeis-eir.com

The EIR will focus on the following topical issues:

<table>
<thead>
<tr>
<th>1) Noise Impacts</th>
<th>7) Ecological Resources</th>
<th>13) Transportation and Circulation</th>
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<td>2) Compatible Land Use</td>
<td>8) Hydrology</td>
<td>14) Aesthetic and Visual Resources</td>
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<td>3) Compliance with Adopted Plans</td>
<td>9) Floodplains</td>
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<td>4) Air Quality</td>
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<td>16) Utilities and Service Systems</td>
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<td>5) Water Quality</td>
<td>11) Historic Resources</td>
<td>17) Socioeconomics</td>
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<td>6) Wetlands</td>
<td>12) Hazardous Wastes</td>
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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:  
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.

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.gnossfieldis-eir.com
Affidavit of Publication
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 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 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 and 24 in the year 2008.

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

Signature
Donna Lazarus

ted this............................day of.............................2008

23 JUNE

PROOF OF PUBLICATION

The Federal Aviation Administration and County of Marin will be preparing an Environmental Impact Statement/Environmental Impact Report for Marin County Airport - Gooss Field, Novato, CA. Pursuant to federal, state and local guidelines, the FAA will be the lead agency for the National Environmental Policy Act (NEPA) compliance and US, 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 EIR is required for the proposed project. Therefore, pursuant to CEQA guidelines Section 15061(a), an initial Study has not been prepared.

This notice announces that the FAA, in cooperation with the County of Marin, (County) is preparing a Draft EIR to evaluate the following development alternatives and the No Action/No Alternative in the EIR as described below:

The comprehensive range of alternatives will be subject to a qualitative evaluation technique that will serve to identify a short list of alternatives to be considered for more detailed analysis. Those evaluations will focus on the ability of the alternatives to satisfy the 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 south from 3,300 linear feet to 4,400 linear feet with a 240-foot bay by 120-foot wide Overseas Runway Safety Area (ORSA) beyond each end of the runway. This length would maintain the airport's ability to accommodate current and projected airport operations. To complement the runway extension, the corresponding taxiway for Runway 13/31 would be extended from 2,350 linear feet to 4,420 linear feet. There would be associated new construction and realignment of drainage in order to protect the runway extension against flooding. This GPS instrumentation 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 bay by 120-foot wide Overseas Runway Safety Area (ORSA) beyond each end of the runway. This length would maintain the airport's ability to accommodate current and projected airport operations. To complement the runway extension, the corresponding taxiway for Runway 13/31 would be extended from 2,350 linear feet to 4,420 linear feet. There would be associated new construction and realignment of drainage in order to protect the runway extension against flooding. This GPS instrumentation 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 bay by 120-foot wide Overseas Runway Safety Area (ORSA) beyond each end of the runway. This length would maintain the airport's ability to accommodate current and projected airport operations. To complement the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north and the south to bring the taxiway length from 3,300 linear feet to 4,400 linear feet. There would be associated new construction and realignment of drainage in order to protect the runway extension against flooding. This GPS instrumentation 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 or expansion or relocations would be constructed.

Alternative Five: Operational procedure modifications

Operational changes may include, but are not limited to, air- ramping demand to other western airports among the region. Physical changes would be made to the existing airport under this alternative.

Alternative Six: Development of alternative airports (off-site alternative)

Other regional airports will be evaluated to determine if it's 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 airport demand such as teleconferencing and video conferencing. No physical changes would be made to the existing airport under the Federal Aviation Administration at the address below sometime between June 2008 and August 15, 2008. Comments must be postmarked August 15, 2008. Comments by FAA will not be accepted. Please direct questions about the ESIR to Barry Lebar, 1000 Boulevard, Suite 100, Novato, CA 94947.
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

________________________
CHRIS 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 NEPA/EIS/EIR is required for the proposed project. Therefore, pursuant to CEQA guidelines Section 15062(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 project's purpose and need.

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

Runway 13/31 would be extended 1,150 feet to the north from 3,300 linear feet to 4,450 linear feet with a 240-foot long by 120-foot wide Overrun/Ramp Safety Area (OSA) beyond each end of the runway. This length would maintain the airport's ability to accommodate current and projected airport operations. To complement the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north from 3,300 linear feet to 4,450 linear feet. It would be associated with construction and realignment of drainage systems and associated levee construction and realignment 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 1,150 feet to the south from 3,300 linear feet to 4,450 linear feet with a 240-foot long by 120-foot wide Overrun/Ramp Safety Area (OSA) beyond each end of the runway. This length would maintain the airport's ability to accommodate current and projected airport operations. To complement the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the south from 3,300 linear feet to 4,450 linear feet. It would be associated with construction and realignment of drainage systems and associated levee construction and realignment 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 4,450 linear feet with a 240-foot long by 120-foot wide Overrun/Ramp Safety Area (OSA) beyond each end of the runway. This length would maintain the airport's ability to accommodate current and projected airport operations. To complement the runway extension, the corresponding taxiway for Runway 13/31 would be extended to the north and to the south to bring the taxiway length from 3,300 linear feet to 4,450 linear feet. It would be associated with construction and realignment of drainage systems and associated levee construction and realignment 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.

Alternative Five - Operational procedure modifications

Operational changes may include, but are not limited to, altering taxi routes to and from 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 regional issues:

1) Noise Impacts
2) Compatibility Land Use
3) Implementing Adapted Plans
4) Air Quality
5) Water Quality
6) Wettlands
7) Ecological Resources
8) Hydrology
9) Passenger
10) Graphical
11) History Resources
12) Hazardous Waste
13) Transportation and Circulation
14) Aesthetic and Visual Resources
15) Public Services
16) Utilities and Service Systems
17) Socioeconomics

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 Draft Report is on file with the office of the Marin Department of Public Works, 5501 Civic Center Drive, Room 401, San Rafael, CA, 94903, and is available for public review between the hours of 8:00am to 5:00pm, Monday through Friday. A copy of the report summary may be obtained by calling (415) 499-2877.

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 FAA will not be accepted. Please direct questions about the EIS/EIR to, Barry Rosenthal, Environmental Protection Specialist at the Federal Aviation Administration.

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

A public scoping meeting will be held for the EIS/EIR. The meeting will be held at the Marin Heritage Society Auditorium, 171 5th Street, San Rafael, CA on July 11, 2008 from 6:30 PM to 8:30 PM.

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

Published: June 30, 2008

#11449
STATE OF CALIFORNIA
County of Marin

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 set 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.

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

PROOF OF PUBLICATION

LANDRUM & BROWN
PUBLIC NOTICE

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

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 set 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.

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

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 #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.

\[\underline{\text{Christine A. Harris}}\]

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

\[\text{(See attached)}\]
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 Project, 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) and EIS, and the County will be the state lead agency for California Environmental Quality Act (CEQA) and 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 15064(d), 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-valuation 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 Owens/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 complement 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 Owens/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 complement 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.

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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 or 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) Community Impact
3) Compliance with Adopted Plans
4) Air Quality
5) Water Quality
6) Wetlands
7) Ecological Resources
8) Histori2
9) Geophysical
10) Historic Resources
11) Hazardous Wastes
12) Transportation and Circulation
13) Aesthetic and Visual Resources
14) Public Services
15) Utilities and Service Systems
16) 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 areas 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, 2501 Civic Center Drive, Room 404, San Rafael, CA, 94903, and is available for public review between the hours of 9:00 am to 11:00 am and 1:00 pm to 4:00 pm, Monday through Friday. A copy of the report summary may be obtained by calling (415) 495-7877.

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 FAC 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
2501 Milson Road, Room 210
San Francisco, 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 Del Mar Mays 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.gnossfield-eis.com

11987 Published July 16, 2008
Agency Scoping Letter
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
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
Environmental Protection Specialist
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<td>Federal Aviation Administration</td>
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<td>U.S. Army Corps of Engineers</td>
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<td>Craig W.</td>
<td>Kiley</td>
<td>Commander and District Engineer U. S. Army</td>
<td>1455 Market Street, FL 17</td>
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<td>Advisory Council on Historic Preservation</td>
<td>Mr. Don</td>
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<td>Old Post Office Building</td>
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<td>National Marine Fisheries Service</td>
<td>Mr. Gary</td>
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<td>National Park Service</td>
<td>Mr. John</td>
<td>Reynolds</td>
<td>Regional</td>
<td>Regional Director</td>
<td>1111 Jackson Street, Suite 700</td>
<td>Oakland</td>
<td>CA</td>
<td>94607</td>
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<td>Pacific West Region</td>
<td>Mr. John</td>
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<td>Regional Director</td>
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<td>U.S. Fish and Wildlife Service</td>
<td>Mr. Mark</td>
<td>Littlefield</td>
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<td>California-Nevada Region 8</td>
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<td>U.S. Environmental Protection Agency</td>
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<td>U.S. Department of Housing and Urban</td>
<td>Mr. Richard</td>
<td>Rainy</td>
<td>Regional</td>
<td>Regional Director</td>
<td>600 Harrison St, 3rd Floor</td>
<td>San Francisco</td>
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<td>Development</td>
<td>Mr. Richard</td>
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<td>Regional</td>
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<td>600 Harrison St, 3rd Floor</td>
<td>San Francisco</td>
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<td>San Francisco Airports District Office</td>
<td>Ms. Robin</td>
<td>Hunt</td>
<td>Manager</td>
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<td>National Oceanic and Atmospheric Administration (NOAA)</td>
<td>Dr. Rodney</td>
<td>F.</td>
<td>Walcher</td>
<td>NEPA Coordinator</td>
<td>SSMC3, Rm. 15723 (PPI)</td>
<td>Silver Spring</td>
<td>MD</td>
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<td>U.S. Fish and Wildlife Service</td>
<td>Mr. Ryan</td>
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<td>Sacramento</td>
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<td>U.S. Environmental Protection Agency</td>
<td>Mr. Tom</td>
<td>Tienys</td>
<td>NEPA Reviewer</td>
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<td>75 Hawthorne St.</td>
<td>San Francisco</td>
<td>CA</td>
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<td>Region 9</td>
<td>Mr. Wayne</td>
<td>Nastys</td>
<td>Regional Administrator</td>
<td>75 Hawthorne St.</td>
<td>San Francisco</td>
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<td>94105</td>
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<td>U.S. Department of the Interior (DOI) Office of Environmental Policy and Compliance</td>
<td>Dr. Willie</td>
<td>R.</td>
<td>Taylor</td>
<td>Director</td>
<td>Main Interior Building (MS-2342)</td>
<td>Washington DC</td>
<td>20240</td>
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<td>U.S. Forest Service</td>
<td>Mr. Steve</td>
<td>Thompson</td>
<td>Regional</td>
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<td>Pacific Southwest Region</td>
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<td>Regional Director</td>
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<td>Bureau of Indian Affairs Pacific Regional</td>
<td>Ms. Lynn</td>
<td>Woolsey</td>
<td>Congressional Representative, Dist #6</td>
<td>1050 Northgate Drive, Suite 354</td>
<td>San Rafael</td>
<td>CA</td>
<td>94903</td>
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<td>Office</td>
<td>Ms. Lynn</td>
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<td>Congressional Representative, Dist #6</td>
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<td>The Federated Indians of Graton Rancheria</td>
<td>Mr. Nick</td>
<td>Tigon</td>
<td>Sacred Sites Protection Committee</td>
<td>6400 Redwood Drive, Sta. 300</td>
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Page 2
### 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 Mendig, State Senator, District 3
- 350 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
- 350 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. Kreen, City Manager
- 75 Rowland Way, Ste. 200
- Novato, CA 94945

### Metropolitan Transportation Commission
- Mr. Doug Kinskey
- 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 Ekland, 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
- 75 Rowland Way #200
- 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 94903

### North Marin Water District
- Mr. Chris Godley, Emergency Services Manager
- 350 Civic Center Drive #145
- San Rafael, CA 94903

### Marin County Farm Bureau
- Mr. Jerry Corden
- 595 Redwood Highway So.
- Petaluma, CA 94952

### Marin County Department of Public Works
- Mr. Ken Mazzucco, Fire Chief
- PO Box 518
- Woodacre, CA 94973

### Marin County Administrator
- Ms. Liz Lewis
- 350 Civic Center Drive
- San Rafael, CA 94903

### Marin County Department of Solid Hazardous Waste
- Mr. Michael Frost
- 65 Michell Blvd.
- San Rafael, CA 94973

### Marin County Counsel
- Mr. Patrick Faulkner, County Counsel
- 350 Civic Center Drive, Room 275
- San Rafael, CA 94903

### Local Agency Formation Commission
- Mr. Peter Banning, Executive Officer
- 165 North Redwood Drive, Suite 160
- San Rafael, CA 94903

### Marin County Environmental Health Services (EHS)
- Ms. Phil Smith
- 350 Civic Center Drive, Room #145
- San Rafael, CA 94903

### Marin County Department of Parks and Open Space
- Ms. Sharon McNamee, Director and General Manager
- 1682 Novato Blvd., Ste. 150-A
- Novato, CA 94947-7021

### Marin County Department of Parks and Open Space
- Ms. Stacy K. Carlsen, Agriculture Commissioner
- 1682 Novato Blvd., Ste. 150-A
- Novato, CA 94947-7021
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.

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
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-air.com

Sincerely,

Barry Franklin
Environmental Protection Specialist
<table>
<thead>
<tr>
<th>Org 1</th>
<th>Salutation</th>
<th>First Name</th>
<th>Last Name</th>
<th>Title</th>
<th>Address 1</th>
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<tbody>
<tr>
<td>Marin County Board of Supervisors</td>
<td>Mr. Steve</td>
<td>Kinsey</td>
<td>Supervisor</td>
<td>3501 Civic Center Drive, #329</td>
<td>San Rafael</td>
<td>94903</td>
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<tr>
<td>Marin County Board of Supervisors</td>
<td>Ms. Susan</td>
<td>Adams</td>
<td>Supervisor</td>
<td>3501 Civic Center Drive, #329</td>
<td>San Rafael</td>
<td>94903</td>
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<tr>
<td>Marin County Office of Education</td>
<td>Ms. Mary J.</td>
<td>Burke</td>
<td>Superintendent</td>
<td>1111 Las Gallinas Ave</td>
<td>San Rafael</td>
<td>94903</td>
<td></td>
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<tr>
<td>Sonoma County Administrator</td>
<td>Mr. Bob</td>
<td>Deis</td>
<td>County Administrator</td>
<td>575 Administration Dr. Rm 104A</td>
<td>Santa Rosa</td>
<td>95403</td>
<td></td>
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<tr>
<td>Sonoma County Permit and Resource Management Department</td>
<td>Mr. Pete</td>
<td>Parkinson</td>
<td>Permit and Resource Management Director, Department Head</td>
<td>2550 Ventura Avenue</td>
<td>Santa Rosa</td>
<td>95403</td>
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</tr>
</tbody>
</table>
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
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.gnossfieldseis-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
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
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
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:** Propos ed 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
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
6:30 – 8:30 PM
Marin Humane Society Auditorium
171 Bel Marin Keys Blvd.
Novato, California
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
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<tr>
<td>1</td>
<td>Federal Aviation Administration</td>
<td>Mr.</td>
<td>Barry</td>
<td>Franklin</td>
<td>Env Plan Spclst</td>
<td>831 Mitten Road, Room 210</td>
<td>Burlingame</td>
<td>CA</td>
<td>94010</td>
</tr>
<tr>
<td>2</td>
<td>U.S. Army Corps of Engineers</td>
<td>Lt. Col.</td>
<td>Craig W.</td>
<td>Kiley</td>
<td>Commander and District Engineer</td>
<td>1455 Market Street, FL 17</td>
<td>San Francisco</td>
<td>CA</td>
<td>94103-1398</td>
</tr>
<tr>
<td>3</td>
<td>Advisory Council on Historic Preservation</td>
<td>Mr.</td>
<td>Don</td>
<td>Klima</td>
<td></td>
<td>Old Post Office Building</td>
<td>Washington</td>
<td>DC</td>
<td>20004</td>
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<td>4</td>
<td>National Marine Fisheries Service</td>
<td>Mr.</td>
<td>Gary</td>
<td>Stern</td>
<td></td>
<td>501 West Ocean Blvd.</td>
<td>Long Beach</td>
<td>CA</td>
<td>90802-4213</td>
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<td>National Park Service</td>
<td>Mr.</td>
<td>John</td>
<td>Reynolds</td>
<td>Regional Director</td>
<td>1111 Jackson Street, Suite 700</td>
<td>Oakland</td>
<td>CA</td>
<td>94607</td>
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<tr>
<td>6</td>
<td>U.S. Fish and Wildlife Service</td>
<td>Mr.</td>
<td>Mark</td>
<td>Littlefield</td>
<td></td>
<td>2800 Cottage Way</td>
<td>Sacramento</td>
<td>CA</td>
<td>95825</td>
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<tr>
<td>7</td>
<td>U.S. Environmental Protection Agency</td>
<td>Ms.</td>
<td>Pearl</td>
<td>Young</td>
<td></td>
<td>Areal Hayes Building South Oval Lobby Mail Code 2252-A, Rm. 7241</td>
<td>Washington</td>
<td>DC</td>
<td>20004</td>
</tr>
<tr>
<td>8</td>
<td>U.S. Department of Housing and Urban Development</td>
<td>Mr.</td>
<td>Richard K.</td>
<td>Rainy</td>
<td>Regional Director</td>
<td>600 Harrison St, 3rd Floor</td>
<td>San Francisco</td>
<td>CA</td>
<td>94107-1300</td>
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<td>9</td>
<td>Federal Aviation Administration</td>
<td>Ms.</td>
<td>Robin</td>
<td>McNinis</td>
<td>Regional Administrator</td>
<td>831 Mitten Road, Room 210</td>
<td>Burlingame</td>
<td>CA</td>
<td>94010</td>
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<td>National Marine Fisheries Service</td>
<td>Mr.</td>
<td>Rodney</td>
<td>Mcninis</td>
<td>Regional Administrator</td>
<td>501 West Ocean Blvd.</td>
<td>Long Beach</td>
<td>CA</td>
<td>90802-4213</td>
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<tr>
<td>11</td>
<td>National Oceanic and Atmospheric Administration (NOAA)</td>
<td>Dr.</td>
<td>Rodney F.</td>
<td>Welher</td>
<td>NEPA Coordinator</td>
<td>SSMC3, Rm. 15723 (PPI)</td>
<td>Silver Spring</td>
<td>MD</td>
<td>20910</td>
</tr>
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<td>U.S. Fish and Wildlife Service</td>
<td>Mr.</td>
<td>Ryan</td>
<td>Othal</td>
<td></td>
<td>2800 Cottage Way</td>
<td>Sacramento</td>
<td>CA</td>
<td>95825</td>
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<td>U.S. Fish and Wildlife Service</td>
<td>Mr.</td>
<td>Steve</td>
<td>Thompson</td>
<td>Regional Director</td>
<td>2800 Cottage Way</td>
<td>Sacramento</td>
<td>CA</td>
<td>95825</td>
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<td>14</td>
<td>U.S. Environmental Protection Agency Region 9</td>
<td>Mr.</td>
<td>Tom</td>
<td>Nastri</td>
<td>NEPA Reviewer</td>
<td>75 Hawthorne St.</td>
<td>San Francisco</td>
<td>CA</td>
<td>94105</td>
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<td>U.S. Environmental Protection Agency Region 9 Federal Activities Office</td>
<td>Mr.</td>
<td>Wayne</td>
<td>Nastri</td>
<td>Regional Administrator</td>
<td>75 Hawthorne St.</td>
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<td>U.S. Department of the Interior (DOI) Office of Environmental Policy and Compliance</td>
<td>Dr.</td>
<td>Willie R.</td>
<td>Taylor</td>
<td>Director</td>
<td>Main Interior Building (MS-2342)</td>
<td>Washington</td>
<td>DC</td>
<td>20240</td>
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<td>U.S. Forest Service</td>
<td>Mr.</td>
<td>Lynn</td>
<td>Woolsey</td>
<td>Congressional Representative, Dist #6</td>
<td>1050 Northgate Drive, Suite 354</td>
<td>Santa Fe</td>
<td>CA</td>
<td>94903</td>
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<tr>
<td>18</td>
<td>Bureau of Indian Affairs</td>
<td>Ms.</td>
<td>Linda</td>
<td>Wooten</td>
<td></td>
<td>1323 Club Drive</td>
<td>Vallejo</td>
<td>CA</td>
<td>94592</td>
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<td>Bureau of Land Management</td>
<td>Ms.</td>
<td>Linda</td>
<td>Wooten</td>
<td></td>
<td>2800 Cottage Way</td>
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<tr>
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<td>U.S. Congress</td>
<td>Ms.</td>
<td>Lynn</td>
<td>Woolsey</td>
<td></td>
<td>1050 Northgate Drive, Suite 354</td>
<td>Sacramento</td>
<td>CA</td>
<td>95825-1886</td>
</tr>
<tr>
<td>21</td>
<td>The Federated Indians of Gaston Rancheria Coast Miwok Southern Pomo</td>
<td>Mr.</td>
<td>Nick</td>
<td>Tipon</td>
<td>Sacred Sites Protection Committee</td>
<td>6400 Redwood Drive, Ste. 300</td>
<td>Rohnert Park</td>
<td>CA</td>
<td>94928</td>
</tr>
<tr>
<td>22</td>
<td>Pomo</td>
<td>Mr.</td>
<td>Nick</td>
<td>Tipon</td>
<td></td>
<td>6215 Eastside Road</td>
<td>Forestville</td>
<td>CA</td>
<td>95436</td>
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<tr>
<td>23</td>
<td>Pomo</td>
<td>Mr.</td>
<td>Benjamin</td>
<td>Carter</td>
<td>President</td>
<td>P.O. Box 94236</td>
<td>Sacramento</td>
<td>CA</td>
<td>94236</td>
</tr>
<tr>
<td>24</td>
<td>California Central Valley Flood Protection Board</td>
<td>Mr.</td>
<td>Benjamin</td>
<td>Carter</td>
<td>President</td>
<td>P.O. Box 94236</td>
<td>Sacramento</td>
<td>CA</td>
<td>94566</td>
</tr>
<tr>
<td>25</td>
<td>California Central Valley Flood Protection Board</td>
<td>Mr.</td>
<td>Bijan</td>
<td>Sartipi</td>
<td>Director</td>
<td>P.O. Box 23680</td>
<td>Oakland</td>
<td>CA</td>
<td>94623-0660</td>
</tr>
<tr>
<td>26</td>
<td>California Department of Fish and Game Region 3</td>
<td>Mr.</td>
<td>Chuck</td>
<td>Armor</td>
<td>Regional Manager</td>
<td>7329 Silverado Trail</td>
<td>Napa</td>
<td>CA</td>
<td>94558</td>
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<td>27</td>
<td>California Department of Fish and Game Region 3</td>
<td>Mr.</td>
<td>Chuck</td>
<td>Armor</td>
<td></td>
<td>7329 Silverado Trail</td>
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<td>94558</td>
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<td>California Department of Fish and Game Region 3</td>
<td>Mr.</td>
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<td>Health and Human Services Agency</td>
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<td>California Native American Heritage Commission</td>
<td>Mr.</td>
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<td>Mr.</td>
<td>Lester</td>
<td>Snow</td>
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<td>1416 9th Street Room 1115-1 P.O. Box 942836</td>
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<td>Reid Brown</td>
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## Agency Scoping Packet Distribution List  8-4-08

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<td>Frost</td>
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<td>Kim</td>
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<td>Charles</td>
<td>McGlashan</td>
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<td>Harold C.</td>
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<td>Susan</td>
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<td>Marin County Office of Education</td>
<td>Ms.</td>
<td>Mary Jane</td>
<td>Burke</td>
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<td>1111 Las Gallinas Ave</td>
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<td>Mr.</td>
<td>Bob</td>
<td>Deis</td>
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<td>575 Administration Dr, Rm 104A</td>
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<td>Sonoma County Permit and Resource Management Department</td>
<td>Mr.</td>
<td>Pete</td>
<td>Parkinson</td>
<td>Permit and Resource Management Director, Department Head</td>
<td>2550 Ventura Avenue</td>
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Agency Scoping Meeting
August 14, 2008

Meeting Registration
Handouts
Presentation
Meeting Notes
Comments/Responses
## Sign-in Sheet

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<tr>
<td>Mr.</td>
<td>Roger Roberts</td>
<td>223 So. Heights Blvd. San Rafael, CA, 94901 (representing Marin Conservation League)</td>
<td><a href="mailto:ren.der@comcast.net">ren.der@comcast.net</a></td>
<td>yes ✅</td>
</tr>
<tr>
<td>Mrs.</td>
<td>Ken Roberts</td>
<td>451-A Airport Rd Novato, CA 94945</td>
<td><a href="mailto:krobbins@co.marin.ca.us">krobbins@co.marin.ca.us</a></td>
<td>community included</td>
</tr>
<tr>
<td>Ms.</td>
<td>John Roberts</td>
<td>County of Marin</td>
<td><a href="mailto:jarplano@boglobal.net">jarplano@boglobal.net</a></td>
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<tr>
<td>Dr.</td>
<td>Mark Janofsky</td>
<td>11</td>
<td>mjaneoftxaco.marin.ca.us</td>
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<tr>
<td>Other:</td>
<td>Bill Tyler</td>
<td>North SF Dist.</td>
<td><a href="mailto:btyler@mnsatofinc.com">btyler@mnsatofinc.com</a></td>
<td>✓</td>
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<tr>
<td>Mr.</td>
<td>Craige Tackabery</td>
<td>County of Marin</td>
<td><a href="mailto:ctackabery@co.marin.ca.us">ctackabery@co.marin.ca.us</a></td>
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<tr>
<td>Mrs.</td>
<td>Rebecca Ng</td>
<td>Marin County EHS</td>
<td><a href="mailto:rng@co.marin.ca.us">rng@co.marin.ca.us</a></td>
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## SCOPING MEETING

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

### Sign-in Sheet

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<td>Mr.</td>
<td>Rachel Warner</td>
<td>County</td>
<td><a href="mailto:rwarner@co.marin.ca.us">rwarner@co.marin.ca.us</a></td>
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<td>Mr.</td>
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<td>Mr.</td>
<td>Eric Steger</td>
<td>Marin Co. DPW</td>
<td><a href="mailto:esteger@co.marin.ca.us">esteger@co.marin.ca.us</a></td>
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**SCOPING MEETING**  
**ENVIRONMENTAL IMPACT STATEMENT** and concurrent **ENVIRONMENTAL IMPACT REPORT**  
**PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT-GNOSSE FIELD**  
August 14, 2008

### Sign-in Sheet

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<td>CITY OF NOVATO</td>
<td>hgrant.ci.nvto.ca.us</td>
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<td>MARK JANOFSKY</td>
<td>MARIN COUNTY ENV HTH SVC</td>
<td>mjarofskey.co.marin.ca.us</td>
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<td>Mr.</td>
<td>NONA DENNIS</td>
<td>MILL VALLEY (Marin Conservation League)</td>
<td><a href="mailto:nbdennis@sbcglobal.net">nbdennis@sbcglobal.net</a></td>
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<td>TAMMY TAYLOR</td>
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<td>REBECCA NG</td>
<td>MARIN COUNTY ENV HEALTH SERVICES</td>
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<td>Barbara Salzmann</td>
<td>Marin Audubon Soc</td>
<td><a href="mailto:bosalzman@all.net">bosalzman@all.net</a></td>
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<tr>
<td>Ms.</td>
<td>Barry Franklin</td>
<td>851 Mitten Rd, Ste. 201</td>
<td><a href="mailto:bfranklin@faa.gov">bfranklin@faa.gov</a></td>
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<td>Burlingame, CA 94</td>
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<tr>
<td>Mr.</td>
<td>Rachel Warner</td>
<td>County Civic Center</td>
<td><a href="mailto:rwarner@co.marin.ca">rwarner@co.marin.ca</a></td>
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<td>Ms.</td>
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<tr>
<td>Dr.</td>
<td>John Roberto</td>
<td>County of Marin</td>
<td><a href="mailto:jraplan@sbcglobal.net">jraplan@sbcglobal.net</a></td>
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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.
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.
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.
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
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
Accomplish the following goals
- Introduce the project
- Introduce the scope of the proposed action (project) and the environmental processes
- Identify issues
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

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
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
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
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/CAQS
- Others
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
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
Agency Scoping Meeting

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

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
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

- One runway (Runway 13/31) that is 3,300 feet long
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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
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- 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
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
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

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NEPA/CEQA Requirement to Study Alternatives:

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  - 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
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 turbocharged 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

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