

APPENDIX B PUBLIC INVOLVEMENT

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

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**Public Scoping Meetings
August 14, 2008**

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

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PUBLIC SCOPING MEETING

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

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

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

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

www.grossfieldeis-eir.com





ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE

TRANSMITTAL

March 11, 2008

TO: Sara Hassert

WITH: Landrum & Brown

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

SUBJECT: Gross Field Airport Runway Extension EIS/EIR

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

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

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

LANDRUM & BROWN

PUBLIC SCOPING MEETING

STATE OF CALIFORNIA
County of Marin

SS

Proof of Publication of

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

AUGUST 3

all in the year 2008.

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


Donna Lazarus

Signature

3

AUGUST

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

PUBLIC SCOPING MEETING

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Of Proposed Extension of Runway 13/31
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PROOF OF PUBLICATION

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

Affidavit of Publication

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

Re: Legal notice #11612

State of CA }
County of Marin } SS:

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

Christine A. Harris

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

LEGAL NOTICE

PUBLIC SCOPING MEETING

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

THURSDAY, AUGUST 14, 2008
6:30 - 8:30 PM
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Novato, CA

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Scoping comments accepted until 8:30 PM

www.gnessfeldeis-eir.com

11612 Published Aug. 6, 2008

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

Affidavit of Publication

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

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11612

Published Aug. 6, 2008

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

LANDRUM & BROWN

PUBLIC SCOPING MEETING

STATE OF CALIFORNIA
County of Marin

SS

Proof of Publication of

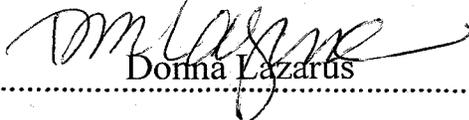
I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily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

AUGUST 3

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


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Donna Lazarus

Signature

3

AUGUST

dated this.....day of.....2008

PUBLIC SCOPING MEETING

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

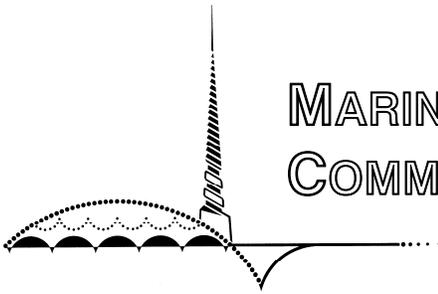
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MARIN COUNTY COMMUNITY DEVELOPMENT AGENCY

ALEX HINDS, DIRECTOR

August 4, 2008

Dear Interested Community Member:

RE: Proposed Extension to Runway 13/31 at Marin County Airport – Gness 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 – Gness Field. The scoping session will be held Thursday, August 14, 2008, from 6:30 – 8:30 P.M. at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd., Novato, CA.

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

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

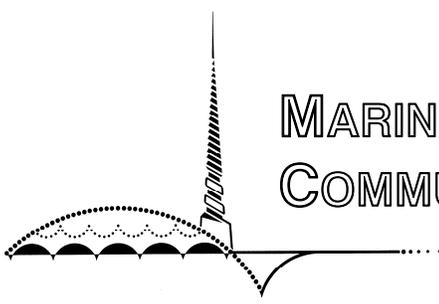
Barry Franklin, Environmental Protection Specialist
Federal Aviation Administration, San Francisco Airports District Office
831 Mitten Road, Room 210, Burlingame, CA 94010-1303

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



MARIN COUNTY COMMUNITY DEVELOPMENT AGENCY

ALEX HINDS, DIRECTOR

NOTICE OF PUBLIC SCOPING MEETING

Environmental Impact Statement (EIS)
and concurrent

Environmental Impact Report (EIR)

Proposed Extension of Runway 13/31 at Marin County Airport – Gross Field

State Clearinghouse Number: 2008072037

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

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

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

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

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

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.

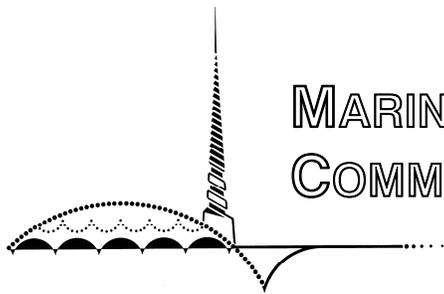
SEND COMMENTS TO: Mr. Barry Franklin
Federal Aviation Administration
San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, CA 94010-1303

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



MARIN COUNTY COMMUNITY DEVELOPMENT AGENCY

ALEX HINDS, DIRECTOR

MEMORANDUM

DATE: August 4, 2008

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

TO:

State Clearinghouse	U.S. Congress,	Office of Environmental
ABAG Clearinghouse	Congressional District 6	Health Hazard Assessment
U.S. Army Corps of	The Federated Indians of	California National Guard
Engineers San Francisco	Graton Rancheria	California Department of
District	Pomo Coast Miwok Wappo	Housing and Community
Advisory Council on Historic	Pomo Coast Miwok	Development
Preservation	California Department of	California Integrated Waste
National Marine Fisheries	Food and Agriculture	Management Board
Service	California Central Valley	California Water Resources
National Park Service Pacific	Flood Protection Board	Control Board
West Region	Caltrans District 4	Air Resources Board
U.S. Fish and Wildlife	Caltrans Division of	Governor's Office of
Service Region 8	Aeronautics	Homeland Security
U.S. Environmental	California Department of	California Energy
Protection Agency Region 9	Fish and Game Region 3	Commission
U.S. Environmental	Governor's Office of Planning	California Resources Agency
Protection Agency Office of	and Research	California State Office of
Federal Activities	California Department of	Historic Preservation
U.S. Department of Housing	Public Health/Drinking Water	California Environmental
and Urban Development	California Office of	Protection Agency
National Oceanic and	Emergency Services	California Public Utilities
Atmospheric Administration	Wildlife Conservation Board	Commission
(NOAA)	Health and Human Services	California State Lands
U.S. Department of the	Agency	Commission
Interior (DOI) Office of	California Native American	California Department of
Environmental Policy and	Heritage Commission	Parks and Recreation
Compliance	California Department of	California Department of
U.S. Forest Service	Water Resources	Forestry and Fire Protection
Bureau of Indian Affairs		Olompali State Historic Park
Bureau of Land Management		

Office of Agriculture and Environmental Stewardship	City of Larkspur	Marin County Community Development Agency
California State Water Resources Control Board	City of San Rafael	Marin County Board of Supervisors
California Department of General Services	Town of Tiburon	Marin County Transit District
California Department of Transportation	Town of Fairfax	Marin County Emergency Services
San Francisco Bay Conservation and Development Commission	Marin/Sonoma Mosquito Vector Control District	Marin County Farm Advisor
Bay Area Quality Management District Office (BAAQMD)	City of Novato	Marin County Department of Public Works
California Department of Conservation	Novato Fire Department	Marin County Department of Cultural and Visitor Services
Environmental Resources Conservation System	Novato Fire Protection District	Marin County Airport – Gness Field
San Francisco Bay Regional Water Quality Control Board Region 2	Novato Chamber of Commerce	Marin County Farm Bureau
California State Senate District 3	Novato Community Development	Marin County Fire Department
City of Sausalito	Novato Postmaster	Marin County Office of Education
City of Mill Valley	Novato Parks, Recreation, and Community Services	Marin County Administrator
Town of Corte Madera	Novato Public Works	Marin County Dept of Solid/Hazardous Waste
City of San Anselmo	Novato Unified School District	Marin County Counsel
Metropolitan Transportation Commission	Novato Sanitary District	Local Agency Formation Commission
San Rafael Chamber of Commerce	Bolinas Community Public Utility District	Marin County Environmental Health Services (EHS)
Town of Ross	Marin City Community Services District	Marin County Department of Parks and Open Space
Flood Control 7 Advisory Board	Bel Marin Keys Community Services District	Marin Agricultural Commission
City of Belvedere	Muir Beach Community Services District	North Coast Railroad Authority
City of Petaluma	Tam Community Services District	SMART District Office
	North Marin Water District	Interested Parties
	Marin Municipal Water District	

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 – Gness 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.gnessfieldeis-eir.com

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

DATE: August 4, 2008



PREPARED BY:

Tim Haddad

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

**FEDERAL AVIATION ADMINISTRATION
AND
COUNTY OF MARIN
PUBLIC SCOPING SESSION
ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT
ENVIRONMENTAL IMPACT REPORT FOR PROPOSED
EXTENSION
OF RUNWAY 13/31
AT MARIN COUNTY AIRPORT – GNOSS FIELD
STATE CLEARINGHOUSE NUMBER: 2008072037**

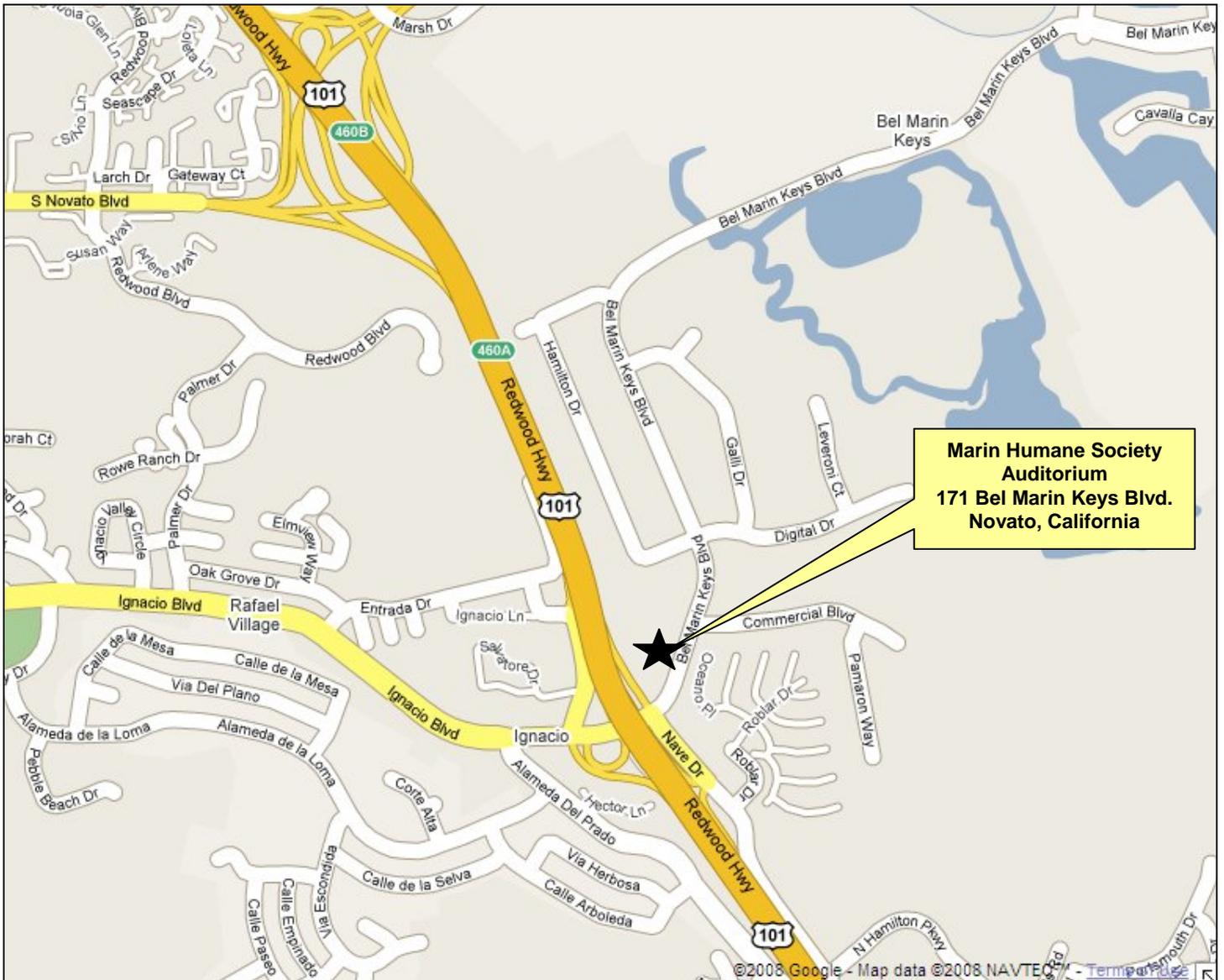
**August 14, 2008
6:30 – 8:30 PM
Marin Humane Society Auditorium
171 Bel Marin Keys Blvd.
Novato, California**

AGENDA

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

FEDERAL AVIATION ADMINISTRATION
AND
COUNTY OF MARIN
PUBLIC SCOPING SESSION
ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT
ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION
OF RUNWAY 13/31
AT MARIN COUNTY AIRPORT – GROSS FIELD
STATE CLEARINGHOUSE NUMBER 2008072037

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



**FEDERAL AVIATION ADMINISTRATION
AND
COUNTY OF MARIN
ENVIRONMENTAL IMPACT STATEMENT AND CONCURRENT
ENVIRONMENTAL IMPACT REPORT FOR PROPOSED EXTENSION
OF RUNWAY 13/31
AT MARIN COUNTY AIRPORT – GNOSS FIELD
STATE CLEARINGHOUSE NUMBER: 2008072037
August 14, 2008**

PUBLIC SCOPING SESSION PROCEDURAL INFORMATION

Purpose of the Scoping Session

The Federal Aviation Administration (FAA) and the County of Marin are holding this public scoping session to facilitate maximum public participation in the development of the Environmental Impact Statement (EIS) and concurrent Environmental Impact Report (EIR) for the proposed extension of Runway 13/31 at Marin County Airport – Gness 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.grossfieldeis-eir.com

Public Scoping Packet Distribution List 8-4-08

Org_1	Salutation	FirstName	LastName	Title	Address_1	City	State	Zip
ABAG Clearinghouse	Ms.	Rose	Jacobs Gibson	President Supervisor, County of San Mateo	P.O. Box 2050	Oakland	CA	94604
State Clearinghouse	Mr.	Terry	Roberts	State Clearinghouse Director	P.O. Box 3044	Sacramento	CA	95812-3044
Marin Audubon Society	Ms.	Barbara	Salzman	Governor's Office of Planning and Research	48 Ardmore Road	Larkspur	CA	94939
California Native Plant Society	Mr.	Bob	Soost	President/Nominating Committee	PO Box 589	Inverness	CA	94937
Marin Agricultural Land Trust	Mr.	Bob	Berner	Executive Director	P.O. Box 809	Point Reyes	CA	94956
Petaluma Riverkeeper	Mr.	David	Yearsley	Executive Director	521 Walnut St.	Petaluma	CA	94952
Save the Bay	Mr.	David	Lewis	Executive Director	350 Frank Ogawa Plaza, # 900	Oakland	CA	94612-016
Environmental Action Committee of West Marin	Mr.	Fred	Smith	Executive Director	P.O. Box 609	Pt. Reyes Station	CA	94956
Nature Conservancy	Ms.	Jennifer	Johnson	Executive Director	PO Box 860	San Anselmo	CA	94979
Marin Conservation League	Ms.	Nona	Dennis	President	1623A Fifth Avenue	San Rafael	CA	94901
SPAWN	Mr.	Retwen	Walder		Box 400	Forest Knolls	CA	94933
Friends of Novato Creek	Ms.	Sue	Lattanzio		PO Box 5312	Novato	CA	94948
SPAWN	Mr.	Todd	Steiner	Director	Box 400	Forest Knolls	CA	94933
Planning and Conservation League	Ms.	Traci	Sheehan	Executive Director	1107 9th Street, Ste. 360	Sacramento	CA	95814
Environmental Action Club				Newsletter Editor	885 College Ave.	Kentfield	CA	94904
Sierra Club - Marin Group	Mr.	Aaron	Lanstein	Chairperson	P.O. Box 3058	San Rafael	CA	94912
Environmental Education Council of Marin	Mr.	Brent	Newell		42 Bollinas Road, Suite G	Fairfax	CA	94930
No Wetlands Landfill Expansion	Mr.	Gerald	Moore	Chairman	515 Hayes Lane	Petaluma	CA	94954
Petaluma Wetlands Alliance	Mr.	Kohn	Schlag	President	P.O. Box 973	Petaluma	CA	94953
Sustainable Marin	Ms.	Kiki	LaPorta	President	852 Diablo Avenue, #106	Novato	CA	94947
Marin Conservation League	Mr.	Lawrence	Smith		1017 Bel Marin Keys Boulevard	Novato	CA	94945
The Water Quality Association	Mr.	Richard	Bailey		21 Terry Circle	Novato	CA	94947
Environmental Forum of Marin	Ms.	Vicki	Rupp	Executive Director	660 Plum Street	Novato	CA	94945
Environmental Health Network					P.O. Box 150459	San Rafael	CA	94915
Marin County Branch				Director	P.O. Box 1155	Larkspur	CA	94977
Bay Institute of San Francisco	Ms.	Angela	Moskow	Executive director	695 DeLong Avenue, Suite 100	Novato	CA	94945
The Bay Institute of San Francisco	Mr.	Marc	Holmes	Bay Restoration Program Director	695 DeLong Avenue, Suite 100	Novato	CA	94945
California Waterfowl Association	Mr.	Bob	Mc Landress	President	4630 Northgate Boulevard, Suite 150	Sacramento	CA	95834
Romberg Tiburon Center for Environmental Studies	Dr.	Toby	Garfield	Executive Director	3152 Paradise Drive	Tiburon	CA	94920
River Vista Homeowners Association	Mr.	Bruce	Worthington		6 River Vista Ct.	Novato	CA	94945
Partridge Knolls Homeowners Assoc	Ms.	Cynthia	Clinton		440 Woodhollow Drive	Novato	CA	94945
Bahia Homeowners Association	Ms. & Mrs.	Dennis & Nancy	Gates	Steward Properties Services, Inc	851 Atlington Blvd	El Cerrito	CA	94530
San Marin Improvement Association	Ms.	Helen	Loorya		720 South Point Blvd #210	Petaluma	CA	94945
Verissimo Valley Homeowner's Association	Mr.	Mike	Morris		936 B Seventh Street P.M.B.329	Novato	CA	94945
San Marin Valley Homeowners Assoc	Mr.	Norm	deBack		15 Saddle Ln	Novato	CA	94947
Atherton Community Association	Ms.	Vickie	Crutchfield		PO Box 6533	Santa Rosa	CA	95406
McClay Road Homeowner's Association			Miller		25 Archibald Lane	Novato	CA	94945
Wildhorse Valley Association., Inc.				Director	704 McClay Rd	Novato	CA	94947
Aeroclub Marin				Director	110 Wild Horse Valley Dr	Novato	CA	94947
California Groundwater Association	Mr.	Augie	Guardino	President	451 Airport Road	Novato	CA	94945
	Mr.	Scott	Shepardson		P.O. Box 14369	Santa Rosa	CA	95402
					130 Sanchez Way	Novato	CA	94947

Public Scoping Packet Distribution List 8-4-08

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

Public Meeting



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



Sign-in Sheet

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

Done 9/25
 with hand copy of presentation
 Done 10/25
 Done 10/25

Public Meeting



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Mr. Mrs. Ms. Dr. Other:	MICHAEL MORRIS	255 SADDLEWOOD DR NOVATO, CA 94945	MMORRIS@MA.ORG	✓
Mr. Mrs. Ms. Dr. Other:	Don Urban	28 Nunes		
Mr. Mrs. Ms. Dr. Other:	Roger Robuta representing Marin Conservation League	223 So. Heights Blvd San Rafael, CA 94901	<ren.der@comcast.net>	YES ✓
Mr. Mrs. Ms. Dr. Other:	Ed Moynland	1017 Bel Marin Keys Blvd Novato CA 94949	emoynland@comcast.net	No
Mr. Mrs. Ms. Dr. Other:	TIM OMBREW	1068 MACHIN AVE NOVATO 95945	editor@novatoadvance.com	✓
Mr. Mrs. Ms. Dr. Other:	Jean Harris Johnson	265 Saddle Way NOVATO CA 94945	jharrisj@comcast.net	✓
Mr. Mrs. Ms. Dr. Other:	[Signature]		MAS	✓

Public Meeting



SCOPING MEETING
 ENVIRONMENTAL IMPACT STATEMENT and concurrent ENVIRONMENTAL IMPACT REPORT
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Mr. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Corey Stranger	260 Saddlewood Dr. Novato, CA 94945	cstranger@challen.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Craig Tackberg	Marin County Public Works		
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	ERIAN + SANDY WILLIAMS	254 BUTTERSFIELD DR. NOVATO, CA 94945		<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Judith Donald	465 Redondo Rd Novato 94947		
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Christopher Gilkerson	226 Saddlewood Dr. Novato 94945	gilkerson1000@msn.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Peter Johnson	265 Saddlewood Dr Novato CA 94945	Peterjj@comcast.net	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Don Wilhelm	21 HAYES ST NOVATO 94947	SFDON@GTE.NET	<input checked="" type="checkbox"/>

Public Meeting



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Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	CLARENCE BRACEY	331 SCHOOL RD NOVATO, CA 94945		<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Kathleen Rus	624 Santana Rd Novato 94945	Kathy@kathyrus.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Jeanette Weber	185 Saddlewood Novato CA 94945	jnetw@comcast.net	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Rosalie Webb	222 Crest Novato 94945		<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	SALLY SCOTT	504 SANTANA RD NOVATO CA 94945	sallyanna@sasi-inc.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Marie Baroski	604 Santana Rd Novato CA 94945	baroski4@aol.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Tanya Maxwell		tmaxwell@co.marin.ca.us	<input checked="" type="checkbox"/>



Public Meeting

SCOPING MEETING
ENVIRONMENTAL IMPACT STATEMENT and concurrent ENVIRONMENTAL IMPACT REPORT
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Mr. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	CAROLYN PATTERSON	451 Airport Rd Novato, Ca 94945	carolyn @ aeroclubmarin. com	
Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	JEFF ROWLES			
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	HAROLD BEXTON	640 SANTANA RD. NOVATO, CA 94945	textonhr@yahoo.com	
Mr. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Ron Zechlin	25 Summers Ave Novato, Ca 94945	rztlco@verizon.net	
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	FAY GALE	9 William Rd NOVATO, CA 94945		
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Lynett Baker	115 COBBLESTONE CRT NOVATO	None	
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Robert Ros	624 Sistrone Rd NOVATO		



Public Meeting

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Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Leo + KAREN BOURKE	2320 LAGUNA VISTA NOVATO 94945		
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Greg + Terrie Franc	2515 Laguna Vista Dr Novato Ca 94945		
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input checked="" type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	SUSAN STOMPE	110 San Mateo Way NOVATO 94945	SSSTOMPE@ VERIZON.NET	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	BOB MINKIN	28 Partridge Dr. 94945	BOB@MINKINDESIGN. COM	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Patricia Capretta	2408 Laguna Vista Dr. Novato Ca 94945	Capretta@att.net	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	STEVE ARAGO	1140 DANIEL CR PETALUMA, CA	stevearago@yahoo.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	MIKE RING	170 SAGEWOOD DR NOVATO, CA 94945	mike-ring@verizon.net	<input checked="" type="checkbox"/>

Public Meeting



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Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	ROBERT FUJIMOTO	346 SCHOOL RD NOVATO, CA 94945	bfuj@msn.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	HANK BARNETT	427 GRANDVIEW NOVATO, CA 94945	hank.barnett@AOC.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	MICHAEL BOZZUTO	732 SANTANA RD NOVATO	mbozzuto@mclemys CATERING.COM	<input type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	MIKE & DIANE DYVAL	2511 TOPAZ DR NOVATO	dfarnsie@ yahoo.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Denise Moore	612 Santana Rd Novato		<input type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Robert Pace	2511 LAGUNA VISTA NOVATO CA	—	<input type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	JOSÉ H VALLS	5055 SANTANA ROAD NOVATO, CA 94945	FF42RACER@ COMCAST.NET	<input type="checkbox"/>

Public Meeting



SCOPING MEETING
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Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
Mr. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Ed Budziusk:	600 SANTANA Road Novato, CA 94945	edbudl@comcast.net	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Kathy Budzinski	11	kbtinner2002@yahoo.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Ramin A. Khany	23 BRAUN CT Sausalito CA	RKHANY@WM.COM	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Pam Wendel	2521 Laguna Vista Novato	elmoswife@ msn.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Elmo Shopshire	2521 Laguna Vista Novato	Docelmo@ msn.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	Monica Devincenzi	2000 Geng Rd., Palo Alto, CA 94403	mdevincenzi@wm.com	<input checked="" type="checkbox"/>
Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other: <input type="checkbox"/>	RAUL GARCIA	77 Landspar San Rafael Ca	raul@forster-Kroeger.com	<input checked="" type="checkbox"/>

Public Meeting



SCOPING MEETING
ENVIRONMENTAL IMPACT STATEMENT and concurrent ENVIRONMENTAL IMPACT REPORT
PROPOSED EXTENSION OF RUNWAY 13/31 AT MARIN COUNTY AIRPORT-GNOSS FIELD
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Title (Check One)	First & Last Name	Street Address, City, State, Zip	E-Mail Address	Mailing List Sign-Up Check here if you would like to join the project mailing list
<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/> Dr. <input type="checkbox"/> Other:	Richard Levy	2516 Laguna Vista Drive Novato, CA 94945	drrl@comcast.net	<input checked="" type="checkbox"/>
<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other:				
<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other:				
<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other:				
<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other:				
<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other:				
<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other:				
<input type="checkbox"/> Mr. <input type="checkbox"/> Mrs. <input type="checkbox"/> Ms. <input type="checkbox"/> Dr. <input type="checkbox"/> Other:				

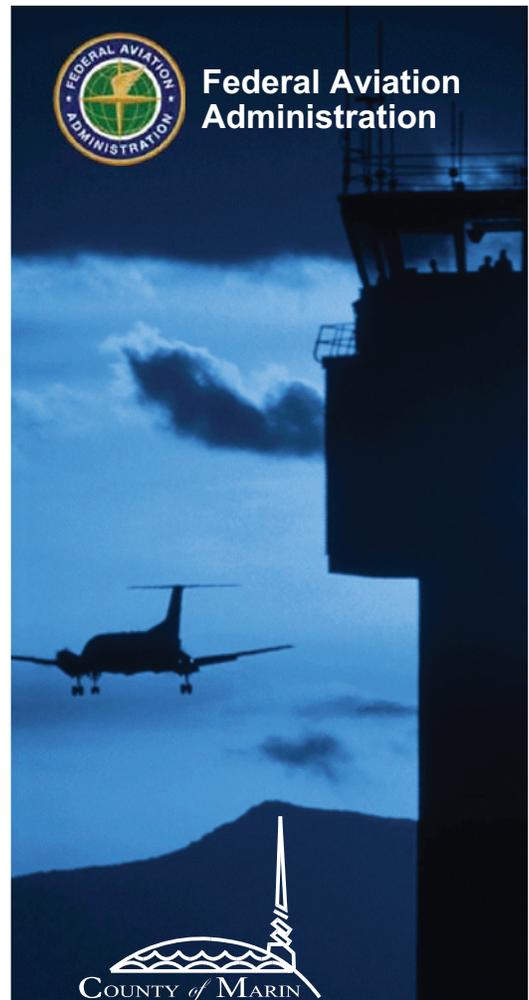
Public Scoping Meeting

Environmental Impact Statement *and concurrent* Environmental Impact Report Marin County Airport – Gross Field

Presented to: Interested Parties

By: FAA Consultant, Landrum & Brown

Date: August 14, 2008, 6:30 PM



Agenda

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

I. Purpose of Presentation

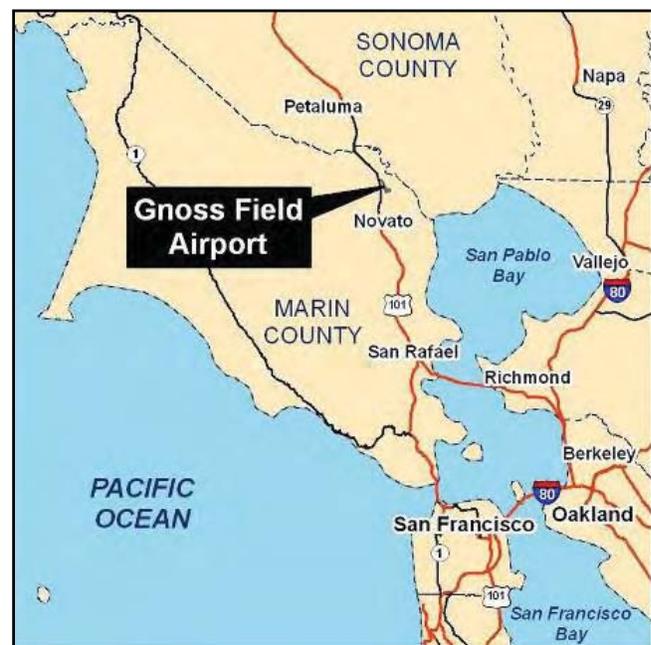
Accomplish the following goals

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

II. Project Background

Marin County Airport – Gross 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 – Gross Field

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

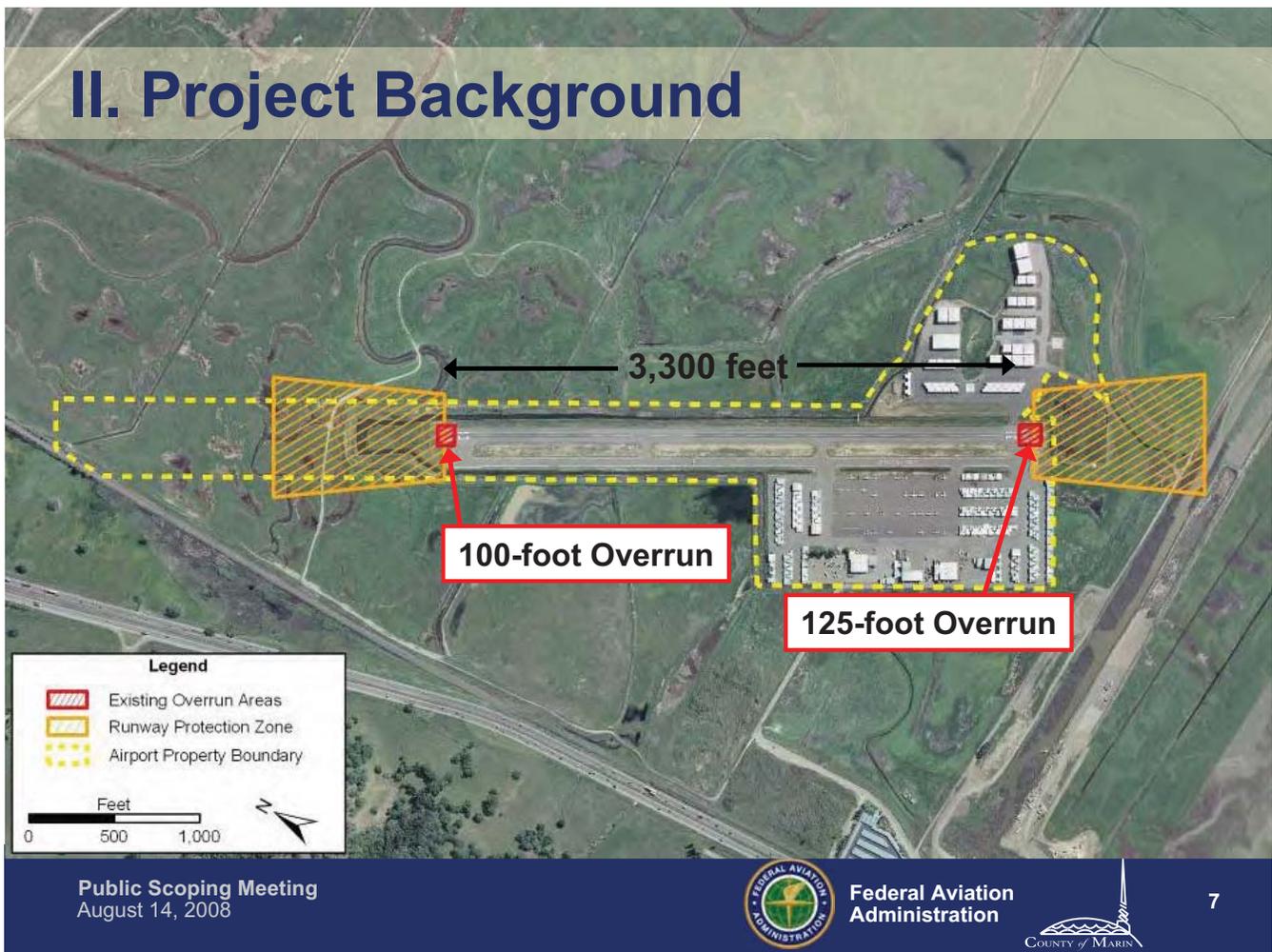


II. Project Background

Challenges to overcome

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

II. Project Background



III. Proposed Project Description

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

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

III. Proposed Project Description



IV. Environmental Processing



IV. Environmental Processing

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

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



IV. Environmental Processing

Introduction to Applicant/Agents:

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

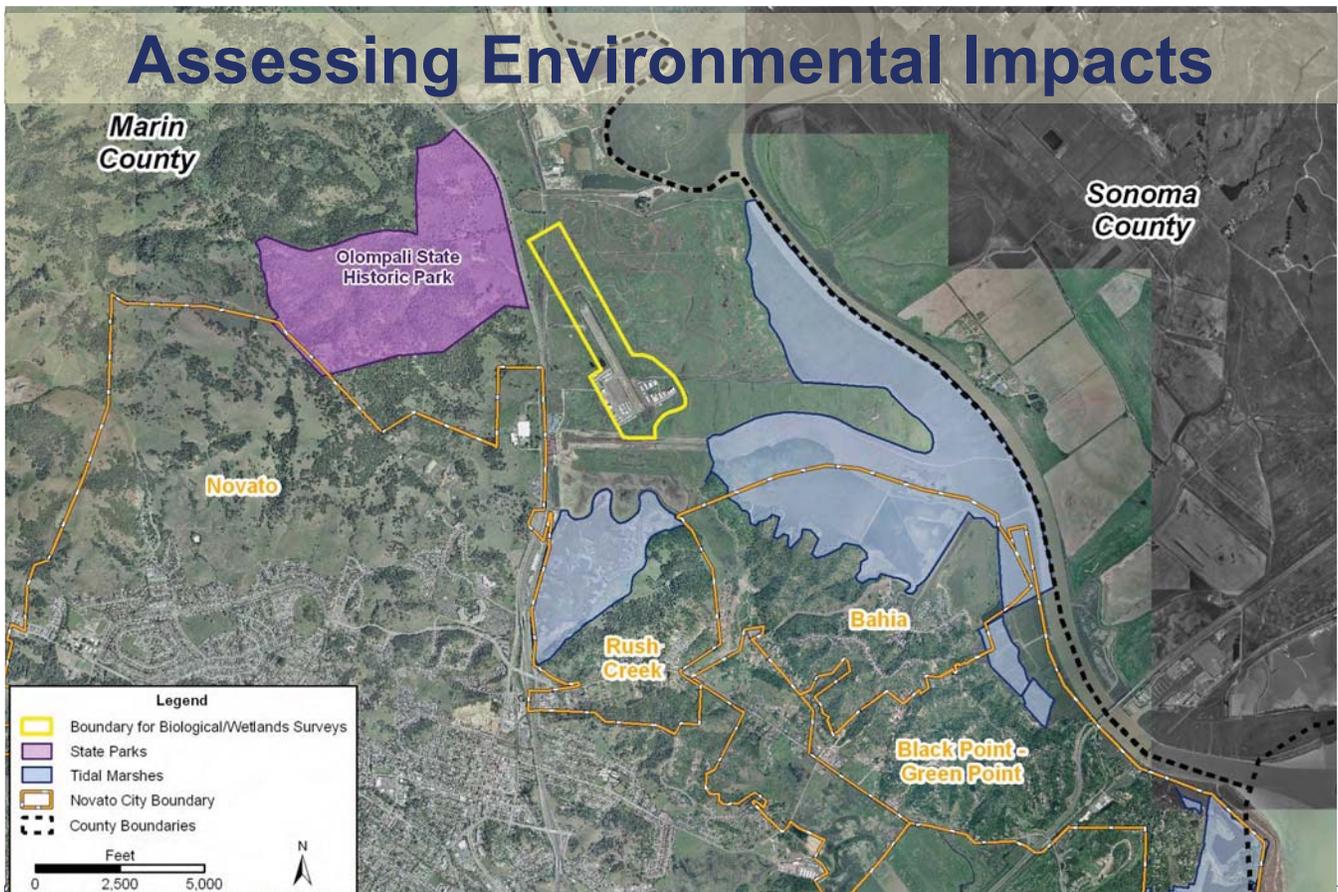


IV. Environmental Processing

NEPA/CEQA Requirement to Study Alternatives:

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

Assessing Environmental Impacts



Scoping Comment Period

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

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

For more information: www.grossfieldeis-eir.com

Public Scoping Meeting
August 14, 2008



Federal Aviation
Administration



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Thank you!

Public Scoping Meeting
August 14, 2008



Federal Aviation
Administration



16

WELCOME

to the

Marin County Airport – Gness Field

Scoping Meeting

for the proposed extension of Runway 13/31

Environmental Impact Statement (EIS)

and concurrent

Environmental Impact Report (EIR)

Scoping Meeting
August 14, 2008



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Administration



Purpose of the Meeting

Accomplish the following goals

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

Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Project Background

Marin County Airport – Gross Field

- Located in Marin County, California (north of Novato)
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Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Project Background

Marin County Airport – Gross Field

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Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Project Background

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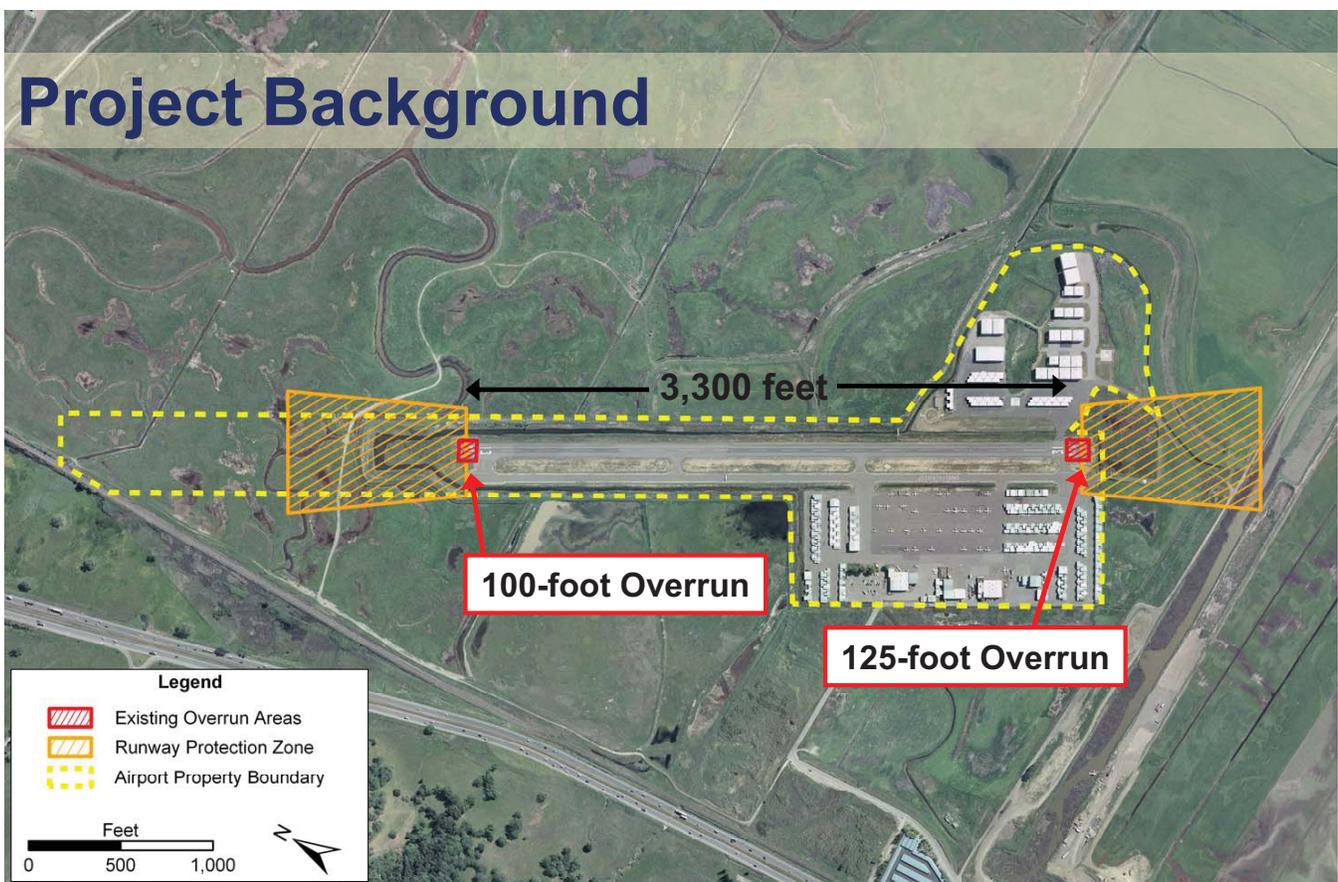
Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Project Background



Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Proposed Project Description

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

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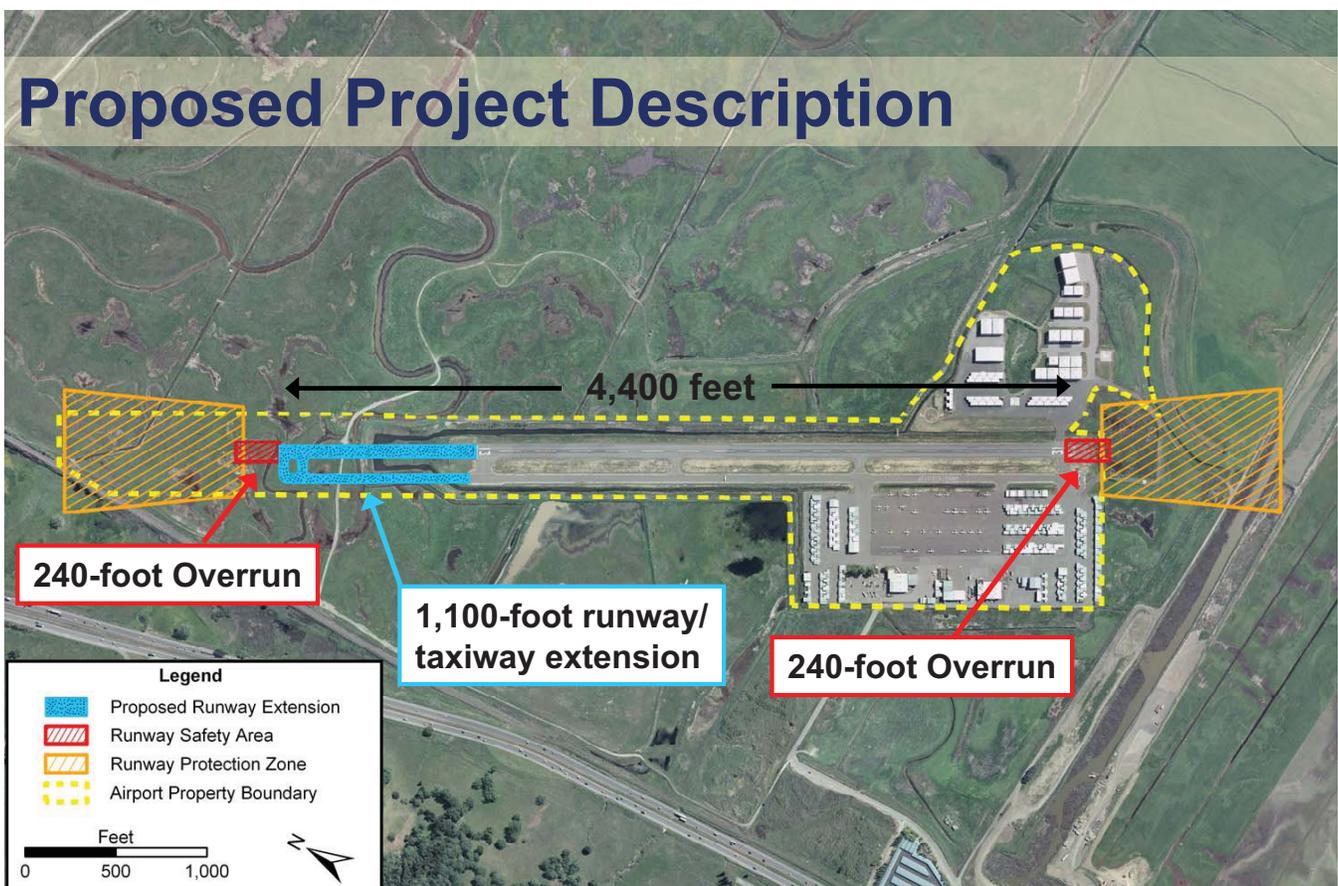
Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Proposed Project Description



Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Environmental Processing



Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Environmental Processing

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

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 - Clean Water Act
 - NAAQS/CAAQS
 - Others

Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Environmental Processing

Introduction to Applicant/Agents:

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

Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Environmental Processing

NEPA/CEQA Requirement to Study Alternatives:

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

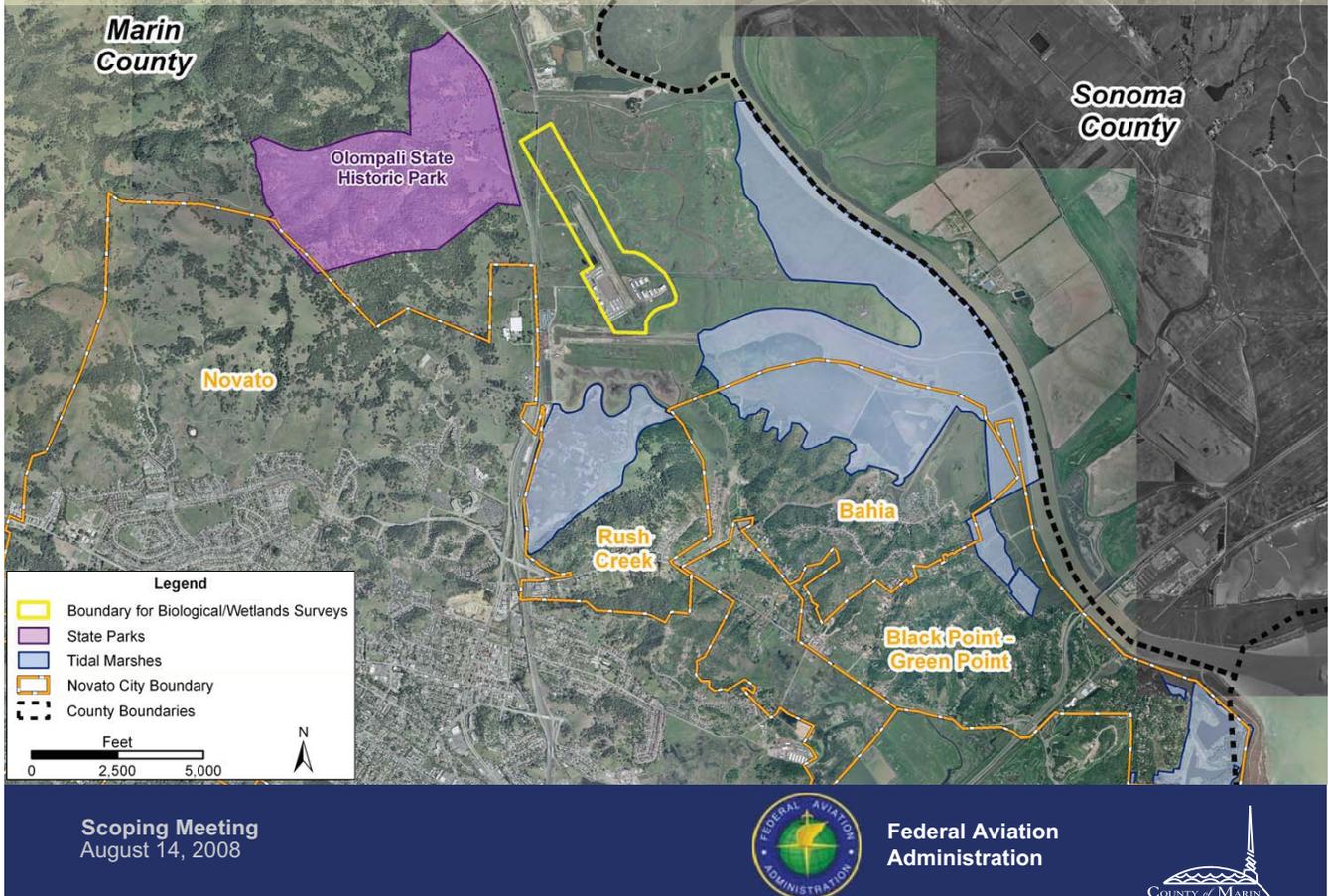
Scoping Meeting
August 14, 2008



Federal Aviation
Administration



Assessing Environmental Impacts



Questions/Comments

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

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

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Name:

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BAHIA RESIDENT

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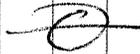
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Lynnt Baker

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FEDERAL AVIATION ADMINISTRATION
AND THE COUNTY OF MARIN

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

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

Public Scoping Session on Environmental Impact Statement
and Concurrent EIR for Proposed Extension of Runway 13/31
At Marin County Airport - Gness Field

~000~

Reported by Tahsha Sanbraillo

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1 **ITEM 1. Introduction.**

2 Mr. Franklin - My name is Barry Franklin and I am
3 an Environmental Protection Specialist with the Federal
4 Aviation Administration in Burlingame, California. I am
5 being joined here tonight at this public scoping meeting
6 this evening by, to my right, John Roberto, who is
7 representing Marin County, and the FAA's consultant, Rob
8 Adams, who will be doing the presentation this evening.
9 Before I go into my opening remarks, I just wanted
10 to make a short statement. Some of you may not be aware of
11 the FAA's role in this whole process. You are probably
12 aware that this is the County of Marin's project, but you
13 are probably wondering, well, what is the FAA doing? The
14 FAA's role here is that we give federal funding to the Marin
15 County, or the Gness Field Airport, therefore we have a
16 federal obligation to prepare a separate and independent
17 environmental documentation for the Marin County proposed
18 project. And not only is the federal document required
19 because of federal funding that is given to the Airport, but
20 also the Airport is responsible for preparing what we call
21 an Airport Layout Plan, or an AIP, which basically depicts
22 the entire development on the airport that can go from what
23 the FAA describes as short-term, in five years, or long-
24 term, that can go out as far as 20 plus years. And that is
25 a document that the FAA has to approve for the County before

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1 their projects will move forward. So, in short, basically
2 that is an overview of the FAA's role in the Marin County
3 project.
4 The FAA is preparing this NEPA document in
5 accordance with the federal legislation known as the
6 National Environmental Policy Act, or NEPA. As the federal
7 agency, we announced the proposed project in what we call
8 our Notice of Intent, to prepare an EIS in the Federal
9 Register. And that was done July 11, 2008. Also, the
10 County published the same Notice of Intent, or what we call
11 the NLI, in the Marin Independent Journal on July 11th and
12 13th, and the Novato Advance on July 16, 2008.
13 I just want to take this opportunity to make sure
14 everyone understands that no decisions are going to be made
15 here tonight. Today's scoping process, as the FAA typically
16 runs it, is we ask that the public and/or agency
17 representatives that are present here tonight will give us
18 your comments, concerns, and other issues that you may want
19 to talk about before us tonight. If time is allotted, then
20 we would entertain questions after everyone has had an
21 opportunity to give their comments. Basically, our job here
22 just tonight is just to listen to what you have to say about
23 the County's proposed project. Once we finish the scoping
24 meeting and we have heard what you have to say to us
25 tonight, we would move forward and start to prepare what we

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1 call the Draft EIS and, at the same time, have the County's
2 Draft Environmental Impact Report prepared at the same time.
3 When the Draft EIS is ready for distribution and review by
4 the public that is done for us by the U.S. Environmental
5 Protection Agency, or the EPA. That document will also be
6 published in a Federal Register at that time. The FAA's
7 policy prior to a public hearing is to allow the public a
8 45-day period to review and comment on the Draft EIS. Once
9 the 30 days have passed, we would hold a public hearing
10 again, go through the same process again, and also allow the
11 public and/or regulatory agencies to give us their feedback
12 a second time on the Draft EIS and the Draft Environmental
13 Impact Report, and before we move on to the following
14 documents.
15 Before we ask anyone to come up tonight to receive
16 verbal comments, I would just like to give you a few ground
17 rules, if you will. As stated earlier, we are here to
18 listen to what you have to say, but we also have a Court
19 Reporter present to ensure that we have an accurate
20 transcript of the meeting, and also there will be audio
21 recording, as well. For those who may not want to come up
22 to the podium tonight and give us verbal comments, we do
23 have comment cards or comment sheets that you can use to
24 write your comments, as well. And on the bottom of that

3

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1 same sheet, it has my name and address of where you can mail
2 your comments or concerns to, as well.
3 What we are going to do here now is I am going to
4 stop and I am going to hand it over to John Roberto to give
5 you an overview of the County's role, and other items he
6 wanted to discuss. And after John has completed, we will
7 then turn it over to Mr. Rob Adams for the presentation.
8 Audience - Question. Is it appropriate to roll
9 back all the comments and questions until the presentations
10 are done?
11 Mr. Roberto - You will have to wait until after --
12 is this on? Yes, if you will, once the presentation may
13 answer some of your questions, so if you would just give it
14 a minute, we will be very fast here. On the part of the
15 County of Marin, I would like to say welcome this evening
16 and to kind of cut through this very quickly, the FAA needs
17 to comply with the National Environmental Policy Act, and
18 are preparing the Environmental Impact Statement. This is
19 an environmental analysis of the runway extension project
20 being proposed by the Department of Public Works in the
21 County of Marin. The Marin County Board of Supervisors
22 eventually will be making the decision on this project.
23 Before they can act, they need to comply with the California
24 Environmental Quality Act, and must prepare an Environmental
25 Impact Report. So there will be two reports being prepared.

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

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1 know once these documents are done, this does not mean
2 anything relative to whether this project goes ahead or not.
3 There will be other hearings on that matter before the Marin
4 County Board of Supervisors. And the decision will be made
5 at that time. These documents are informational only, and
6 these documents are here to what the environmental effects
7 of this proposal, and that is why we want to hear from you
8 tonight. So thank you and we look forward to hearing what
9 you have to say.
10 Mr. Franklin - Before Rob comes up, I have one
11 more statement to make, and, sir, I thank you for bringing
12 that to our attention. We have comment cards that are being
13 passed out now for those that want to come up and give their
14 comments. Once the cards are filled out, we ask that you
15 return them to Tamara Taylor, who is handing them out, so
16 that we can call you in order. Due to the size of the crowd
17 that we have here tonight, we would like to limit each
18 speaker to about 5 minutes. Hopefully that will allow
19 everyone to give comments. At this time, Rob, if you could
20 come up?

21 **ITEM 2. Purpose of meeting/meeting procedure.**

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

6

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

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

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

7

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

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

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1 last zero of the compass heading, you will see that this
2 runway is oriented in the 130 direction, and the 310
3 direction, and that is how all runways across the entire
4 country are named, is by their orientation to a compass
5 heading. So Gness Field, it is 1331. The length of that
6 runway is 3,300-feet. At the airport, on an average year,
7 there is roughly 95,000 landings or take-off's at the
8 airport. That is the average that you would get, looking
9 back the last few years. Most of those landings and take-
10 off's are being conducted by small single-engine propeller
11 aircraft. There are some twin engine propeller aircraft
12 that operate there, and there also are some small business
13 jets that operate at the airport. There is a system of
14 levees and, again, it is a little bit difficult to see on
15 this map, we have got some better ones, but you can see this
16 little dark line through there. This area is a really low
17 area, and therefore there is a system of levees that help
18 protect the airport from flooding. There is also some
19 ditches that move the water that is coming down off of the
20 hill, and moves it around the airport and the levee system
21 that is in place today.
22 Okay, so there are a couple of challenges that are
23 facing the airport. The first is its current runway length.
24 I mentioned that it is 3,300-feet, this limits the ability
25 of the current airport users to fully utilize their aircraft

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1 that they have there today. I want to be clear about this.
2 We are not talking about new aircraft or bigger aircraft, we
3 are talking about the aircraft that operate at Marin today.
4 And essentially, to put this in simple terms, if there is an
5 aircraft pilot that he has been engaged to transport, let us
6 say seven people to Denver, his aircraft can hold seven
7 people, as well as their luggage; the problem he has with
8 3,300-feet is he cannot put enough fuel, and he cannot put
9 all those passengers and luggage on there with that length
10 of the runway. So what he has to do, he has to make either
11 two trips, flying half the people and half the luggage on
12 the first trip, and then fly back and pick up the other
13 half, or he has to bring in two aircraft at the same time to
14 fly that group to the airport that they are going to, and
15 back. So essentially what you have happen is, either they
16 choose a different airport, they choose not to make the
17 trip, or they have extra flights coming in to the airport to
18 serve that client. Generally, if somebody is interested
19 enough to make a flight to Denver and make those
20 arrangements, what ends up happening a lot of the times is
21 that there are two flights that occur where one aircraft
22 should have been able to accommodate that.
23 The other issue that is facing the airport is the
24 need to comply with current FAA standards for what are
25 called "Runway Safety Areas." The latest FAA guidance

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1 calls for a runway overrun area of 240-foot in length, and
2 120-foot wide. The current airport has 125-feet on the
3 south end, and 100-feet on the north end. Now, let me just
4 show you -- it would be easier to just show you this. We
5 have now rotated the image a little bit here. North is in
6 this direction right here, here is the 101, here is the
7 runway, and you get a little bit better picture of the
8 runway there. What I am talking about is right here, there
9 is a 100-foot overrun, and 125-foot overrun on either end of
10 that runway. Now, what is an overrun? An overrun is an
11 area sometimes paved, sometimes it is just compacted dirt,
12 it is an area that has to be available so that if aircraft
13 for whatever reason go beyond the end of the runway, that
14 there is an area that they have some safety margin there
15 that they can move their aircraft onto without hitting a
16 ditch or a tree, or something like that. It is a safety --
17 it is an extra added safety feature there. So right now,
18 the airport -- their overruns are not meeting the FAA
19 standards for this size of airport and the size of aircraft
20 that are operating today at the airport.

21 So to address those two issues, Marin County, as
22 the owner and operator of the airport, have proposed the
23 following improvements: first is to extend the runway from
24 3,300-feet to a total length of 4,400-feet, so that is an
25 1,100-foot addition to the runway, as well as installing

11

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

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

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

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

12

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

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1 here is really where we are trying to get to, which is the
2 end of this environmental process, which is decisions being
3 made in terms of the environmental preference of the
4 project, or not. As John mentioned, whether or not the
5 project actually gets built is outside of my realm --
6 outside of my scope, if you will.
7 Barry and John both mentioned this, but I will
8 just reiterate it very quickly. The Environmental Impact
9 Statement, or EIS, that is being prepared to comply with the
10 National Environmental Policy Act. That is a federal
11 statute. The Environmental Impact Report is being prepared
12 to comply with the California Environmental Quality Act, a
13 state law. We also recognize that there is other federal
14 and state laws and acts that we are going to be looking at.
15 Some of these include, but are not limited to the ones that
16 are on the screen here, Section 106 Consultation. What is
17 that? That is looking at historic, architectural,
18 archaeological, and cultural resources. We are also looking
19 at something called Department of Transportation 4F. Any
20 time you are dealing with a project that is dealing with a
21 Department of Transportation facility like an airport, any
22 time you are dealing with anything that might impact an
23 airport or a park, or anything that has been funded through
24 the Department of Transportation, you have to look at a
25 special section of impacts called DOT4F. We are going to

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

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

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

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

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

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

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1 technologies or emerging technologies that can help
2 alleviate the situation that they are facing?
3 So I mentioned that we have done a little bit of
4 research already and this is just a map that shows the area
5 and starts to highlight some of the environmental resources,
6 and I will underscore -- this is some. We know that there
7 is more out there and we know that we are going to be
8 addressing them. But just to kind of get the ball rolling,
9 to talk about what are the potential impacts out there, I
10 was just going to identify a couple of them. We know, first
11 and foremost, that just to the northwest of the airport is
12 the Olompali State Historic Park, so first off there, we
13 have a potential historic and cultural resource that we are
14 going to be dealing with and understanding what the
15 potential impacts of this project are on that resource.
16 This area through here and down on the east side, we know
17 that there is seasonal wetlands in that area, so we are
18 going to understand what is out there, what are the
19 potential impacts to those areas. When you look farther
20 south, in close we have some more areas of potential
21 wetlands. We know that there is some wildlife preserves
22 over a little bit southeast. When you are looking even
23 farther south, in the Rush Creek and Bahia areas, we
24 understand that the issues are going to be more about over-
25 flights and noise issues. We understand that those are

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1 going to need to be addressed. And we are prepared to
2 address those. We also want to hear tonight, though, what
3 your thoughts are on those particular issues.
4 Now, there are a whole host of other issues that
5 we can talk about. Those are the ones, though, that kind of
6 get our minds thinking about the types of impacts that could
7 come from this project.
8 Okay, I am essentially done. I am just going to
9 mention one final thing, and then we will get to your
10 comments. Barry mentioned that he is the person that all
11 written comments should go to, whether you are commenting on
12 the EIS or the EIR, they all go to Barry. He is the
13 clearinghouse for all of those. We need those comments to
14 be postmarked by August 29th of 2008. His address is there.
15 If you picked up a handout, you have the sheet. The only
16 thing you do not have on the sheet is the website. There is
17 a website for this project and it is in one of your
18 handouts, but it is not in the other. I just want to make
19 sure you see that. There is going to be more information as
20 we go through the process on that website, and it will be a
21 resource for the type of documents that you are getting
22 tonight. So with that, Barry, I am going to turn it back
23 over to you, and I am going to move this around here.
24 Mr. Franklin - Before I call the first speaker up,
25 I did notice that some other people came in after we

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

9
10 **ITEM 3. Public Comments and Concerns on Scope of**
11 **Environmental Analysis on the Proposed Project.**

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

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

21 Audience - Can't hear you.

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

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

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1 and take-off field limits of less than 4,400-feet. This is
2 all in here, it is all FAA certified take-off and landing
3 field limits. In addition, bombardier Q200, 300 and 400,
4 78-passenger airplanes will be open, and there is about 20
5 or 30 other aircraft which will be right on the margin, so
6 not hot day, heavy take-offs. If you leave a little fuel,
7 you can leave everything off. The 4,400-foot length, I
8 think, should be put in perspective. Most people do not
9 realize it, but at that length, you can operate an airbus
10 A318, fully loaded, out of Gness Field. And that airplane
11 weighs 149,000 lbs. and carries 7,000 lbs. of fuel -- excuse
12 me, 7,000 gallons of fuel. So by extending this runway
13 1,100-feet, what we are doing is taking it from one jet
14 aircraft that can operate there today, to probably 30 types
15 of jet aircraft that can operate. They are a lot bigger and
16 they all carry more fuel. The only other thing that I
17 wanted to say, noise abatement procedures are pretty well
18 proscribed at Gness. I live, like I say, right on the base
19 leg to 31 and the people that violate the noise procedures
20 are the guys that operate the King Air Turbo Props and the
21 Citation jets. Last Sunday, the last time I saw a
22 violation, a Citation made a straight out departure from 31,
23 this is at 09:40 local time, and of course a straight out
24 departure on 31 is strictly prohibited. In addition, the
25 last thing is that the business jets that we are talking

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1 about, we are not talking about just a few. The
2 manufacturers estimate that, in the next five years, they
3 will produce more than 6,800 business jets. And that is
4 more than the number of commercial jetliners that are in the
5 United States today. And that is just the additional
6 business jets that will be produced in the next five years.
7 So there will be a lot of airplanes and there will be a lot
8 of desire to use them. Somebody made a comment that if he
9 was flying to Denver, he would make two flights because on a
10 hot day, you probably cannot take off with a CJ at full
11 gross; well, no, you cannot. But, gee, if I was the pilot
12 of that airplane, I would take -- I would tell everybody,
13 "Let's go to Napa, or let's go to Santa Rosa, we can take
14 off full gross right there and they are 30 minutes away."
15 Thank you very much.
16 Mr. Adams - The next speaker is Rosalie Webb.
17 Ms. Webb - Hi. I am Rosalie Webb, representing
18 the Black Point Environmental Action Committee. We have
19 passed petitions back in December of 2000 when the jet --
20 Burdell Jet (phonetic), whatever it was called, was
21 applying. It went away, and here, eight years later, I feel
22 your notification was lousy -- a lot of us were very active,
23 and I happened to see a blurb in the I.J., and consequently,
24 the real reason I am here is the noise. And I do not see a
25 need, really. The Airport has not broken even in years,

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1 and they -- the pilots, most of them, are okay, but the bad
2 ones do not give a damn whose house they are flying over, or
3 anything, whether the warning up at 4:00 in the morning, or
4 6:00 in the morning, they do not care. And we were told
5 last time, well, the Board of Supervisors will take care of
6 that. Well, the Board of Supervisors has never taken care
7 of that. You call Gness and you get an answering machine.
8 And they do not return your call. And they do not do a damn
9 thing about it. So you can imagine why our community is not
10 at all interested in having a longer airport. And today,
11 with fossil fuels and all, I think it is nutty to be
12 encouraging this. I tried calling a lot of the people who
13 had signed petitions eight years ago, and they have moved,
14 or this and that, and I know you will have a list of the
15 people who have attended, but I would like to pass this and
16 anyone who wants to sign it can. I would appreciate it. We
17 are just mainly going to try to keep you informed because I
18 do not think you all have done a very good job at all about
19 -- normally, this would be much fuller. Thank you.
20 Mr. Adams - Thank you. The next name I have here
21 is Antonio Capretta. You have to forgive me if I am not
22 pronouncing your name correctly. Just correct me.
23 Mr. Capretta - Good evening. I live up on the
24 [inaudible] in Bahia and have been there for several years.
25 So we are right on the base of the incoming of all of these

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

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

4 [Mr. Adams -- The next speaker I am going to call is](#)
5 TJ -- I believe the last name is pronounced Neff. N-e-f-f.

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

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

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1 finish my thought. You are correct, and I am agreeing with
2 you. I think the efforts to educate the pilot community
3 about the noise sensitivity of the folks, and rightfully so,
4 that are south and southeast of the airport, I think that
5 effort has begun to really bare fruit. I think no matter
6 how jaundiced one might be, I certainly have noticed over
7 the years, having operated there, and also been living in
8 Black Point, that the incident of people, if you will,
9 violating -- and there is no violation per se, but violating
10 that noise sensitive air space has been reduced. It has not
11 increased as a factor of the number of flights that come and
12 go from the airport. I might have comments later on, but
13 that is all I have for now. Thank you very much.
14 Mr. Adams - Thank you. The next speaker is Hank
15 Barner.
16 Mr. Barner - Good evening. I am Hank Barner,
17 President of the Black Point Improvement Club. I have a
18 letter with about 13 comments, unfortunately addressed to
19 Mr. Rawls (phonetic), but maybe you will accept it, or I
20 would be happy to change the name and send it off by mail.
21 The comments are really concerning questions, and do not
22 deal with merit at this point. Perhaps the first real
23 question is one of need, the 1999 Grand Jury explored that
24 question, and found that they could not identify any
25 substantial need for expansion of the airport at that time,

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

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

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1 Mr. Franklin - Yes, I will take it. Thank you,
2 sir.
3 Mr. Barner - Thank you.
4 Mr. Adams - Our next speaker is Ed Budzinsky.
5 Mr. Budzinsk - That was pretty close. Hello, I am
6 Ed Budzinsk. I live at 600 Santana Road. I have lived
7 there about three years and for probably the past two years
8 or more, I have been working pretty regularly with Ken
9 Robbins here. It has been focused on over-flight, illegal
10 over-flight, particularly 91-13 and 91-119, those particular
11 flight rules that are violated on a regular basis. With
12 Ken's help, we have reduced the amount of traffic we have
13 had there flying over our neighborhood, directly over our
14 neighborhood. But it still continues. It got to a point
15 with one individual in a Leer jet would not stop, so one
16 morning I went over there to ask him why he was doing that.
17 I actually put myself at risk of personal harm, and I had a
18 finger in my face, I had a volatile Lear Jet pilot screaming
19 at me. He called the airport -- I mean, he called the
20 Sheriff's Department, which allowed me to actually file a
21 complaint against him, and I hoped that resulted in
22 something. That is the type of person that is flying over
23 our neighborhood. Mr. Neff said there have never been any
24 accidents around Gness Field -- not yet. As long as they
25 are allowed to do that, the possibility of a tragic

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

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1 what kind of impact we truly have there, and I am sure it
2 exceeds the Novato standards for noise. That is all I have
3 to say.
4 Mr. Franklin - The next speaker, I believe, is
5 Clarence Bracey.
6 Mr. Bracey - Clarence Bracey, Black Point resident
7 for 38 years. I oppose the expansion of the Gness Airfield.
8 I have always opposed the expansion because of the noise it
9 would create and does create, and the possibility of
10 accidents. I have heard through media outlets Gness
11 Airfield, referred to as "The Marin Airport." Is this what
12 step by step enlargement is inching towards? Why wasn't
13 Hamilton chosen as an airport, as a possible airport, since
14 it had all of the in-place facilities at that time? Thank
15 you.
16 Mr. Franklin - This next one, I will need some
17 help with. The last name is B-E-H-M.
18 Ms. Behm - Good evening. My name is Jo Behm, it
19 is Jo-Anne, and I go by Jo. I have lived on "H" Lane, which
20 is south of the airport, up on the hill there for the past
21 27 years. And, true, when we built our home, the airport
22 was already there, and I believe he said it was built in
23 1968, but slowly the airport -- more hangars have been added
24 over the years, and activity has increased at the airport.
25 And I have to also mention, I am a lover of aviation, and I

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

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

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

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

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

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

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1 important number to have, and you have got 95,000 trips, or
2 take-offs and landings, but we need to know what type of
3 aircraft those actually are currently. Secondly, we think
4 the EIR should contain very careful analysis about the -- I
5 do not quite know how to describe this -- about the number
6 of days in the year when there is difficulty in taking off a
7 plane fully loaded. And that, too, relates to the existing
8 baseline. It is my understanding from talking to some
9 people who presently use Gness Field that the only days that
10 that is a problem are on hot weather summer days when the
11 air is less dense. And if that is really only an occasional
12 problem, we should understand that and your analysis should
13 show exactly what those conditions are, and how often they
14 occur, because it may be really not a significant problem.
15 We are interested, of course, in the Greenhouse Gas
16 Emissions Analysis that will be done in this EIR and EIS.
17 Air quality is not just a question of pollutants, under
18 current law here in California, at least; we now want to
19 look at greenhouse gas emissions. And so your analysis
20 should cover greenhouse gas emissions that presently exist
21 in baseline use versus anticipated and cumulative greenhouse
22 gas emissions for anticipated use.
23 Now we come to the question of the impacts on the
24 wetlands. It is clear that if you expand this runway and
25 extend it, there will be impacts on the wetlands, and we

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

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

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

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

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

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1 the argument of the landfill expansion, which impedes into
2 the marshlands and the Bay Area, and that has been approved
3 despite opposition. I am also interested in how this fits
4 in with the Bay Area Conservation Commission which controls
5 and prohibits further expansion into the Bay Area, and
6 further encroachment into the Bay Area by developments.
7 Because the Bay Area is already 50 percent smaller than it
8 was 50 years ago, 75 years ago, before all this filled land
9 development was allowed. It is my impression that this
10 airport is already on filled land, and now you want to fill
11 in more land and lessen the marshlands and the Bay Area by
12 this expansion. I think also it should be taken into
13 account the explosion of planned development that the City
14 of Novato has in this immediate area, which is going to
15 impact directly on the already inadequate overpass of
16 Highway 101 at the Atherton/San Marin exit. There is
17 already too much traffic there. There is already three
18 stoplights, and the City of Novato has planned development
19 for major expansion of the Fireman Fund area, and commercial
20 buildings all up and down Redwood Blvd. North. And already,
21 the traffic is not able to be controlled and to flow
22 smoothly the way it is now.
23 Now, you could say that this traffic is going to
24 all be taken care of, and especially on the overpass, but if
25 you look at the examples of the Petaluma overpass,

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

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

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

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

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

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

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

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

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

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1 coming from that wants this done? Maybe Supervisor Arnold
2 can tell us where the money is coming from, who wants this,
3 certainly not the people who live in Bahia, certainly not
4 the people who live in Black Point, certainly not the people
5 who live in Partridge Knolls. Where is it coming from? We
6 do not want it. It was a private airport, now it is a
7 commercial use airport. And if you do this, it will really
8 be a commercial use airport, and it is asking too much. The
9 people in Bahia have been nailed, have been hammered on for
10 years, and this is just one more thing that you are going to
11 go ahead and do to us, and it is just not right. Thank you.
12 Mr. Franklin - Our next speaker will be Harold
13 Bexton.
14 Mr. Bexton - Good evening. I am here mainly to
15 speak about overflights and noise abatement. I can
16 understand the need for the buffer zones and the overrun
17 areas. Just to add a note of levity, when I learned to fly
18 many years ago out of Dirt Field in Canada, our overrun area
19 was a cornfield, so I can understand why you might need to
20 do that. What really concerns me is the extension of the
21 runway because the first speaker was absolutely right, that
22 is going to attract many many more larger, heavier planes
23 and jets, more jets. I have lived in Bahia for 25 years and
24 I have seen the changes. Originally it was all small planes
25 and the big change was when the few jets started coming in

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

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

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

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

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

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

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

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

5 Mr. Franklin - Our next speaker is Barbara
6 Salzman.

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

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

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1 that has also been mentioned, which is just extending the
2 safety areas, not the runway itself. And that seems to be -
3 - it seems you have a big job ahead of you.
4 Mr. Franklin - Thank you. Our next speaker is
5 Edward Mainland.
6 Mr. Mainland - Good evening. My name is Edward
7 Mainland. I am representing tonight Sustainable Novato, a
8 local nonprofit citizen's group. We would appreciate the
9 EIR addressing, I guess, four main areas of concern, or
10 issue areas. And I think it is fair to see we are rather
11 skeptical as to whether this project contributes in any
12 meaningful way to making Novato or Marin County anymore
13 sustainable. First, why expand the airport? I think you
14 could get at that perhaps a little more transparently if
15 there was something like an economic impact analysis, or a
16 comparative benefit analysis, because I think it would be
17 useful to weigh who gains, who loses, for the benefit
18 particularly of our Supervisor, Judy Arnold, who will be
19 taking a decision on this down the line, and seeing where
20 the interests of her constituents lie, and where the other
21 interests involved in this project lie. Now, one reason
22 advanced in your slide show is that safety and non-
23 compliance with FAA specifications were one reason to have
24 this runway extension, and so logically, if this airport is
25 currently unsafe, then my question is why doesn't the FAA

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

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1 pumps and the projected levees? So my understanding is
2 that, right now, you do not have climate change factored
3 into your scoping and I think it should be. And finally,
4 you should examine whether or not it makes sense to pour
5 money into this kind of fossil fuel based transportation
6 mode at a time when doing so would contribute to making it
7 much more difficult for Marin County to make its carbon
8 footprint under A.B. 32 restrictions that are coming down on
9 greenhouse gas emissions, and also, whether or not aviation,
10 particularly this kind of aviation, under conditions of
11 peaking oil and enormously increased fuel prices in the next
12 few decades, or even years, whether this mode of
13 transportation makes sense anymore under conditions that we
14 will be facing fairly soon. Thank you very much.
15 Mr. Franklin - The next speaker is Robert Raven.
16 Mr. Raven - Hi. Yeah, I did not get the notice
17 until I got a phone call, so it would be really nice if we
18 could actually get more notice for these public events.
19 Okay? Most of the people here live in the area around the
20 airport. I live in the San Marin district neighborhood, and
21 the flights right now do not cause me too much problems,
22 sometimes they do make some noise and bother me, but with a
23 bigger runway and more jets, those jets will come over the
24 whole City of Novato, and 50,000 people will be affected,
25 not to mention people further away. And so there will be a

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

24 Mr. Franklin - Our next speaker is Lynn Baker.

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

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1 there is going to be a lot of traffic congestion going on in
2 the vicinity of San Marin and 101 because there is a huge
3 development going in at Fireman's Fund, there is what is
4 called the San Marin Business Park, which is going to
5 parallel the office at the side of the freeway, it is going
6 to parallel Gness Field, so you are going to have a huge hub
7 of activity, and if you have larger jets coming in, you are
8 going to have more traffic in that immediate area, which
9 should be part of the traffic flow in and around that whole
10 101/San Marin intersection into the airport should be
11 considered. I also heard someone here tonight mention the
12 fact that there was a weather factor and the rising. I used
13 to work as a communications dispatcher. When Gness Field
14 flooded in 1982, we took navy transports in there to pull
15 those planes out of that field. It is a real factor that
16 that field does flood. So you need to take into account the
17 fact that you may be building a runway that is going to go
18 under water. And I do not think that that is a really wise
19 use of County funding. And while we are on the topic, where
20 is all this funding coming from? Who is funding this? Is
21 the County funding this? Is it coming from outside sources?
22 Where is the money coming from? The County is supposed to
23 be broke. The state is supposed to be broke. Who is
24 funding this? I would like to see that included in some
25 report, I do not know whether -- it probably does not

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1 belong in the Environmental Impact Report, but a financial
2 statement. Where is this money coming from? Thank you.
3 Mr. Franklin - Our next speaker is Dr. Richard
4 Levy.
5 Dr. Levy - Hello, I am Dr. Richard Levy. I had
6 several points, many of which have been covered by others,
7 but I want to reiterate them because they affect me and my
8 family, specifically. There is currently no control over
9 the actions of any of the pilots who continuously fly over
10 our home. The results are noise and extreme danger for me
11 and my family for those planes to simply fall out of the
12 sky. Now, what happens if they fall out of the sky? I live
13 in a Blue Oak Madrone Ecotone, it is a unique area where
14 those two types of trees come together, and what happens is
15 you are going to get a fire, and this is a unique
16 environmental area that will be burned down -- lost, and
17 something that a number of people have worked for about ten
18 years to save and have done so. There is no enforcement of
19 the flyway area in which planes are supposed to fly. There
20 is no consequences for the pilots, nor for the airport. How
21 would you feel if you had new pilots, not licensed, learning
22 how to fly, fly over your house, directly over your house,
23 gaining hours towards their license? I am certainly
24 uncomfortable with that. I have experienced hotdog pilots
25 flying out over the marsh, zooming every which way,

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

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

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

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1 of things should never have been built in tidal flood lands,
2 including shopping centers, houses, and roads. I do want to
3 make the point that Gross Field has been there longer than
4 much of the housing in the surrounding area, and this is not
5 an isolated case where people either move into a
6 neighborhood, or have been there 10, 20 years, and literally
7 wake up one day and say, "where did that airport come from,"
8 when in fact it has been there pretty much all along. And
9 so when one decides to buy a house in any given
10 neighborhood, one should be aware of what that entails. And
11 we even have laws now in the State of California that have
12 to disclose various things. I do not know if it includes
13 the location of an airport, but just like if you move next
14 door to a farm, and then you realize you do not like the
15 smell or the noise of the farm, the farm was there before
16 you bought the house. You were not forced to buy that
17 house. So that is what I would like to say. Thank you very
18 much. And we will watch the process continue. Thank you.
19 Mr. Franklin - We are getting close to our
20 allotted time, so we have one last speaker, Sally Scott.
21 Ms. Scott - Hello. I am Sally Scott at 504
22 Santana Road in Bahia. I will be quick. There is only a
23 couple points that were not covered, but to address the last
24 gentleman's comments, I think most of Bahia and Rush Creek
25 and all the surrounding areas have accepted and do like

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

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1 from my deck. And they have come extremely low, within a
2 few hundred feet, very often and recently. And I am tired
3 of calling, too. I know other neighbors are on it and
4 calling, but now I think it is coming to a head. So I do
5 hope that this project will die. Expanding the safety areas
6 makes a lot of sense, but the rest of it, to me, I do not
7 see any reason for it being of great value to anybody except
8 those that will make a little extra money. Thank you.
9 Mr. Franklin - I think we have actually gone over
10 the time that we were going to allot for the scoping meeting
11 tonight. I just wanted to remind everyone that is still
12 here that we will be accepting comments up until August 29,
13 2008, and if you were not able to give verbal comments
14 tonight, I encourage you to take one of our comment sheets
15 and write your comments and send those in to us, as well. I
16 want to basically close by thanking everyone coming out
17 tonight and giving us your input on the Marin County
18 proposed project. And at this time, we are going to close
19 our scoping meeting. Thank you.

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1 **ITEM 1. Introduction.**

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

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

**FEDERAL AVIATION ADMINISTRATION
AND THE COUNTY OF MARIN**

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

**Marin Humane Society Auditorium
171 Bel Marin Keys Blvd.**

Novato, CA

**Public Scoping Session on Environmental Impact Statement
and Concurrent EIR for Proposed Extension of Runway 13/31**

At Marin County Airport - Gness Field

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1 their projects will move forward. So, in short, basically
2 that is an overview of the FAA's role in the Marin County
3 project.
4 The FAA is preparing this NEPA document in
5 accordance with the federal legislation known as the
6 National Environmental Policy Act, or NEPA. As the federal
7 agency, we announced the proposed project in what we call
8 our Notice of Intent, to prepare an EIS in the Federal
9 Register. And that was done July 11, 2008. Also, the
10 County published the same Notice of Intent, or what we call
11 the NLI, in the Marin Independent Journal on July 11th and
12 13th, and the Novato Advance on July 16, 2008.
13 I just want to take this opportunity to make sure
14 everyone understands that no decisions are going to be made
15 here tonight. Today's scoping process, as the FAA typically
16 runs it, is we ask that the public and/or agency
17 representatives that are present here tonight will give us
18 your comments, concerns, and other issues that you may want
19 to talk about before us tonight. If time is allotted, then
20 we would entertain questions after everyone has had an
21 opportunity to give their comments. Basically, our job here
22 just tonight is just to listen to what you have to say about
23 the County's proposed project. Once we finish the scoping
24 meeting and we have heard what you have to say to us
25 tonight, we would move forward and start to prepare what we

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1 call the Draft EIS and, at the same time, have the County's
2 Draft Environmental Impact Report prepared at the same time.
3 When the Draft EIS is ready for distribution and review by
4 the public that is done for us by the U.S. Environmental
5 Protection Agency, or the EPA. That document will also be
6 published in a Federal Register at that time. The FAA's
7 policy prior to a public hearing is to allow the public a
8 45-day period to review and comment on the Draft EIS. Once
9 the 30 days have passed, we would hold a public hearing
10 again, go through the same process again, and also allow the
11 public and/or regulatory agencies to give us their feedback
12 a second time on the Draft EIS and the Draft Environmental
13 Impact Report, and before we move on to the following
14 documents.
15 Before we ask anyone to come up tonight to receive
16 verbal comments, I would just like to give you a few ground
17 rules, if you will. As stated earlier, we are here to
18 listen to what you have to say, but we also have a Court
19 Reporter present to ensure that we have an accurate
20 transcript of the meeting, and also there will be audio
21 recording, as well. For those who may not want to come up
22 to the podium tonight and give us verbal comments, we do
23 have comment cards or comment sheets that you can use to
24 write your comments, as well. And on the bottom of that

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1 same sheet, it has my name and address of where you can mail
2 your comments or concerns to, as well.
3 What we are going to do here now is I am going to
4 stop and I am going to hand it over to John Roberto to give
5 you an overview of the County's role, and other items he
6 wanted to discuss. And after John has completed, we will
7 then turn it over to Mr. Rob Adams for the presentation.
8 Audience - Question. Is it appropriate to roll
9 back all the comments and questions until the presentations
10 are done?
11 Mr. Roberto - You will have to wait until after --
12 is this on? Yes, if you will, once the presentation may
13 answer some of your questions, so if you would just give it
14 a minute, we will be very fast here. On the part of the
15 County of Marin, I would like to say welcome this evening
16 and to kind of cut through this very quickly, the FAA needs
17 to comply with the National Environmental Policy Act, and
18 are preparing the Environmental Impact Statement. This is
19 an environmental analysis of the runway extension project
20 being proposed by the Department of Public Works in the
21 County of Marin. The Marin County Board of Supervisors
22 eventually will be making the decision on this project.
23 Before they can act, they need to comply with the California
24 Environmental Quality Act, and must prepare an Environmental
25 Impact Report. So there will be two reports being prepared.

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

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

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

21 **ITEM 2. Purpose of meeting/meeting procedure.**
22 Mr. Adams - All right, thank you. And good
23 evening. I know you are all very interested to have your
24 comments known, so I am going to keep the presentation brief
25 and afterwards you will have an opportunity to come up.

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

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

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

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1 Gness Field sits right along the 101, right where that
2 little dot is there. It is an important link in the
3 regional air transportation network. It serves as what we
4 call a "reliever airport." That is a distinction. There is
5 a reliever airport and then there is something called a
6 primary airport. A primary airport in this area is San
7 Francisco International and Oakland. Those airports are
8 serving passengers, paying passengers, and large cargo. The
9 smaller airports like Gness Field are referred to as
10 "reliever airports" and they do just that, they relieve some
11 of the traffic that can go to the very specific locations in
12 which there is that demand for air service.
13 Let us talk a little bit about the airport itself.
14 I am not sure how many of you have actually been to the
15 airport, so I am going to give you a very overview. What
16 you see here is, just as orientation, this is 101 running
17 north and south through this area here, this dotted yellow
18 line that you see is the airport property boundary, and they
19 own all of the land within that yellow dotted line. The
20 runway -- and it is a little bit difficult to see, we have
21 got some better images coming up, but the runway, there is
22 one runway that sits right in that general location, and
23 that runway has a name, it is called Runway 1331. And how
24 it gets that name given to it is, if you imagine that there
25 is a compass, a 360° compass here, and you just lop off the

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1 last zero of the compass heading, you will see that this
2 runway is oriented in the 130 direction, and the 310
3 direction, and that is how all runways across the entire
4 country are named, is by their orientation to a compass
5 heading. So Gness Field, it is 1331. The length of that
6 runway is 3,300-feet. At the airport, on an average year,
7 there is roughly 95,000 landings or take-off's at the
8 airport. That is the average that you would get, looking
9 back the last few years. Most of those landings and take-
10 off's are being conducted by small single-engine propeller
11 aircraft. There are some twin engine propeller aircraft
12 that operate there, and there also are some small business
13 jets that operate at the airport. There is a system of
14 levees and, again, it is a little bit difficult to see on
15 this map, we have got some better ones, but you can see this
16 little dark line through there. This area is a really low
17 area, and therefore there is a system of levees that help
18 protect the airport from flooding. There is also some
19 ditches that move the water that is coming down off of the
20 hill, and moves it around the airport and the levee system
21 that is in place today.
22 Okay, so there are a couple of challenges that are
23 facing the airport. The first is its current runway length.
24 I mentioned that it is 3,300-feet, this limits the ability
25 of the current airport users to fully utilize their aircraft

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1 that they have there today. I want to be clear about this.
2 We are not talking about new aircraft or bigger aircraft, we
3 are talking about the aircraft that operate at Marin today.
4 And essentially, to put this in simple terms, if there is an
5 aircraft pilot that he has been engaged to transport, let us
6 say seven people to Denver, his aircraft can hold seven
7 people, as well as their luggage; the problem he has with
8 3,300-feet is he cannot put enough fuel, and he cannot put
9 all those passengers and luggage on there with that length
10 of the runway. So what he has to do, he has to make either
11 two trips, flying half the people and half the luggage on
12 the first trip, and then fly back and pick up the other
13 half, or he has to bring in two aircraft at the same time to
14 fly that group to the airport that they are going to, and
15 back. So essentially what you have happen is, either they
16 choose a different airport, they choose not to make the
17 trip, or they have extra flights coming in to the airport to
18 serve that client. Generally, if somebody is interested
19 enough to make a flight to Denver and make those
20 arrangements, what ends up happening a lot of the times is
21 that there are two flights that occur where one aircraft
22 should have been able to accommodate that.
23 The other issue that is facing the airport is the
24 need to comply with current FAA standards for what are
25 called "Runway Safety Areas." The latest FAA guidance

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1 calls for a runway overrun area of 240-feet in length, and
2 120-feet wide. The current airport has 125-feet on the
3 south end, and 100-feet on the north end. Now, let me just
4 show you -- it would be easier to just show you this. We
5 have now rotated the image a little bit here. North is in
6 this direction right here, here is the 101, here is the
7 runway, and you get a little bit better picture of the
8 runway there. What I am talking about is right here, there
9 is a 100-foot overrun, and 125-foot overrun on either end of
10 that runway. Now, what is an overrun? An overrun is an
11 area sometimes paved, sometimes it is just compacted dirt,
12 it is an area that has to be available so that if aircraft
13 for whatever reason go beyond the end of the runway, that
14 there is an area that they have some safety margin there
15 that they can move their aircraft onto without hitting a
16 ditch or a tree, or something like that. It is a safety --
17 it is an extra added safety feature there. So right now,
18 the airport -- their overruns are not meeting the FAA
19 standards for this size of airport and the size of aircraft
20 that are operating today at the airport.
21 So to address those two issues, Marin County, as
22 the owner and operator of the airport, have proposed the
23 following improvements: first is to extend the runway from
24 3,300-feet to a total length of 4,400-feet, so that is an
25 1,100-foot addition to the runway, as well as installing

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1 the proper overrun areas of 240-feet on both the north and
2 south end of that runway.
3 Unidentified speaker - Is the suggestion on the
4 prior phase [inaudible].
5 Mr. Adams - No, it is not. We will get to that on
6 the next slide. You will see a map of it.
7 Also, there is a taxiway that is adjacent to the
8 runway, which is shown -- here is the runway, and here is
9 the taxiway, right through here. They would extend that
10 taxiway to meet so it would continue on to serve the end of
11 the runway there. There is also some levee work, I
12 mentioned that there is levees there today that currently
13 come around the end of the existing end of that north end of
14 that runway. Those would have to be extended out farther to
15 the north, as well, to continue that protection for the end
16 of that runway. There also are some navigational aids which
17 are -- there is lighting systems and other transmission
18 signals that aircraft use to align themselves properly with
19 the runway. Those would have to be shifted to the north, as
20 well. One thing to note on here is, I showed you this
21 yellow box, originally, this yellow shape here that is the
22 airport property, all of these improvements would stay on
23 airport property. There would be no land acquisition with
24 this particular proposal that the county has put forth.

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

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1 here is really where we are trying to get to, which is the
2 end of this environmental process, which is decisions being
3 made in terms of the environmental preference of the
4 project, or not. As John mentioned, whether or not the
5 project actually gets built is outside of my realm --
6 outside of my scope, if you will.
7 Barry and John both mentioned this, but I will
8 just reiterate it very quickly. The Environmental Impact
9 Statement, or EIS, that is being prepared to comply with the
10 National Environmental Policy Act. That is a federal
11 statute. The Environmental Impact Report is being prepared
12 to comply with the California Environmental Quality Act, a
13 state law. We also recognize that there is other federal
14 and state laws and acts that we are going to be looking at.
15 Some of these include, but are not limited to the ones that
16 are on the screen here, Section 106 Consultation. What is
17 that? That is looking at historic, architectural,
18 archaeological, and cultural resources. We are also looking
19 at something called Department of Transportation 4F. Any
20 time you are dealing with a project that is dealing with a
21 Department of Transportation facility like an airport, any
22 time you are dealing with anything that might impact an
23 airport or a park, or anything that has been funded through
24 the Department of Transportation, you have to look at a
25 special section of impacts called DOT4F. We are going to

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1 be looking at the Endangered Species Act, we are going to be
2 looking at the Clean Water Act, NACTS and CACS (phonetic),
3 those are acronyms that in simple terms are looking at air
4 quality and air emissions from the project, both on the
5 federal and the state level. And there are literally dozens
6 of others that I could have put up there. We are going to
7 hold all the questions. If you want to write it down on
8 your sheet of paper, that would be good.
9 Unidentified speaker - For this process, is there
10 a traditional Use Permit for this process?
11 Mr. Adams - Again, we are dealing with the
12 environmental process. John and Barry also talked a little
13 bit about their roles. I am not going to belabor this, but
14 Barry here is representing the FAA, which is the lead
15 Federal agency, John is representing Marin County, which is
16 the state lead agency.
17 John mentioned some of the differences between the
18 NEPA or EIS process, as well as versus the CEQA and EIR
19 process. One of the differences that I wanted to highlight
20 for you here is that, in the NEPA process, the Alternatives
21 Analysis is handled a little bit differently than in the
22 CEQA process. Under the NEPA and the EIS process, when we
23 find that there are alternatives that meet the purpose and
24 need for the project, that essentially can solve the problem
25 and if they are feasible and reasonable alternatives, those

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1 alternatives have to be analyzed in the same way and in the
2 same level and detail as the County's proposal, so they are
3 given equal weight and they are treated exactly the same
4 when we are evaluating their environmental effects in the
5 EIS document. So when you look at the EIS document, that is
6 going to provide a little bit more information about the
7 environmental impacts of alternatives to the project than
8 the CEQA EIR document would, will, and normally does.
9 So what are some of those alternatives? Well, we
10 have already started to sort of sit around the table and
11 think, well, what could some of those alternatives be?
12 Obviously, under both an EIS and an EIR, you are looking at
13 a no-action or a no-project condition. That will be
14 included. We also will be looking at alternatives to the
15 reconfiguration of the airfield, so the County's proposal is
16 to extend that runway to the north, just all that 1,100 feet
17 goes to the north. We will also be looking at alternatives
18 that extend 1,100-feet to the south. What about 550-feet to
19 the north and 550-feet to the south? Maybe there is some
20 iterations in between there that we look at -- what are all
21 of the different alternatives, to see what the environmental
22 effects are. We also will be looking at alternative
23 airports and alternative facilities that could accommodate
24 the demand that we are talking about. And then, finally, we
25 will be looking at technology. Are there existing

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1 technologies or emerging technologies that can help
2 alleviate the situation that they are facing?
3 So I mentioned that we have done a little bit of
4 research already and this is just a map that shows the area
5 and starts to highlight some of the environmental resources,
6 and I will underscore -- this is some. We know that there
7 is more out there and we know that we are going to be
8 addressing them. But just to kind of get the ball rolling,
9 to talk about what are the potential impacts out there, I
10 was just going to identify a couple of them. We know, first
11 and foremost, that just to the northwest of the airport is
12 the Olompali State Historic Park, so first off there, we
13 have a potential historic and cultural resource that we are
14 going to be dealing with and understanding what the
15 potential impacts of this project are on that resource.
16 This area through here and down on the east side, we know
17 that there is seasonal wetlands in that area, so we are
18 going to understand what is out there, what are the
19 potential impacts to those areas. When you look farther
20 south, in close we have some more areas of potential
21 wetlands. We know that there is some wildlife preserves
22 over a little bit southeast. When you are looking even
23 farther south, in the Rush Creek and Bahia areas, we
24 understand that the issues are going to be more about over-
25 flights and noise issues. We understand that those are

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1 going to need to be addressed. And we are prepared to
2 address those. We also want to hear tonight, though, what
3 your thoughts are on those particular issues.
4 Now, there are a whole host of other issues that
5 we can talk about. Those are the ones, though, that kind of
6 get our minds thinking about the types of impacts that could
7 come from this project.

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

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

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

9

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

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

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

21 Audience - Can't hear you.

22 Mr. Pack - Can you hear that? Okay. Can I keep
23 going? I am not here to ask any questions, except to

24 challenge the need for this runway extension. My feeling
25 is, and I think your comment here that the present Runway

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

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1 and take-off field limits of less than 4,400-feet. This is
2 all in here, it is all FAA certified take-off and landing
3 field limits. In addition, bombardier Q200, 300 and 400,
4 78-passenger airplanes will be open, and there is about 20
5 or 30 other aircraft which will be right on the margin, so
6 not hot day, heavy take-offs. If you leave a little fuel,
7 you can leave everything off. The 4,400-foot length, I
8 think, should be put in perspective. Most people do not
9 realize it, but at that length, you can operate an airbus
10 A318, fully loaded, out of Gness Field. And that airplane
11 weighs 149,000 lbs. and carries 7,000 lbs. of fuel -- excuse
12 me, 7,000 gallons of fuel. So by extending this runway
13 1,100-feet, what we are doing is taking it from one jet
14 aircraft that can operate there today, to probably 30 types
15 of jet aircraft that can operate. They are a lot bigger and
16 they all carry more fuel. The only other thing that I
17 wanted to say, noise abatement procedures are pretty well
18 proscribed at Gness. I live, like I say, right on the base
19 leg to 31 and the people that violate the noise procedures
20 are the guys that operate the King Air Turbo Props and the
21 Citation Jets. Last Sunday, the last time I saw a
22 violation, a Citation made a straight out departure from 31,
23 this is at 09:40 local time, and of course a straight out
24 departure on 31 is strictly prohibited. In addition, the
25 last thing is that the business jets that we are talking

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

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

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

20 Mr. Adams - Thank you. The next name I have here
21 is Antonio Capretta. You have to forgive me if I am not
22 pronouncing your name correctly. Just correct me.
23 Mr. Capretta - Good evening. I live up on the
24 [inaudible] in Bahia and have been there for several years.
25 So we are right on the base of the incoming of all of these

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

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

4 [Mr. Adams](#) - The next speaker... I am going to call... is
5 TJ -- I believe the last name is pronounced Neff. N-e-f-f.

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

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Comment [51]: Was this Rob or Barry?

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

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1 finish my thought. You are correct, and I am agreeing with
2 you. I think the efforts to educate the pilot community
3 about the noise sensitivity of the folks, and rightfully so,
4 that are south and southeast of the airport, I think that
5 effort has begun to really bare fruit. I think no matter
6 how jaundiced one might be, I certainly have noticed over
7 the years, having operated there, and also been living in
8 Black Point, that the incident of people, if you will,
9 violating -- and there is no violation per se, but violating
10 that noise sensitive air space has been reduced. It has not
11 increased as a factor of the number of flights that come and
12 go from the airport. I might have comments later on, but
13 that is all I have for now. Thank you very much.
14 Mr. Adams - Thank you. The next speaker is Hank
15 Barner.
16 Mr. Barner - Good evening. I am Hank Barner,
17 President of the Black Point Improvement Club. I have a
18 letter with about 13 comments, unfortunately addressed to
19 Mr. Rawls (phonetic), but maybe you will accept it, or I
20 would be happy to change the name and send it off by mail.
21 The comments are really concerning questions, and do not
22 deal with merit at this point. Perhaps the first real
23 question is one of need, the 1999 Grand Jury explored that
24 question, and found that they could not identify any
25 substantial need for expansion of the airport at that time,

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

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

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1 Mr. Franklin - Yes, I will take it. Thank you,
2 sir.
3 Mr. Barner - Thank you.
4 Mr. Adams - Our next speaker is Ed Budzinsky.
5 Mr. Budzinsk - That was pretty close. Hello, I am
6 Ed Budzinsk. I live at 600 Santana Road. I have lived
7 there about three years and for probably the past two years
8 or more, I have been working pretty regularly with Ken
9 Robbins here. It has been focused on over-flight, illegal
10 over-flight, particularly 91-13 and 91-119, those particular
11 flight rules that are violated on a regular basis. With
12 Ken's help, we have reduced the amount of traffic we have
13 had there flying over our neighborhood, directly over our
14 neighborhood. But it still continues. It got to a point
15 with one individual in a Lear jet would not stop, so one
16 morning I went over there to ask him why he was doing that.
17 I actually put myself at risk of personal harm, and I had a
18 finger in my face, I had a volatile Lear Jet pilot screaming
19 at me. He called the airport -- I mean, he called the
20 Sheriff's Department, which allowed me to actually file a
21 complaint against him, and I hoped that resulted in
22 something. That is the type of person that is flying over
23 our neighborhood. Mr. Neff said there have never been any
24 accidents around Gness Field -- not yet. As long as they
25 are allowed to do that, the possibility of a tragic

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

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1 what kind of impact we truly have there, and I am sure it
2 exceeds the Novato standards for noise. That is all I have
3 to say.
4 Mr. Franklin - The next speaker, I believe, is
5 Clarence Bracey.
6 Mr. Bracey - Clarence Bracey, Black Point resident
7 for 38 years. I oppose the expansion of the Gness Airfield.
8 I have always opposed the expansion because of the noise it
9 would create and does create, and the possibility of
10 accidents. I have heard through media outlets Gness
11 Airfield, referred to as "The Marin Airport." Is this what
12 step by step enlargement is inching towards? Why wasn't
13 Hamilton chosen as an airport, as a possible airport, since
14 it had all of the in-place facilities at that time? Thank
15 you.
16 Mr. Franklin - This next one, I will need some
17 help with. The last name is B-E-H-M.
18 Ms. Behm - Good evening. My name is Jo Behm, it
19 is Jo-Anne, and I go by Jo. I have lived on "H" Lane, which
20 is south of the airport, up on the hill there for the past
21 27 years. And, true, when we built our home, the airport
22 was already there, and I believe he said it was built in
23 1968, but slowly the airport -- more hangars have been added
24 over the years, and activity has increased at the airport.
25 And I have to also mention, I am a lover of aviation, and I

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

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

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

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

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1 the Sonoma Airport, and we hopped on one of their Twins and
2 got up to Seattle lickety split. So we have alternatives
3 for commercial airplanes. And my final concern is how many
4 more commercial jets this expansion would attract. This is
5 not really about helping the pilots that are already in the
6 hangars, and in the tie-downs out there at Gness, because
7 most of them already can take-off easily on 3,300-square-
8 feet, fully loaded. But this is about attracting more
9 transportation drop-offs and pick-ups at Gness Field, maybe
10 not airplanes that are housed there at all, but that are
11 doing commercial relaying out of there. And that is another
12 reason for having opposition to the expansion, extension of
13 the runway. Thank you.
14 Mr. Franklin - Next speaker is Roger Roberts.
15 Mr. Roberts - Good evening. I am here to make
16 some preliminary comments on behalf of the Marin
17 Conservation League. We will be sending you a letter that
18 will be much more comprehensive. The first thing I would
19 like to suggest is that, when you are doing your baseline or
20 presenting your baseline data, that you very carefully
21 detail its components so that we understand the type and the
22 sort of airplanes that are presently in that baseline versus
23 what might be projected in the future, which clearly, with
24 an extension of this runway, will attract more business jets
25 and create additional traffic. And the baseline is a very

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1 important number to have, and you have got 95,000 trips, or
2 take-offs and landings, but we need to know what type of
3 aircraft those actually are currently. Secondly, we think
4 the EIR should contain very careful analysis about the -- I
5 do not quite know how to describe this -- about the number
6 of days in the year when there is difficulty in taking off a
7 plane fully loaded. And that, too, relates to the existing
8 baseline. It is my understanding from talking to some
9 people who presently use Gness Field that the only days that
10 that is a problem are on hot weather summer days when the
11 air is less dense. And if that is really only an occasional
12 problem, we should understand that and your analysis should
13 show exactly what those conditions are, and how often they
14 occur, because it may be really not a significant problem.
15 We are interested, of course, in the Greenhouse Gas
16 Emissions Analysis that will be done in this EIR and EIS.
17 Air quality is not just a question of pollutants, under
18 current law here in California, at least; we now want to
19 look at greenhouse gas emissions. And so your analysis
20 should cover greenhouse gas emissions that presently exist
21 in baseline use versus anticipated and cumulative greenhouse
22 gas emissions for anticipated use.
23 Now we come to the question of the impacts on the
24 wetlands. It is clear that if you expand this runway and
25 extend it, there will be impacts on the wetlands, and we

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1 would be very interested to know how you plan to mitigate
2 for that in terms of finding alternative wetlands to restore
3 or to protect in the neighborhood, because, clearly, if you
4 are going to take away some wetlands, there should be at a
5 bare minimum a 1:1 replacement of the wetlands that are so
6 impacted.
7 My last comment, which is a suggestion to you, and
8 I echo some remarks made by earlier speakers, you do have
9 alternative airports that can provide the services required,
10 that might take care of the additional use that would be
11 generated by an extension of this airport runway, and that
12 is both the Petaluma Airport and the Sonoma Airport. So in
13 terms of looking at alternative airports to handle this
14 potential traffic, we think it is very important that those
15 two airports be looked at quite closely as viable
16 alternatives to extension of this runway. We will be, as I
17 say, writing you a letter that will probably have
18 considerably more content to it than my remarks tonight, but
19 we think that this must be done very carefully and we will
20 look forward to helping you do that. Bye.
21 Mr. Franklin - Thank you. The next speaker is
22 Brian Williams.
23 Mr. Williams - I live in the Partridge Knolls II
24 Development, it is right behind Fireman's Fund. I am a
25 member of the Homeowner's Association there. I am very

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

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1 the argument of the landfill expansion, which impedes into
2 the marshlands and the Bay Area, and that has been approved
3 despite opposition. I am also interested in how this fits
4 in with the Bay Area Conservation Commission which controls
5 and prohibits further expansion into the Bay Area, and
6 further encroachment into the Bay Area by developments.
7 Because the Bay Area is already 50 percent smaller than it
8 was 50 years ago, 75 years ago, before all this filled land
9 development was allowed. It is my impression that this
10 airport is already on filled land, and now you want to fill
11 in more land and lessen the marshlands and the Bay Area by
12 this expansion. I think also it should be taken into
13 account the explosion of planned development that the City
14 of Novato has in this immediate area, which is going to
15 impact directly on the already inadequate overpass of
16 Highway 101 at the Atherton/San Marin exit. There is
17 already too much traffic there. There is already three
18 stoplights, and the City of Novato has planned development
19 for major expansion of the Fireman Fund area, and commercial
20 buildings all up and down Redwood Blvd. North. And already,
21 the traffic is not able to be controlled and to flow
22 smoothly the way it is now.
23 Now, you could say that this traffic is going to
24 all be taken care of, and especially on the overpass, but if
25 you look at the examples of the Petaluma overpass,

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

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1 pollution and the particulate matter, and we are concerned
2 about global warming. None of this will be improved by more
3 commercial jets coming in, it will only be made worse. So I
4 would ask you to have these thoughts in your mind when you
5 are considering expanding this airport, and have better
6 announcements and better chances for us to input this before
7 you make any decisions. Thank you.
8 Mr. Franklin - Our next speaker will be Jean
9 Johnson.
10 Ms. Johnson - Hi. I am Jean Johnson. I live on
11 Sallow Wood Drive, and unfortunately I have not been on my
12 roof, but I am sure there is a big sign that says Gnos
13 Field, turn right, because every plane seems to go over my
14 house and turn right. My phone is on speed dial to Ken, who
15 has probably I.D. and does not answer anymore, but he has
16 had the courtesy to answer a few times, and has basically
17 told me that, "well, you know, with the summer time, you
18 have more windows open and you will hear more noise." Well,
19 I am here to say that is not true, it is constant. And I
20 can probably be blindfolded and sit out in my yard and I can
21 tell you what time of day it is and what day of the week is
22 by the planes that come in, and there is no 400-foot
23 clearance, there is about 180-feet sometimes. I have
24 reported numbers, I have taken pictures, I have called the
25 FAA, and I have gotten nowhere. And so I think it is a

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

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

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

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

16 Mr. Franklin - The next speaker is Joseph Valls.
17 Mr. Valls - I have lived in Bahia for 30 years.

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

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1 coming from that wants this done? Maybe Supervisor Arnold
2 can tell us where the money is coming from, who wants this,
3 certainly not the people who live in Bahia, certainly not
4 the people who live in Black Point, certainly not the people
5 who live in Partridge Knolls. Where is it coming from? We
6 do not want it. It was a private airport, now it is a
7 commercial use airport. And if you do this, it will really
8 be a commercial use airport, and it is asking too much. The
9 people in Bahia have been nailed, have been hammered on for
10 years, and this is just one more thing that you are going to
11 go ahead and do to us, and it is just not right. Thank you.
12 Mr. Franklin - Our next speaker will be Harold
13 Bexton.
14 Mr. Bexton - Good evening. I am here mainly to
15 speak about overflights and noise abatement. I can
16 understand the need for the buffer zones and the overrun
17 areas. Just to add a note of levity, when I learned to fly
18 many years ago out of Dirt Field in Canada, our overrun area
19 was a cornfield, so I can understand why you might need to
20 do that. What really concerns me is the extension of the
21 runway because the first speaker was absolutely right, that
22 is going to attract many more larger, heavier planes
23 and jets, more jets. I have lived in Bahia for 25 years and
24 I have seen the changes. Originally it was all small planes
25 and the big change was when the few jets started coming in

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1 -- huge change in noise level. And it is interesting that
2 most frequent violators are the larger planes, so what you
3 are talking about with the larger runway is more violators
4 and much higher noise levels. So, as I said, some
5 improvements I can see, the extension of the field gives me
6 and many of the people in the community a real concern
7 because it just looks like a whole change to a much more
8 commercial operation. So some of the things that I think
9 need to be looked at are mandated patterned approaches, as
10 somebody else mentioned, mandated noise abatement, and
11 perhaps some kind of completely restricted overfly zone over
12 the neighborhoods. Thank you.
13 Mr. Franklin - Christopher Gilkerson.
14 Mr. Gilkerson - Hi. I am Christopher Gilkerson.
15 I live in the Rush Creek neighborhood, south of the airport.
16 I want to thank Supervisor Arnold for being here. I know
17 she and her assistant are busy taking notes. I mean,
18 ultimately this will be a Board of Supervisors decision
19 post-environmental impact study whether an expansion goes
20 through. So I think everybody should understand that. I
21 want to follow-up on some of the comments about baseline and
22 assumptions. In the opening presentation, I was very
23 troubled by the assumption about the challenge to overcome,
24 and I think that we really need to know the numbers in terms
25 of current airport tenants who are not able to operate

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1 their aircraft at optimum weight for maximum efficiency.
2 The example was given of taking the two trips to Denver, you
3 know, which users is that of the 95,000 operations annually,
4 how many of those operations are actually negatively
5 impacted by the lack of the extra 1,100-feet and runway? I
6 was also troubled that there seemed to be an assumption in
7 the initial presentation that this will not encourage
8 additional airport traffic, and that troubles me because
9 obviously the Environmental Impact Report has to be very
10 objective, and so I would like to know where those
11 assumptions are coming from because it seems very contrary
12 to common sense. I think the numbers as the baseline is
13 probably about the most important thing in the Environmental
14 Impact Report, so, again, I would emphasize very clear
15 transparent assumptions and numbers so that the public can
16 comment on that baseline, because obviously the impacts of
17 the proposed project are all going to be based on what that
18 baseline is.
19 In terms of noise, aviation activity forecasts, I
20 think, are obviously going to be part of the analysis. The
21 FAA in 2006 estimated that new, lighter, cheaper corporate
22 jets like the Eclipse 500 will increase jet traffic to small
23 airports by over 120 percent by the year 2017, so I think
24 those additional numbers that the FAA has and relies upon
25 obviously have to be part of your analysis.

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1 In terms of impacts, I think either an alternative
2 that should be studied as part of the Impact Report, or
3 maybe its significant mitigation measure, is how can we
4 actually have enforceable prohibitions of flyovers over
5 residential neighborhoods? I think you ought to analyze
6 that. What would need to be done in order to actually make
7 that enforceable? If you look at the diagram that we were
8 shown, the end of that runway or the extension is going to
9 go right into the railroad easement, and obviously there are
10 big plans to use that railway, including bike paths. I do
11 not see how that type of use can be compatible with
12 extending a runway in that direction. I think that should
13 be analyzed. There is an impact on the use and enjoyment of
14 open space. The wetlands obviously is a open space area,
15 and many of us contributed to the purchase of those lands
16 for public use and enjoyment, so any increased traffic ought
17 to look at that as a significant impact.
18 In terms of relationship to growth inducement, a
19 while ago there was a big proposal for the Marin Jet Center,
20 where Dale Air Partners was really pushing that as a
21 development. So what is the relationship to this runway
22 extension to future growth of the airport, and also the
23 corresponding impact on traffic?
24 Finally, I think many of us would be very
25 interested in how the airport expansion project will relate

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1 to the Greenhouse Gas Reduction Plan that the County has put
2 into place. And also, many of us will be looking at the
3 cumulative impact analysis and how that will factor into
4 your report. Thank you.
5 Mr. Franklin - Our next speaker is Barbara
6 Salzman.
7 Ms. Salzman - My name is Barbara Salzman. I am
8 representing the Marin Audubon Society. Hello again. Our
9 main interest is in the wildlife habitat and the wetland
10 impacts. We are in the middle of restoring a large area of
11 marsh at Rush Creek and that is adjacent to Black John
12 Slough, which is a waterway that has endangered species and
13 a number of other special status species. So any extension
14 to the south would be a major problem. You need to discuss
15 that thoroughly, show diagrams, I know you have them, but
16 you need to discuss the distance and the potential impacts.
17 But then extension to the north is also a problem because of
18 possible impacts on birds that might be coming out of
19 Redwood Landfill, although they do a pretty good job of
20 trying to keep the population of birds down, but that is a
21 potential impact that needs to be addressed. The need has
22 been brought up lots of times this evening, and I think you
23 need to really thoroughly discuss the potential new planes
24 that could be accommodated there, the growth inducing
25 aspects of it. But one thing that confuses us is, for

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

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1 that has also been mentioned, which is just extending the
2 safety areas, not the runway itself. And that seems to be -
3 - it seems you have a big job ahead of you.
4 Mr. Franklin - Thank you. Our next speaker is
5 Edward Mainland.
6 Mr. Mainland - Good evening. My name is Edward
7 Mainland. I am representing tonight Sustainable Novato, a
8 local nonprofit citizen's group. We would appreciate the
9 EIR addressing, I guess, four main areas of concern, or
10 issue areas. And I think it is fair to see we are rather
11 skeptical as to whether this project contributes in any
12 meaningful way to making Novato or Marin County anymore
13 sustainable. First, why expand the airport? I think you
14 could get at that perhaps a little more transparently if
15 there was something like an economic impact analysis, or a
16 comparative benefit analysis, because I think it would be
17 useful to weigh who gains, who loses, for the benefit
18 particularly of our Supervisor, Judy Arnold, who will be
19 taking a decision on this down the line, and seeing where
20 the interests of her constituents lie, and where the other
21 interests involved in this project lie. Now, one reason
22 advanced in your slide show is that safety and non-
23 compliance with FAA specifications were one reason to have
24 this runway extension, and so logically, if this airport is
25 currently unsafe, then my question is why doesn't the FAA

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

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

15 Mr. Franklin - The next speaker is Robert Raven.

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

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

24 Mr. Franklin - Our next speaker is Lynn Baker.

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

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1 there is going to be a lot of traffic congestion going on in
2 the vicinity of San Marin and 101 because there is a huge
3 development going in at Fireman's Fund, there is what is
4 called the San Marin Business Park, which is going to
5 parallel the office at the side of the freeway, it is going
6 to parallel Gness Field, so you are going to have a huge hub
7 of activity, and if you have larger jets coming in, you are
8 going to have more traffic in that immediate area, which
9 should be part of the traffic flow in and around that whole
10 101/San Marin intersection into the airport should be
11 considered. I also heard someone here tonight mention the
12 fact that there was a weather factor and the rising. I used
13 to work as a communications dispatcher. When Gness Field
14 flooded in 1982, we took navy transports in there to pull
15 those planes out of that field. It is a real factor that
16 that field does flood. So you need to take into account the
17 fact that you may be building a runway that is going to go
18 under water. And I do not think that that is a really wise
19 use of County funding. And while we are on the topic, where
20 is all this funding coming from? Who is funding this? Is
21 the County funding this? Is it coming from outside sources?
22 Where is the money coming from? The County is supposed to
23 be broke. The state is supposed to be broke. Who is
24 funding this? I would like to see that included in some
25 report, I do not know whether -- it probably does not

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1 belong in the Environmental Impact Report, but a financial
2 statement. Where is this money coming from? Thank you.
3 Mr. Franklin - Our next speaker is Dr. Richard
4 Levy.
5 Dr. Levy - Hello, I am Dr. Richard Levy. I had
6 several points, many of which have been covered by others,
7 but I want to reiterate them because they affect me and my
8 family, specifically. There is currently no control over
9 the actions of any of the pilots who continuously fly over
10 our home. The results are noise and extreme danger for me
11 and my family for those planes to simply fall out of the
12 sky. Now, what happens if they fall out of the sky? I live
13 in a Blue Oak Madrone Ecotone, it is a unique area where
14 those two types of trees come together, and what happens is
15 you are going to get a fire, and this is a unique
16 environmental area that will be burned down -- lost, and
17 something that a number of people have worked for about ten
18 years to save and have done so. There is no enforcement of
19 the flyway area in which planes are supposed to fly. There
20 is no consequences for the pilots, nor for the airport. How
21 would you feel if you had new pilots, not licensed, learning
22 how to fly, fly over your house, directly over your house,
23 gaining hours towards their license? I am certainly
24 uncomfortable with that. I have experienced hotdog pilots
25 flying out over the marsh, zooming every which way,

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

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

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

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1 of things should never have been built in tidal flood lands,
2 including shopping centers, houses, and roads. I do want to
3 make the point that Gross Field has been there longer than
4 much of the housing in the surrounding area, and this is not
5 an isolated case where people either move into a
6 neighborhood, or have been there 10, 20 years, and literally
7 wake up one day and say, "Where did that airport come from,"
8 when in fact it has been there pretty much all along. And
9 so when one decides to buy a house in any given
10 neighborhood, one should be aware of what that entails. And
11 we even have laws now in the State of California that have
12 to disclose various things. I do not know if it includes
13 the location of an airport, but just like if you move next
14 door to a farm, and then you realize you do not like the
15 smell or the noise of the farm, the farm was there before
16 you bought the house. You were not forced to buy that
17 house. So that is what I would like to say. Thank you very
18 much. And we will watch the process continue. Thank you.
19 Mr. Franklin - We are getting close to our
20 allotted time, so we have one last speaker, Sally Scott.
21 Ms. Scott - Hello. I am Sally Scott at 504
22 Santana Road in Bahia. I will be quick. There is only a
23 couple points that were not covered, but to address the last
24 gentleman's comments, I think most of Bahia and Rush Creek
25 and all the surrounding areas have accepted and do like

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

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

9 Mr. Franklin - I think we have actually gone over
10 the time that we were going to allot for the scoping meeting
11 tonight. I just wanted to remind everyone that is still
12 here that we will be accepting comments up until August 29,
13 2008, and if you were not able to give verbal comments
14 tonight, I encourage you to take one of our comment sheets
15 and write your comments and send those in to us, as well. I
16 want to basically close by thanking everyone coming out
17 tonight and giving us your input on the Marin County
18 proposed project. And at this time, we are going to close
19 our scoping meeting. Thank you.

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FEDERAL AVIATION ADMINISTRATION
AND
COUNTY OF MARIN

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

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

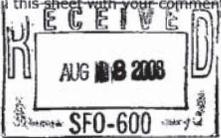
Name/Affiliation: Leo Bourke RETIRED
Address: 2320 LAGUNA VISTA DR.
City/State: NOVATO, CA. Zip Code: 94945 Telephone: 415/897-6896

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

HOW MUCH HAS THE COUNTY SPENT OVER THE
LAST 10 YEARS ON THIS PROJECT, HOW MUCH
MORE ARE THEY WILLING TO SPEND AND WHAT IS
THE PAYOFF IN \$\$\$ IF THE PROJECT GETS
APPROVAL?

[Handwritten signature]

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 for receipt by 5pm Pacific time on August 29, 2008. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.



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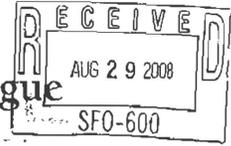
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August 28, 2008

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

RE: Proposed Extension to Runway 13/31 at Marin County Airport - Gness Field
State Clearinghouse No. 2008072037: EIR/EIS Scoping Comments

Dear Mr. Franklin:

The Marin Conservation League has been an active participant in significant land use policy decisions in Marin for almost 75 years. We appreciated the opportunity to participate in the scoping meeting at the Marin Humane Society on August 14 and to have had the opportunity to tour Gness Field earlier in the day.

To reiterate and expand on the comments made by a representative of our organization at the scoping meeting, we are submitting the following issues to be addressed in the EIR/EIS document:

NEED FOR THE PROJECT

The stated need for the project is to allow the existing fleet of planes based at Gness to fly at design capacity when the air temperature is high (around 100 Deg. F.) The extended runway will also allow larger planes to use Gness during normal conditions. The EIR/EIS should contain a table showing the range of aircraft by model number that can use the extended runway in average and elevated conditions. The table should also include details of each aircraft such as gross weight, allowed landing weight, engine type and number. The listed aircraft should include those currently in production and older aircraft that are currently based at Gness. This aircraft mix should be used in all noise analysis contained in the EIR/EIS.

The EIR/EIS should evaluate the operational impacts on a wide range of aircraft in response to weather conditions that limits these operations. The EIR/EIS should present data that shows that regardless of runway length there will always be conditions of load and weather that will limit aircraft operations. For instance, if the runway were extended to 4,400 ft., the EIR/EIS should identify the type of aircraft that would experience operational limits due to weight and load.

The EIR/EIS should include thorough examinations of alternative airport sites that would not have the constraints that exist at Gness Field, e.g. the Petaluma, Napa and Sonoma Airports that serve the region.

Marin County's Environmental Guardian

A nonprofit corporation founded in 1934 to preserve, protect and enhance the natural assets of Marin County.

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The EIR/EIS should evaluate the financial and environmental impacts of the No-build Alternative, the alternative of adding the Runway Safety Areas (RSAs) only, and the alternatives listed in Page 16 of the slide presentation of 8/14/08, compared to the other alternatives. This would require a detailed economic and cost-benefit analysis of the impacts of this runway extension.

OPERATIONS

The EIR/EIS should carefully analyze the baseline characteristics of the operations of Gness Field as to the composition of the 95,000 takeoffs annually and landings there by airplane type, time of day, destination, and weather conditions. This baseline should be applied to the analysis of all alternatives.

The proposed 1,100 ft. runway extension to the north plus a 240 ft. overrun will place the Runway Safety Area in conflict with the railroad right-of-way (ROW). This railroad may, in the future, carry passenger and freight trains. The EIR/EIS should evaluate the hazard of having the RSA and ROW conflicting.

It has been suggested that the RSA would need to be paved to function properly and for emergency equipment. The EIR/EIS should evaluate the probability that the paved RSA would accidentally be used as an acting runway.

The projected takeoffs and landings should include those aircraft operating under full weight and design weather AND those aircraft operating under limited conditions.

The EIR/EIS should evaluate the impact of the cross wind conditions on future aircraft likely to use the extended runway.

Increased aircraft traffic would also increase the probability of conflict between aircraft and the KCBS radio towers that are close to the airport. The EIR/EIS should evaluate the increased potential for accidents at this location.

The present configuration of Gness Field is non-compliant with respect to the required separation of airfield from landfill operations. The proposed runway extension to the North would only make the non-compliant situation worse. How would this be mitigated? Are there raptors in the vicinity of the landfill operation that would fly at high enough elevations that could interfere with aircraft operations? Raptors would be attracted to the landfill because of the gulls.

Takeoff and landing projections should include an evaluation of the potential increase of small business jets and small jet air taxi service.

What would trigger a requirement for air traffic control? Would the expanded runway and increased traffic require air traffic control? Who pays for the operation of air traffic control?

The airport and access road (Binford Road) have experienced severe flooding with heavy rainfall which curtailed operations and access to the airport. What improvements are proposed to protect the airport and access road? What will be the cost of construction and maintenance, and who would bear that cost?

ENERGY

Does the expansion of Gness Field conflict with the goals set by AB32 and AB 1473?

Will there be conflict between Federal EPA standards vs. State of California standards as has developed over automobile fuel efficiency standards? The EIR/EIS should carefully analyze California and federal EPA standards for fuel efficiency and greenhouse gas (GHG) emission requirements.

The EIR/EIS should respond to the statement "The average private plane, such as the popular two seat Cessna 172, is 30 years old, it carries a four-cylinder piston engine designed in the 1940s that burns leaded gasoline, has no catalytic converter, and gets as little as 12 miles per gallon. It's fair to say that small aircraft are gross polluters"¹ Greenhouse Gas Emissions (GHG) reductions would be better achieved by improving the performance of the aircraft fleet than by expanding runways.

The EIR/EIS should justify why the runway extension is being proposed, in that it perpetuates the use of fossil fuels in a wasteful, polluting manner. The need to travel faster and further is not a need that justifies creating severe environmental impacts.

The EIR/EIS must include a careful analysis of the Greenhouse Gas emissions of the runway expansion and increased aircraft traffic that are expected to occur comparing all alternatives.

A study is needed to determine the fallout of incomplete combustion of aircraft fuel containing lead that occurs during takeoff and landing while the aircraft is close to residential areas. Lead buildup in the cattle that graze near the airport should be evaluated. The amount in nearby wetland habitats should also be evaluated.

The EIR/EIS must evaluate the impact of the rise in sea level. This would include increasing the height of levees and the disturbance of the fill and borrow sites for such construction. The increased energy required for pumping must be determined.

The state of California is discouraging development in flood plains. With increasing sea level, an alternative of raising the elevation of the runway and support facilities should be analyzed.

There are major drainage ditches crossing the location of the proposed RSA's. Would these ditches have to be open trenches or culverts? Would open trenches satisfy RSA

¹ Mark Moore, NASA, Popular Science, August 2008 Pg. 27

requirements? What are impacts if culverts are added to area?

The EIR/EIS should evaluate the impact of upper atmosphere pollution of high flying jets compared to lower level propeller aircraft.

CO₂ emission calculation protocol has not been fully developed for all modes of transportation. The EIR/EIS should include a detailed description of the methodology in calculating the relative CO₂ generated for all alternatives with their range of operations. If the CO₂ emission protocol is contained in a separate document, that document should be included in the appendix of the report.

NOISE and TRAFFIC

Per public testimony, there are numerous violations of aircraft passing over residential areas. The number of illegal over flights cannot be determined by counting the number of phone complaints received by the Federal Aviation Administration (FAA), because it was repeatedly stated in public testimony that residents eventually give up calling due to lack of response by the FAA. The pattern of complaints and the lack of response should be compared with other airports with similar close proximities between residential areas and flight paths.

Public testimony clearly indicates that noise impacts of current operations are a severe impact that FAA is unwilling to monitor and control. The Noise Impact Analysis must include single event noise levels L_{max} in addition to the CNEL noise studies which are mathematical averaging of multiple noise events. The Noise Impact Analysis also needs to evaluate the impact on humans and wildlife of the expected increase in jet aircraft operations with its higher frequency noise emissions.

The noise test results included in the December 10, 1990 "Airport Land Use Plan, Marin County Airport, Analysis of Aircraft/Airport Operations shows some flights with high SEL readings. The highest was resulting from "straight in" flights. A new Noise Analysis should be conducted over an extended time so as to establish the noise levels from a combination of aircraft type and flight path.

The EIR/EIS should enumerate the actual number of flights that violate the recommended flight pattern identified in the 1990 Master Plan. Enforceable mitigation alternatives must be presented as part of the analysis.

The EIR/EIS should quantify the growth of aircraft and vehicle traffic resulting from the expanded runway.

A careful design analysis of the Atherton/Highway 101 Interchange is needed. Cumulative impacts of projected traffic counts should include future major expansion of the Fireman's Fund complex, the proposed North Novato SMART rail station, the proposed expansion of North Redwood Blvd., storage operations at Black John Slough, and increased fixed base operations at the airport.

The study, above, must disclose whether any of the Park-N-Ride facilities at this intersection will be removed from use. If so, the resulting impacts of the reduced parking must be evaluated. Note that the parking lot is normally filled beyond capacity.

The EIR/EIS should evaluate the project's conformance to Marin County and Novato General Plans with respect to noise and traffic, in particular. The EIR/EIS should conform to a minimum standard set by the "Airport Landuse Planning Handbook. Beyond these minimum standards, consideration should be given to the topography of the lands surrounding the residential areas to the south of the runway.

BIOLOGICAL RESOURCES AND OTHER ENVIRONMENTAL IMPACTS and MITIGATION MEASURES

The EIR/EIS should identify wildlife in the area and their sensitivity to noise, as well as the cumulative impact of the increased use of the runway.

The EIR/EIS should clearly indicate what mitigation would be provided for the loss of wetlands resulting from the extension of the runway, the addition of extended taxiways and two RSAs. The EIR/EIS should establish where additional/replacement wetland mitigation in the immediate vicinity would be provided. Such wetland replacement mitigation should be at least on a 2:1 basis, with no net loss as a minimum standard. (Per the Marin Countywide Plan BIO-3.2) The wetlands mitigation should not include public acquisition of existing wetlands.

The EIR/EIS should evaluate the cumulative visual and biological impacts of the hangers and roadways that have been added at the east side of the runway (which were built without specific environmental analysis) and the runway expansion.

Storm water runoff resulting from increased paving of the runway, taxiway and RSAs should be evaluated. What contaminants are in the storm water? What impact would they have on resident wildlife? How can they be mitigated?

The EIR/EIS should evaluate the buildup of perchlorate contained in jet fuel.

The discussion of alternatives should include the cumulative impacts of the proposed extensions on current and proposed wetland restoration projects within the RSAs, such as the Binford Road project on the Novato Canal.

Thank you for the opportunity to comment. We look forward to reviewing the Draft EIR/EIS documents when they are completed.

Yours truly,


Nona Dennis
President

Message:

346 School Road
Novato, Ca 94945
Aug. 27, 2008

RE: Gness Field EIR/EIS, State Clearinghouse Number 2008072037

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

via e-mail and US mail

There are several issues relating to noise that need to be included in the EIR/EIS that you are developing for the Gness Field expansion. These are:

(1) a community baseline study that includes the planes that fly over the residential neighborhood, (2) noise mitigation plans and noise projections after the expansion that include planes that fly over the residential neighborhood with and without the noise mitigation plan, and (3) how the noise mitigation plan will be enforced.

It is clear from the EIR/EIS scoping meeting of August 14, 2008, that the airport is causing significant noise problems in the residential area south of the airport. There were several neighbors complaining about noise from planes flying over their community.

I agree with them. I live in the residential area south of the airport and have made numerous noise complaints when planes that are landing or taking off fly over my house. These planes are outside the recommended flight patterns and should not be there. The noise problem needs to be addressed before the airport is expanded.

The airport has attempted to mitigate the noise problem with its noise abatement program. Jets and turboprops are to land/take off to the northwest. All planes are to land and takeoff in a pattern that avoids over flying the residential area. Pilots are advised to turn left when taking off toward to south to avoid the residential area. Many of the noise complaints occur when pilots ignore the recommended flight patterns and fly over the residential area.

The noise complaint process that the airport initiated a few years ago has not solved the problem of pilots flying over the residential area. Many of the noise complaints are made when pilots do not follow the recommended patterns. Ideally, when a complaint is

phoned in, the pilot is told that his/her actions has resulted in a noise complaint. The problem with this procedure is that the airport often can not identify the offending pilots.

When a noise complaint is made while Ken Robbins (airport manager) is at the airport and answers his phone, he can watch the offending pilot land so he can talk to the pilot. If Ken does not answer the phone or is not there, a recorder picks up the message. Then there is no action. And of course, this only works on planes that are landing. If the plane is taking off and flies over the residential area, there is no way to figure out who the offender is.

The current noise mitigation plan has had only limited success. It is a voluntary program and relies on cajoling the pilots. Some pilots intentional ignore the program. Others don't know. The program is ineffective because there is no enforcement and no consequences.

The community baseline noise survey needs to include the planes that fly over the residential area as well as those that fly the recommended flight patterns to get a complete picture of the current noise problem caused by the airport. The noise survey needs to done over a long enough period to cover the variation in air traffic levels. It is not enough to make the noise base line survey using the recommended flight patterns as some pilots do not fly recommended pattern.

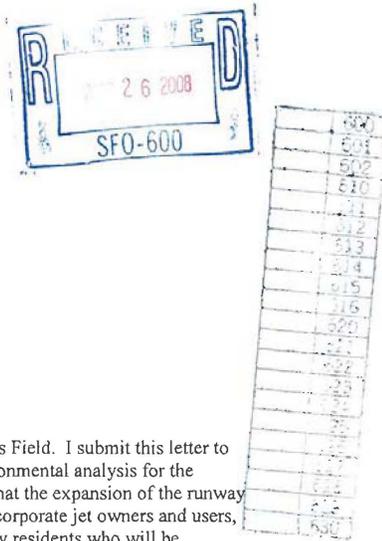
The EIR/EIS needs to include a detailed noise mitigation plan before it is deemed complete. This plan needs to include details on additional navigational aids to help pilots follow the recommended flight patterns, specifics on how noise will be monitored in the future, details on how the noise mitigation plan will be enforced, and spell out what the consequences will be for both offending pilots and the airport if the mitigation plan is not achieved.

The proposed expansion of the airport is significant change in use of the airport. The airport runway expansion will increase the runway from 3300 ft to 4400 ft, a 33% increase. This will allow for larger, heavier planes to use the airport. This will result in more flights, and nosier planes.

There should be a Conditional Use Permit issued for the expansion so the conditions for the expansion and the continued operations are clear to the approving agencies, Marin County Supervisors, the residents, and to the pilots that use the airport. The pilots need to have a clear understanding of acceptable flight patterns, and the airport needs to have the tools to convince the pilots to fly the recommended patterns. The community needs to have confidence in the FAA, Marin County, and the Airport that the noise can be successfully mitigated before this project moves ahead.

Robert Fujimoto

Christopher Gilkerson
220 Saddlewood Dr.
Novato, CA 94945



August 24, 2008

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

Dear Mr. Franklin:

I am a resident of Rush Creek Estates, just south of Gness Field. I submit this letter to raise questions and concerns about the scope of the environmental analysis for the proposed expansion of Gness Field's runway. It seems that the expansion of the runway from 3300 to 4400 feet is intended to benefit a very few corporate jet owners and users, rather than the hundreds if not thousands of Marin County residents who will be negatively impacted by additional jet traffic noise and disturbance of the Rush Creek open space area and wetlands. A prior Marin County Grand Jury report questioned the feasibility and merit of expanding the runway at Gness Field. The County owes its residents an answer to the question as to why it nonetheless has decided to spend taxpayer money to create a jet center for the very wealthy few to fly in and out of Marin, instead of having them continue to use the already-built longer runways located nearby in Sonoma and Napa Counties on more appropriate sites.

Assumption underlying Need for Expansion

The premise of the expansion, as set forth in the presentation by the Federal Aviation Administration's consultant at the August 14, 2008 public meeting, is that "the current runway length of 3,300 feet limits the ability of current airport tenants to operate aircraft at optimum weight for maximum efficiency." The Environmental Impact Statement (EIS) should identify which "current airport tenants" are required to reduce fuel or reduce passengers or cargo; how many are single or double engine propeller airplanes, and how many are jets? Marin County reports that today there are about 95,000 "operations" each year at the airport. Of those 95,000 operations, how many were required to reduce fuel, passengers, or cargo as the result of the 3,300 foot runway?

Baseline for Jet Traffic and Noise, and Estimate of Increased Jet Traffic and Noise

Gness Field was built to accommodate certain types of airplanes and air travel needs. The EIS should recount that original purpose and explain why that purpose can no longer be fulfilled unless the runway is expanded to 4,400 feet.

At the scoping meeting, testimony was provided indicating that only a few corporate jet models today can land using a 3,300 foot runway, and that an expansion to 4,400 feet will open the airport to dozens of other types of corporate jets. This testimony was based on FAA certified take-off and landing data for each type of jet. In addition, the FAA in 2006 estimated that new, lighter, cheaper corporate jets (such as the Eclipse 500) will increase jet traffic to small airports by over 120% by 2017. The EIS must set a baseline of how many jets use Gness Field today, and then provide an estimate – based on the data the FAA itself has available on increase corporate jet use – of how many more jet craft are likely to use Gness Field after expansion. What is the number of current jet operations today? After expansion, what will be the number of jet operations?

In terms of noise, the EIS should set a baseline of how many jets (and other planes) today intrude into the low air space above homes in Rush Creek, Bahia, Green Point, and other local neighborhoods. Many aircraft on a daily basis ignore the "field rule" and cause noise disturbance over our homes. With increased traffic after expansion, what will the noise be, as measured at the location of sensitive receptors in our neighborhoods?

In terms of air and groundwater pollution, the EIS must set a baseline of jet fuel use, disposal, and contamination, and how increased air traffic will impact those numbers.

Other Impacts or Alternatives the EIS Must Address

Several dozen speakers at the August 14 scoping meeting provided first hand accounts of the current jet noise in residential areas as the result of pilots habitually violating the Gness Field rule and flying in low over homes. In addition to the noise, it also presents a danger to our families and property. The EIS should include consideration of a project alternative that would provide an enforcement mechanism against this violative conduct.

Increased air traffic, as well as any extension of the runway southeast toward the Rush Creek wetlands, could potentially impact the wildlife there as well as Marin residents' use and enjoyment of the Open Space. These impacts should be considered in the EIS.

The map of the proposed runway construction shows the runway extending northwest into the area for the proposed SMART Rail line with its accompanying bike path. The EIS needs to consider use (in)compatibility.

If expansion of the runway could lead to increased jet traffic, the EIS must consider the growth-inducing impact on the airport and surrounding area. How does the proposed project relate to prior proposals for the "Marin Jet Center" and other plans by Burdell Air Partners or any other development company? Cumulative impacts of this development on the surrounding area must be considered, as well as the increased traffic from Atherton Avenue.

Marin County has a Greenhouse Gas Reduction Plan. Jet fuel consumption is a major source of greenhouse gas. Runway expansion and resulting increase in jet traffic must be considered in light of the County's commitment to reduce greenhouse gas emissions.

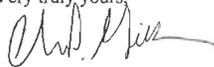
Rising sea-level from global warming is likely to submerge the runway in the coming years. The impact of global warming must be considered in the EIS. Please see and consider the comments at pages 3-4 of the attached expert comment by Dr. Robert Coats submitted in the Redwood Landfill expansion proceeding, and the materials on global warming calculations referenced at the end of Dr. Coats' letter.

The Redwood Landfill is expanding to a height of 166 feet just north of the airport. The EIS should address the impacts of an airport in close proximity to a landfill of that height with its attendant attraction of birds.

Public Notice and Access to EIS Materials

Residents of the neighborhoods noted above were not given notice of the public scoping meeting. In the future, please direct any public notice directly to me and any other individuals who either attended the scoping meeting or submitted written comments. All materials relating to the EIS process should be timely posted on the website, www.gnossfeldeis-eir.com. It was disturbing that the materials for the scoping meeting were deliberately not posted prior to the meeting, thereby placing community members who took time out of their busy lives to attend at a disadvantage.

Very truly yours,



Christopher Gilkerson

CC: Supervisor Judy Arnold

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April 30, 2008

Marin County Community Development Agency
Marin County Planning Commission
3501 Civic Center Dr., Room 308
San Rafael, CA 94903-4517
Attention: Tim Haddad, Environmental Coordinator

Dear Planning Commissioners and Mr. Haddad,

At the request of "No Wetlands Landfill Expansion," a member of the Green Coalition for Responsible Waste / Resource Management, and other members of the Green Coalition, I have reviewed the "Redwood Landfill Final EIR Response to Comments Amendment", along with the "Redwood Landfill Solid Waste Facilities Permit Revision Final EIR and Response to Comments" (Vols. I and II), focusing on the sections relating to surface and groundwater hydrology and water quality. Although the "Response to Comments Amendment" has addressed some of the concerns raised in my letter of September 2005, a number of significant issues have been acknowledged, but dismissed with a call for future analysis, design and monitoring. For example:

1. Since the landfill was created by filling a tidal wetland, the original slough channels, some of which contain deposits of sand, silt and peat are an important part of the site's hydrogeology. The Amendment recognizes that the "...effectiveness of the LCRS trench in maintaining the hydraulic gradient toward the trench in areas near to or intersecting such deposits is particularly critical due the greater permeability within those deposits..." and that "...none of the (monitoring) transects were located within the sand deposits." The answer to this lack of data on which to base the design is to include four monitoring wells in the existing detection monitoring system as part of the gradient monitoring program (p. 2-24). The FEIR includes this important admission: "additional data are needed to understand the dynamics of the site's hydrology and to confirm the consistent effectiveness of the LCRS system" (p. 20-25). Without analyzing that data in terms of determining whether the LCRS system in fact will mitigate the risk to groundwater contamination, it is premature to enlarge the landfill on the assumption that a solution can be found in the future if problems emerge.



Figure 1 shows a portion of the 1914 USGS topographic map of the site, with locations of the HLA and hydrogeology borings, monitoring wells and piezometers plotted by Tim Sinnott of GreenInfo Network, using a Geographic Information System (GIS). Although the 1914 map was made by non-digital methods, it is clear that many buried channels exist on the site that were not intersected by test borings.

2. A similar issue exists with respect to the contamination of groundwater in the alluvium that underlies the bay mud. This is especially important since some of the trench fills may have been excavated into the alluvium. Mitigation measure 3.4.7-j states (p. 2-36) that “if monitoring reveals that contamination is occurring in the alluvium the applicant shall develop a remediation plan...” that may entail “...pump and treat methods, treat-in-place methods, or other methods...” Neither the water quality constituents and criteria that will be used to identify “contamination”, nor the actual feasibility of remediation are discussed. These are significant flaws in the EIR analysis.

3. The success of the LCRS depends on a hydraulic gradient from the periphery toward the interior. During the wet season of 2005-06, the gradient was reversed at some of the monitoring wells. (Jones, et al., 2006). A solution will be sought by “upgrading the surface drainage conditions” to reduce infiltration”, but the success of these measures has not been reported. The gradient reversal problem needs to be fully analyzed and mitigation measures proposed before the FEIR is certified and the project is permitted.

4. The proponent has agreed with the County that an operations manual for the LCRS is important (Jones et al., 2006). The manual should be completed and reviewed before the project is permitted, rather than being left to a future date.

5. Mitigation Measure 3.4.7-k (p. 2-40) requires the applicant to “...prepare a revised Preliminary Post-Closure Maintenance Plan that plans for and provides for financial assurances for *perpetual* maintenance” of the LCRS and monitoring system (emphasis added). “Perpetual” means forever, and assumes a level of social, economic and physical stability at the site that may be unrealistic. Without the ability to review the maintenance plan first and the perpetual financial assurance funding mechanism to determine whether it is possible to maintain the LCRS for 50 or 100 or more years, the FEIR analysis is incomplete.

6. In my letter of September 2005 I commented on the lack of a plan or design to contain overflow of leachate during very wet months. A contingency plan and overflow pond design have still not been developed (p. 2-42). This should certainly be a part of the project to be reviewed in the FEIR stage before any landfill expansion is permitted.

7. Good water quality management on the site requires that leachate and stormwater runoff be kept separate. Leachate, however, is used for dust control on the roads, which



then produce runoff during storms. This runoff is routed to a stormwater detention pond, which then discharges directly to San Antonio Creek. In February, RiverWatch collected samples for water quality analysis at three points on the site, including a stormwater outlet, ponded stormwater and the leachate pond. Table 1 shows the nitrogen concentrations.

Sample Location	Nitrate-N, mg/l	Ammonia-N, mg/l
“Stormwater Outlet”	60	214
“Ponded Stormwater”	30	9
“Leachate Pond”	ND	156

Table 1. Water quality data from RiverWatch. Laboratory report by Analytical Sciences of Petaluma

These stormwater concentrations are about two orders of magnitude higher than the averages reported by Woodward-Clyde (1991) for stormwater runoff from residential and industrial sites in the Santa Clara Valley. At pH of 8.0 in brackish water, the free ammonia concentration would exceed the EPA chronic water quality standard for aquatic life by 1-3 orders of magnitude, and would be toxic. With considerable dilution, the concentrations of dissolved inorganic nitrogen would be biostimulatory to algae growth in the estuary.

ASTOUNDINGLY, there seems to be no plan for disposal of the leachate (either during operations or at site closure), other than to allow it to evaporate, and spray it onto dirt access roads, where it then comes into contact with stormwater runoff. Under appropriate mitigation measures, the leachate should be isolated from stormwater, and leachate must be trucked or pumped to a wastewater treatment plant.

8. Perhaps the most egregious example of “kicking the can down the road” is in the Amendment’s treatment of future climate change and sea level rise. Table MR106-1 recognizes the important physical and ecosystem effects of climate change on social systems, but then quotes the “best estimate” of the 2007 Report of the Intergovernmental Panel on Climate Change (IPCC) “for global sea level rise of between 0.28-0.43 meters by the end of the 21st century” (p. 2-49). But the authors have not included an important qualifying statement from the authors of the 2007 IPCC report:

Because understanding of some important effects driving sea level rise is too limited, this report does not assess the likelihood, nor provide a best estimate or an upper bound for sea level rise. Table SPM.1 shows model-based projections of global average sea level rise for 2090-2099. The projections do not include uncertainties in climate-carbon cycle feedbacks nor the full effects of changes in ice sheet flow, therefore the

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upper values of the ranges are not to be considered upper bounds for sea level rise. They include a contribution from increased Greenland and Antarctic ice flow at the rates observed for 1993-2003, but this could increase or decrease in the future. (Summary for Policymakers of the Synthesis Report of the IPCC Fourth Assessment Report, p. 8)

Because of the complexity of IPCC project, the conclusions in the report lag at least four years behind current research. The scientific literature over the last three years is replete with detailed and alarming papers on ice sheet dynamics in Greenland and Antarctica, most of which emphasize that although much is unknown about the controls on ice sheet movement and disintegration, there is strong evidence for accelerated melting and mobility. These more recent scientific studies should be addressed in the FEIR's analysis on potential impacts. Attached are 3 relevant and recent papers from Science magazine. Others are listed below, and can be made available on request.

The Amendment recognizes the possible need to increase the elevation of the landfill levee in order to maintain flood protection in the face of sea level rise, and recognizes with "stark and disturbing urgency" the difficulties in designing, engineering and constructing levees on soft bay mud (p.2-52). Mitigation Measure 3.5.6d states that within 2 years of project approval, the applicant "shall prepare and submit...a long-term plan for flood protection at the site" which shall include "selection of the preferred method or methods of achieving flood protection, and both a schedule and financial assurances for their implementation". Since planning, designing and funding such a project is so challenging and problematic, and the upper limit on the rate of sea level rise so uncertain, it is necessary to review the flood protection plan first at the FEIR stage to see if there is a good chance it will address the design problems and environmental risks.

In addition to the above-mentioned documents, I have also reviewed GeoSyntec's "Summary of Engineered Alternative to the 5-ft Separation Siting Criterion (Oct. 20, 2005), along with the Letter of Approval (Feb. 9, 2006). There are a number of questions about GeoSyntec's Summary that need to be answered before the Engineered Alternative can be considered to be equivalent to maintaining a 5 ft separation between the waste and groundwater:

1. According to GeoSyntec, compression of the bay mud under the loading of the land fill contributes to the upward hydraulic gradient from the bay mud into the waste. This prevents the downward flow of leachate from the waste into the underlying bay mud and alluvium. The idealized groundwater model assumes that 50% of the pore water in the mud flows upward into the waste, and 50% flows downward, into the alluvium. According to hydrogeologist John Gallinatti of GeoSyntec Consultants, "no empirical measurement or calculation has been performed" to support the location of the "hydraulic divide" (Sicular, 2007). This means it is hypothetical. The consolidation of the bay mud

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will be "practically complete within 50 years of waste placement" (p. 2-12). The potentiometric head in the alluvium (a confined aquifer) is given as 5-6 ft above msl (Response to Comments Amendment, p. 2-28), but the elevation of the leachate reaches 14-15 ft in at least one of groundwater monitoring wells (GR&R). Once the consolidation of the bay mud is complete, the hydraulic gradient could reverse, initiating downward flow of leachate into the bay mud, and (where lenses of sand or peat are present) into the alluvium itself. This possibility does not seem to have been recognized in GeoSyntec's Summary of Engineered Alternative.

2. The success of the LCRS depends on two factors. First, the hydraulic gradient must be maintained away from the perimeter and toward the collection system. Second, the volume of leachate must not exceed the capacity of the pumps, pipes and pond that are part of the system. As we have seen, a meter of sea level rise by the end of this century is entirely possible, and (according to some scientists), even likely. On the time scale of several centuries, it is inevitable. How would a rise of 1-2 meters in sea level affect the operation of the LCRS? On the bayward side, the hydraulic gradient from the periphery toward the collection trench would increase. This would seem to be an advantage, until the volume of seepage or overflow from the bay becomes great enough to overwhelm the capacity of some element of the LCRS. At that point, the LCRS would collapse and have to be abandoned.

Based on my review of the GeoSyntec analysis, I do not believe there is a factual or scientifically sufficient basis to conclude that the LCRS and related components of the engineered alternative will result in equivalent protection of groundwater as the otherwise state-mandated 5 feet of separation.

I hope these comments are helpful. Please call me if you have any questions.

Very Sincerely Yours,

Robert Coats, Ph.D.
Principal



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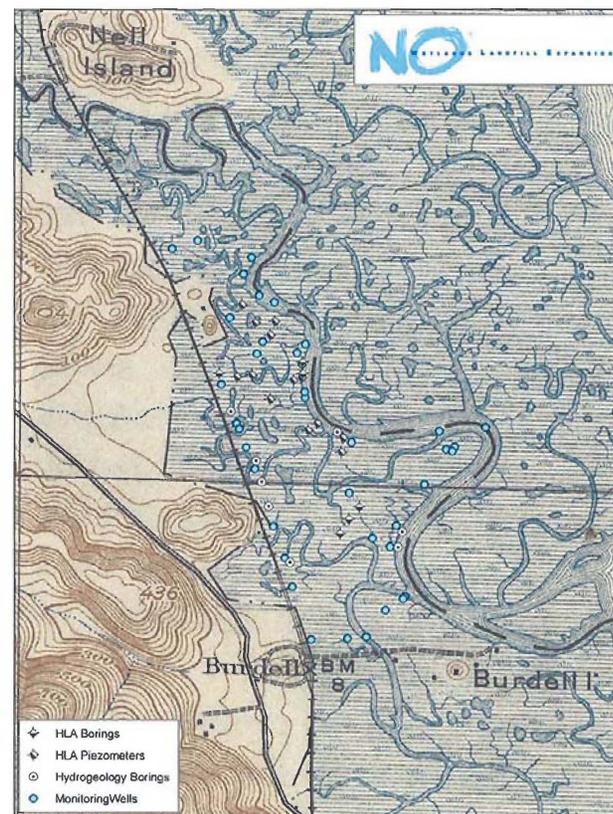


Figure 1. Boring locations transferred to the 1914 USGS topographic map (by Tim Stinnot, GreenInfo Network)

melt fraction will be more gradual, reflecting the gradual increase of water solubility in olivine and orthopyroxene.

Our results therefore support the concept that the low-velocity zone may be related to partial melting (1, 2, 6). However, even in the absence of melting, the partitioning of water between olivine and orthopyroxene would strongly depend on depth. The high water solubilities in aluminous orthopyroxene at low pressure and temperature will effectively "dry out" olivine, and this may also contribute to a stiffening of the lithosphere. In any case, however, our results imply that the existence of an asthenosphere—and therefore of plate tectonics as we know it—is possible only in a planet with a water-bearing mantle.

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A Semi-Empirical Approach to Projecting Future Sea-Level Rise

Stefan Rahmstorf

A semi-empirical relation is presented that connects global sea-level rise to global mean surface temperature. It is proposed that, for time scales relevant to anthropogenic warming, the rate of sea-level rise is roughly proportional to the magnitude of warming above the temperatures of the pre-Industrial Age. This holds to good approximation for temperature and sea-level changes during the 20th century, with a proportionality constant of 3.4 millimeters/year per °C. When applied to future warming scenarios of the Intergovernmental Panel on Climate Change, this relationship results in a projected sea-level rise in 2100 of 0.5 to 1.4 meters above the 1990 level.

Understanding global sea-level changes is a difficult physical problem, because complex mechanisms with different time scales play a role (1), including thermal expansion of water due to the uptake and penetration of heat into the oceans, input of water into the ocean from glaciers and ice sheets, and changed water storage on land. Ice sheets have the largest potential effect, because their complete melting would result in a global sea-level rise of about 70 m. Yet their dynamics are poorly understood, and the key processes that control the response of ice flow to a warming climate are not included in current ice sheet models [for example, meltwater lubrication of the ice sheet bed (2) or increased ice stream flow after the removal of buttressing ice shelves (3)]. Large uncertainties exist even in the projection of thermal expansion, and estimates of the total volume of ice in mountain glaciers and ice caps that are remote from the continental ice sheets are uncertain by a factor of two (4). Finally, there are as yet no

published physically based projections of ice loss from glaciers and ice caps fringing Greenland and Antarctica.

For this reason, our capability for calculating future sea-level changes in response to a given surface warming scenario with present physics-based models is very limited, and models are not able to fully reproduce the sea-level rise of recent decades. Rates of sea-level rise calculated with climate and ice sheet models are generally lower than observed rates. Since 1990, observed sea level has followed the uppermost uncertainty limit of the Intergovernmental Panel on Climate Change (IPCC) Third Assessment Report (TAR), which was constructed by assuming the highest emission scenario combined with the highest climate sensitivity and adding an ad hoc amount of sea-level rise for "ice sheet uncertainty" (1).

While process-based physical models of sea-level rise are not yet mature, semi-empirical models can provide a pragmatic alternative to estimate the sea-level response. This is also the approach taken for predicting tides along coasts (for example, the well-known tide tables), where the driver (tidal forces) is known, but the calculation of the sea-level response from first principles is so complex that semi-empirical relations perform better. Likewise, with current and future sea-level rise, the driver is known [global warming (1)], but the computation of the link between the driver and the response from first principles remains elusive. Here, we will explore a semi-empirical method for estimating sea-level rise.

As a driver, we will use the global average near-surface air temperature, which is the standard diagnostic used to describe global warming. Figure 1 shows a schematic response to a step-function increase in temperature, after climate and sea level parameters were at equilibrium. We expect sea level to rise as the ocean takes up heat and ice starts to melt, until (asymptotically) a new equilibrium sea level is reached. Paleoclimatic data suggest that changes in the final equilibrium level may be very large: Sea level at the Last Glacial Maximum, about 20,000 years ago, was 120 m lower than the current level, whereas global mean temperature was 4° to 7°C lower (5, 6). Three million years ago, during the Pliocene, the average climate was about 2° to 3°C warmer and sea level was

reached. Paleoclimatic data suggest that changes in the final equilibrium level may be very large: Sea level at the Last Glacial Maximum, about 20,000 years ago, was 120 m lower than the current level, whereas global mean temperature was 4° to 7°C lower (5, 6). Three million years ago, during the Pliocene, the average climate was about 2° to 3°C warmer and sea level was

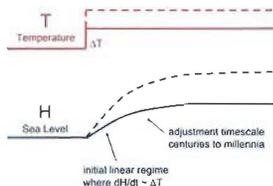


Fig. 1. Schematic of the response of sea level to a temperature change. The solid line and the dashed line indicate two examples with different amplitudes of temperature change.

25 to 35 m higher (7) than today's values. These data suggest changes in sea level on the order of 10 to 30 m per °C.

The initial rate of rise is expected to be proportional to the temperature increase

$$dH/dt = a(T - T_0) \quad (1)$$

where H is the global mean sea level, t is time, a is the proportionality constant, T is the global mean temperature, and T_0 is the previous equilibrium temperature value. The equilibration time scale is expected to be on the order of millennia. Even if the exact shape of the time evolution $H(t)$ is not known, we can approximate it by assuming a linear increase in the early phase; the long time scales of the relevant processes give us hope that this linear approximation may be valid for a few centuries. As long as this approximation holds, the sea-level rise above the previous equilibrium state can be computed as

$$H(t) = \int_0^t a(T(t') - T_0) dt' \quad (2)$$

where t' is the time variable.

We test this relationship with observed data sets of global sea level (8) and temperature [combined land and ocean temperatures obtained from NASA (9)] for the period 1880–2001, which is the time of overlap for both series. A highly significant correlation of global temperature and the rate of sea-level rise is found ($r = 0.88$, $P = 1.6 \times 10^{-8}$) (Fig. 2) with a slope of $a = 3.4$ mm/year per °C. If we divide the magnitude of equilibrium sea-level changes that are suggested by paleoclimatic data (5–7) by this rate of rise, we obtain a time scale of 3000 to 9000 years, which supports the long equilibration time scale of sea-level changes.

The baseline temperature T_0 , at which sea-level rise is zero, is 0.5°C below the mean tem-

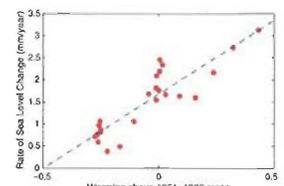


Fig. 2. Correlation of temperature and the rate of sea-level rise for the period 1881–2001. The dashed line indicates the linear fit. Both temperature and sea-level curves were smoothed by computing nonlinear trend lines, with an embedding period of 15 years (14). The rate of sea-level change is the time derivative of this smoothed sea-level curve, which is shown in Fig. 3. Data were binned in 5-year averages to illustrate this correlation.

perature of the period 1951–1980. This result is consistent with proxy estimates of temperatures in the centuries preceding the modern warming (10), confirming that temperature and sea level were not far from equilibrium before this modern warming began. This is consistent with the time scale estimated above and the relatively stable climate of the Holocene (the past 10,000 years).

In Fig. 3, we compare the time evolution of global mean temperature, converted to a "hindcast" rate of sea-level rise according to Eq. 1, with the observed rate of sea-level rise. This comparison shows a close correspondence of the two rates over the 20th century. Like global temperature evolution, the rate of sea-level rise increases in two major phases: before 1940 and again after 1980. It is this figure that most clearly demonstrates the validity of Eq. 1. Accordingly, the sea level that was computed by integrating global temperature with the use of Eq. 2 is in excellent agreement with the observed sea level (Fig. 3), with differences always well below 1 cm.

We can explore the consequences of this semi-empirical relationship for future sea levels (Fig. 4), using the range of 21st century temperature scenarios of the IPCC (1) as input into Eq. 2. These scenarios, which span a range of temperature increase from 1.4° to 5.8°C between 1990 and 2100, lead to a best estimate of sea-level rise of 55 to 125 cm over this period. By including the statistical error of the fit shown in Fig. 2 (one SD),

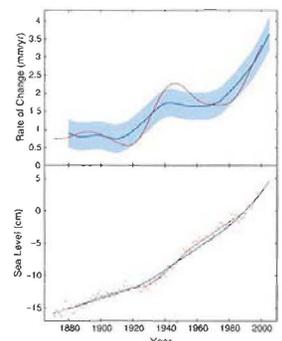


Fig. 3. (Top) Rate of sea-level rise obtained from tide gauge observations (red line, smoothed as described in the Fig. 2 legend) and computed from global mean temperature from Eq. 1 (dark blue line). The light blue band indicates the statistical error (one SD) of the simple linear prediction (15). (Bottom) Sea level relative to 1990 obtained from observations (red line, smoothed as described in the Fig. 2 legend) and computed from global mean temperature from Eq. 2 (blue line). The red squares mark the unsmoothed, annual sea-level data.

the range is extended from 50 to 140 cm. These numbers are significantly higher than the model-based estimates of the IPCC for the same set of temperature scenarios, which gave a range from 21 to 70 cm (or from 9 to 88 cm, if the ad hoc term for ice sheet uncertainty is included). These semi-empirical scenarios smoothly join with the observed trend in 1990 and are in good agreement with it during the period of overlap.

We checked that this analysis is robust within a wide range of embedding periods (i.e., smoothing) of the observational time series. The slope found in Fig. 2 varies between 3.2 and 3.5 mm/year per °C for any embedding period between 2 and 17 years, causing only minor variations in the projected sea level. For short embedding periods (around 5 years), the rate of sea-level rise (Fig. 3, top) closely resembles that shown in (8) with large short-term fluctuations. For embedding dimensions longer than 17 years, the slope starts to decline, because the acceleration of sea-level rise since 1980 (Fig. 3) is then progressively lost by excessive smoothing. For very long embedding periods (30 years), the rate of sea-level rise becomes rather flat such as that shown in (11).

The linear approximation (Eq. 1) is only a simplistic first-order approximation to a number of complex processes with different time scales. The statistical error included in Fig. 4 does not include any systematic error that arises if the linear relationship breaks down during the forecast period. We can test for this systematic error using climate models, if only for the thermal expansion component of sea-level rise that these models capture. For this test, we used the CLM3ER-3a climate model (12), which uses a simplified atmospheric model coupled to a three-dimensional general circulation ocean model with free surface (i.e., that vertically adjusts). We used a model experiment initialized from an equilibrium state of the coupled system in the year 1750 and, with historic radiative forcing, forced changes until the year 2000. After 2000, the model was forced with the IPCC A1FI scenario. The global mean temperature increases by 0.8°C in the 20th century and by 5.0°C from 1990 to 2100 in this experiment.

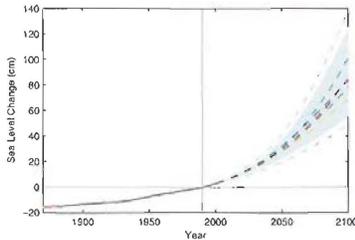
Temperature and sea-level rise data from this model for the time period 1880–2000 were treated like the observational data in the analysis presented above, and graphs corresponding to Figs. 2 and 3 look similar to those derived from the observational data (Figs. S1 and S2). The slope found is only 1.6 mm/year per °C (i.e., half of the observed slope) because only the thermal expansion component is modeled. Using the semi-empirical relation as fitted to the period 1880–2000, we predicted the sea level for the 21st century (Fig. S3). Up to the year 2075, this predicted sea level remains within 5 cm of the actual (modeled) sea level. By the year 2100, the predicted level is 51 cm whereas the actual (modeled) level is 39 cm above that of 1990 (i.e., the semi-empirical formula overpredicts sea level by 12 cm).

For the continental ice component of sea-level rise, we do not have good models to test how the

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Fig. 4. Past sea level and sea-level projections from 1990 to 2100 based on global mean temperature projections of the IPCC TAR. The gray uncertainty range spans the range of temperature rise of 1.4° to 5.8° C, having been combined with the best statistical fit shown in Fig. 2. The dashed gray lines show the added uncertainty due to the statistical error of the fit of Fig. 2. Colored dashed lines are the individual scenarios as shown in (2); the light blue line is the A1FI scenario, and the yellow line is the B1 scenario.



linear approximation performs, although the approximation is frequently used by glaciologists ("degree-days scheme"). Given the dynamical response of ice sheets observed in recent decades and their growing contribution to overall sea-level rise, this approximation may not be robust. The ice sheets may respond more strongly to temperature in the 21st century than would be suggested by a linear fit to the 20th century data, if time-lagged positive feedbacks come into play (for example, bed lubrication, loss of buttressing ice shelves, and ocean warming at the grounding line of ice streams). On the other hand, many small mountain glaciers may disappear within this century and cease to contribute to sea-level rise. It is therefore difficult to say whether the linear assumption overall leads to an over- or underestimation of future sea level. Occam's razor suggests that it is prudent to accept the linear assumption as reasonable, although it should be kept in mind that a large uncertainty exists, which is not fully captured in the range shown in Fig. 4.

Regarding the lowest plausible limit to sea-level rise, a possible assumption may be that the rate shown in Fig. 3 stops increasing within a few years (although it is difficult to see a physical reason for this) and settles at a constant value of 3.5 mm/year. This implies a sea-level rise of 38 cm from 1990 to 2100. Any lower value would require that the rate of sea-level rise drops despite rising temperature, reversing the relationship found in Fig. 2.

Although a full physical understanding of sea-level rise is lacking, the uncertainty in future sea-level rise is probably larger than previously estimated. A rise of over 1 m by 2100 for strong warming scenarios cannot be ruled out, because all that such a rise would require is that the linear relation of the rate of sea-level rise and temperature, which was found to be valid in the 20th century, remains valid in the 21st century. On the other hand, very low sea-level rise values as reported in the IPCC TAR now appear rather implausible in the light of the observational data.

The possibility of a faster sea-level rise needs to be considered when planning adaptation measures, such as coastal defenses, or mitigation measures designed to keep future sea-level rise within certain limits [for example, the 1-m long-term limit proposed by the German Advisory Council on Global Change (13)].

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Nonequilibrium Mechanics of Active Cytoskeletal Networks

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Cells both actively generate and sensitively react to forces through their mechanical framework, the cytoskeleton, which is a nonequilibrium composite material including polymers and motor proteins. We measured the dynamics and mechanical properties of a simple three-component model system consisting of myosin II, actin filaments, and cross-linkers. In this system, stresses arising from motor activity controlled the cytoskeletal network mechanics, increasing stiffness by a factor of nearly 100 and qualitatively changing the viscoelastic response of the network in an adenosine triphosphate-dependent manner. We present a quantitative theoretical model connecting the large-scale properties of this active gel to molecular force generation.

Mechanics directly control many functions of cells, including the generation of forces, motion, and the sensing of external forces (1). The cytoskeleton is a network of semiflexible linear protein polymers (actin filaments, microtubules, and intermediate filaments) that is responsible for most of the mechanical functions of cells. It differs from

common polymer materials in both the complexity of composition and the fact that the system is not at thermodynamic equilibrium. Chemical nonequilibrium drives mechanoenzymes (motor proteins) that are the force generators in cells. The cytoskeleton is thus an active material that can adapt its mechanics and perform mechanical tasks such as cell locomotion or cell division.

Here, we show how nonequilibrium motor activity controls the mechanical properties of a simple three-component *in vitro* model cytoskeletal network. The nonequilibrium origin of this active control mechanism can be seen directly in the violation of a fundamental theorem of statistical physics, the fluctuation-dissipation (FD) theorem, which links thermal fluctuations of systems to their response to external forces. The FD theorem is a generalization of Einstein's description of Brownian motion (2). Although it is valid only in equilibrium, its possible extension to out-of-equilibrium systems such as granular materials and living cells has been debated (3–5). Prior studies in cells have suggested violations of the FD theorem (3), but this has not been directly observed. We show that an *in vitro* model system consisting of a cross-linked

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Changes in the Velocity Structure of the Greenland Ice Sheet

Eric Rignot^{1*} and Pannir Kanagaratnam^{2*}

Using satellite radar interferometry observations of Greenland, we detected widespread glacier acceleration below 66° north between 1996 and 2000, which rapidly expanded to 70° north in 2005. Accelerated ice discharge in the west and particularly in the east doubled the ice sheet mass deficit in the last decade from 90 to 220 cubic kilometers per year. As more glaciers accelerate farther north, the contribution of Greenland to sea-level rise will continue to increase.

The contribution of the Greenland Ice Sheet to sea level is a problem of considerable societal and scientific importance. Repeat-pass airborne laser altimetry measurements (1) showed that the ice sheet is nearly in balance in the interior but its periphery is thinning, with deterioration concentrated along the channels occupied by outlet glaciers (2). The most recent surveys revealed that the mass loss from the periphery is increasing with time, with approximately half of the increase caused by enhanced runoff and half by enhanced glacier flow (3).

Although these airborne surveys crisscrossed a large fraction of Greenland, they left major gaps in glacier coverage, particularly in the southeast and northwest. The mass loss from nonsurveyed glaciers was estimated using an ice melt model, thereby assuming no temporal changes in ice flow. If glacier dynamics is an important factor, the contribution to sea level from Greenland is underestimated using this approach. To address this issue and understand the exact partitioning between surface mass balance and ice dynamics, it is essential to estimate glacier discharge and its variability over time.

Here, we measure glacier velocities using satellite radar interferometry data collected by Radarsat-1 in fall 2000 (4, 5) along the entire coast of Greenland except the southwest (Fig.

1) and repeatedly in spring and summer 2005 along selected tracks covering major glaciers. We also use European Remote Sensing satellites ERS-1 and ERS-2 data from winter 1996 in the north, east, northwest, and central west, and Envisat Advanced Synthetic Aperture Radar (ASAR) data from summer 2004 in the southwest. Ice velocity is measured with a precision of 10 to 30 m/year depending on satellite, data quality, and processing and is combined with ice thickness to calculate ice discharge.

Ice thickness is estimated with a precision of 10 m from airborne radio echo sounding data collected in 1997 to 2005 (6). Although grounding-line thicknesses of glaciers extending into floating ice tongues in the north are well known, ice thickness is difficult to measure at the fronts of calving glaciers in other parts of Greenland where no floating ice tongues develop. Ice thickness is only known several km upstream of the ice fronts. Ice fluxes are thus calculated at these upstream flux gates with a precision of 4%. Ice-front discharge is deduced from the upstream flux by subtracting a zero-anomaly surface mass balance (7) between the flux gate and the ice front. The correction is small (Table 1). Ice-front discharge is initially calculated for 1996 if data are available; otherwise, it is calculated for 2000. Ice-front discharge in subsequent years is obtained by multiplying the reference discharge by the percentage velocity increase averaged at the ice front, with a precision reduced to 10% because ice thickness is assumed to be steady. This approach alleviates the lack of frontal

thickness data, accounts for higher dynamic losses nearer to the ice fronts, but omits dynamic losses below flux gates in the reference-year calculation. Mass loss for each glacier system is deduced from the ice-front discharge in excess of the zero-anomaly surface mass balance calculated for the entire drainage, with a precision of 14% (Table 1).

We examined the seasonal variability in flow speed of major glaciers in fall 2000. We found no velocity change from September to January at the 1% level over the 24-day averaging period of Radarsat-1. On the Petermann Glacier (1 in Fig. 1), a continuous set of observations in 2004 reveals an 8% increase in the summer months compared to winter (Fig. 2A). A similar seasonality is detected on Nioghalvfjedsbræc and all southeast Greenland glaciers and has been observed on Jakobshavn Isbræc (8) and Columbia Glacier, Alaska (9). Winter velocities are therefore only 2% lower than the annual means, and flow changes must exceed 8% to be significant. No seasonal correction is applied to our data to compensate for the fact that surface velocities may represent 97 to 99% of vertically integrated velocities at the flux gates.

A nearly comprehensive estimate of ice discharge around Greenland is obtained for year 2000, and partial coverage for 1996 and 2005. The results are used to detect changes in ice discharge around the periphery caused by ice dynamics alone and determine their impact on ice sheet mass balance, independent of temporal changes in surface mass balance, i.e., accumulation and melt.

Many changes in velocity are observed in the north, but they are of little consequence to total mass balance. Harald Moltke Glacier was surging in 2005 after a quiescent phase. Nearby Tracy and Holprin glaciers accelerated 40% and 18% in 2000 to 2005 (Fig. 2L), but the corresponding mass loss is small. Petermann Glacier has been stable since 1996, and its mass balance remains slightly negative. Academy Glacier tripled its speed in 2005 (Fig. 2C), which is typical for northern Greenland surge-type glaciers; its mass balance averages zero over the last decade. Farther east, the mass losses from decelerating Nioghalvfjedsbræc and accelerat-

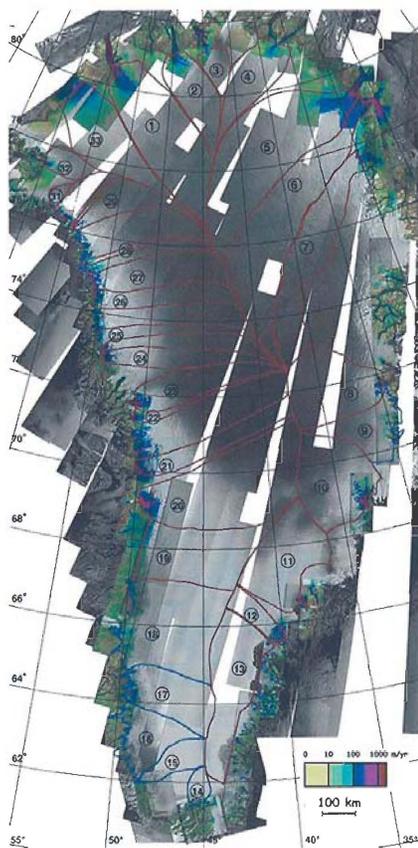
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Fig. 1. Ice-velocity mosaic of the Greenland Ice Sheet assembled from year 2000 Radarsat-1 radar data, color coded on a logarithmic scale from 1 m/year (brown) to 3 km/year (purple), overlaid on a map of radar brightness from ERS-1/Radarsat-1/Envisat. Drainage boundaries for flux gates in Table 1 are in red. Drainage boundaries with no flux estimates but discussed in the text are in blue. Numbers refer to drainage basins in Table 1.



ing Zachariae Isstrøm compensate for the mass gain of decelerating Storstrømmen, a surge-type glacier in a quiescent mode (Fig. 2D). Overall, the northern sector exhibits a small mass loss (Table 1).

In central east Greenland, no flow change is detected on Dagaard-Jensen (Fig. 2E) and Vestfjord glaciers (area 9) in 1996 to 2005. The 3.7-km/year frontal speed of Dagaard-Jensen is identical to that measured in 1969 (10), and the glacier is in balance. Immediately south, Kangerdlugssuaq Glacier has been stable in speed since 1962, but was thinning and losing mass in 1996 (11). The glacier

accelerated 210% in 2000 to 2005 (Fig. 2F) to flow 13 to 14 km/year at the calving front, which is the largest speed in Greenland. The ice front retreated about 10 km. The 8-km/year additional frontal speed over the last 30 km must have longitudinally stretched the 1-km-thick ice to thin it by 250 m. The acceleration increased the mass loss from 5 km³ ice/year in 1996 (12) to 36 km³ ice/year in 2005 (Table 1), which is 6% of Greenland's total accumulation.

Farther south, Helheim Glacier exhibited a positive mass budget in 1996 to 2004 (12) but was thinning at low elevation in the 1990s (2).

In 2000 to 2005, the glacier accelerated 60% and retreated 5 km (Fig. 2G). The 6-km/year increment in speed over 40 km must have thinned the glacier by 75 m. Its mass balance decreased from positive in 1996 to -12 km³ ice/year in 2005, which is half the glacier annual accumulation.

Even more pronounced changes are taking place in the southeast, where most glaciers have no names (names in Fig. 2I are mostly associated with fjords) and are rarely visited. Snow accumulation is the highest in Greenland, causing high rates of ice discharge per unit area. This region was rapidly thinning up to the ice divide in the 1990s (1) and losing 17 km³ ice/year over 38,000 km² in 1996 (12). Here, we estimate a 29-km³/year ice loss over a more comprehensive area of 73,700 km² in 1996 (Table 1). The largest 21 glaciers accelerated 28.5% on average between 1996 and 2000 and 57% in 1996 to 2005 (Fig. 2J). Flow acceleration varies substantially among glaciers but remains widespread and systematic. Most glacier fronts retreated several km since 1996. Total loss increased from 48 km³/year in 2000 to 67 km³/year in 2005, which is twice the 1996 value.

Few large glaciers drain the south and southwestern tips of Greenland because its ablation area is much broader and less steep than that in the southeast, so glacier ice discharge at the coast is low. Ice was thickening inland and thinning at low elevation in the 1990s (1). We have no thickness data and few velocity data for the largest glaciers. Nordbogetscher (area 14), Sermilik (area 15), and Kangiata nunata/Narsap sormia (area 17) have, respectively, balance fluxes of only 1, 6.5, and 6 km³ ice/year, so potential mass losses from ice dynamics are small. Kangiata nunata sormia sped up by 6% in 1996 to 2000 and 27% in 2000 to 2005, whereas Narsap sormia sped up by 68% and 150% (Fig. 2K). In areas 18 and 19, where ice flows only a few hundred meters per year, we detected a 25% acceleration in 2000 to 2005 (Fig. 2J). This region is unlikely to experience a positive mass balance at present.

Jakobshavn Isbrae underwent a 95% increase in frontal speed in 1996 to 2005 during the progressive breakup of its floating ice tongue (13, 14) (Fig. 2H). In retreat since before the beginning of the century, the glacier was thickening in 1993 to 1998 (2) and then thinning (15). Its ice flux, deduced from radio echo sounding and seismic data (16), was 27 km³ ice/year in 1996. Ice discharge increased from 24 km³ ice/year in 1996 to 46 km³ ice/year in 2005 (Table 1).

Farther north, Kangilemgata and Eqip sormia accelerated by 30% in 2000 to 2005, but the adjacent larger Sermeq avangardleq and kujatleq slowed down by 11% (Fig. 2M), so overall losses did not change. Rinks Isbrae (area 23) did not accelerate in 2000 to 2005 (Fig. 2N) but exhibits a negative mass balance. Similarly, Upernavik Isstrøm is 30% out of balance and

Table 1. Mass loss of the Greenland Ice Sheet. A, area of drainage basin; F, ice flux upstream of ice front in 1996 (2000 if 6th column is blank); D, discharge (D = F - surface mass balance between gate and ice front); SMB, surface mass balance over entire drainage; MB, mass balance (MB = SMB - D). Missing values in 6th and 8th columns are replaced by 7th

column in totals. Loss of nonsurveyed west glaciers is extrapolated from average loss per unit area for areas 21 to 31. Area 19 is for flux gate only. Total ice sheet mass balance, Total + SMB anomalies = Total (ice dynamics for North + East + West) + deviations in SMB from 1960 to 1990 average (19).

Glacier	A (km ²)	F (km ³ /year)	D (km ³ /year)	SMB (km ³ /year)	MB 1996 (km ³ /year)	MB 2000 (km ³ /year)	MB 2005 (km ³ /year)
Tracy/Hellorin (32)	10,439	2.4	1.9	1.7	-0.2	-0.2	-1.0
Humboldt (33)	47,370	5.6	3.7	2.4	-1.3	-1.3	
Petermann (1)	73,927	12.2	11.8	11.1	-0.7	-0.7	-0.7
Ryder (2)	29,832	4.3	3.6	4.2	+0.6	+1.0	+0.5
Ostenfeld (3)	11,166	2.2	1.9	1.5	-0.4	-0.4	
Academy/Hagen (4)	32,386	3.7	3.5	3.4	-0.1	+1.1	-0.7
Nioghafvjerdsbrae (5)	103,314	14.3	13.5	11.5	-2.0	-1.0	-0.1
Zachariae I. (6)	91,780	11.7	9.9	9.4	-0.5	-0.5	-1.7
Storstrømmen (7)	64,662	6.8	0.1	2.4	+2.2	+2.3	+3.3
North	464,876	62.8	50.0	47.6	-2.4	-0.7	-2.3
Daugaard-Jensen (8)	50,150	10.5	10.0	10.0	+0.0	+0.0	+0.0
Kangerdlugssuaq (10)	51,027	27.9	27.8	22.6	-5.2	-5.2	-35.8
Helheim (11)	48,140	26.2	26.3	30.1	+3.8	+3.8	-12.0
Ikertivaq (12)	10,327	3.0	3.0	9.2	-0.9	-0.9	-3.0
Southeast (13)	63,413	67.4	66.8	37.5	-29.3	-48.3	-67.4
East	223,057	142.3	141.0	109.4	-31.6	-50.6	-118.2
Nordenskiold (19)	62,647	10.7	10.7	14.1		+3.4	-0.7
Jakobshavn I. (20)	92,080	27.0	23.6	30.0	+6.4	-12.5	-16.0
Sermeq kujatleq (22)	25,647	10.9	10.0	6.8		-3.2	-3.2
Kangerdlugssuaq (22)	7110	2.7	2.4	1.9		-0.5	-0.5
Rinks (23)	30,182	12.1	11.8	10.6		-1.2	-1.2
Upernavik (24)	22,471	8.6	8.1	6.0		-2.1	-2.1
Nunatakavsaup (25)	14,680	4.7	3.8	2.3		-1.5	-1.5
Igdugdlip (26)	23,802	7.1	6.2	5.4		-0.8	-0.8
Hayes (27)	34,803	10.9	9.9	8.7		-1.2	-1.2
Steenstrup (28)	6,010	1.3	0.8	1.2		+0.4	+0.4
Kong Oscar (29)	21,134	8.5	8.3	6.8	-1.5	-1.5	-1.8
Peary/Docker (30)	12,717	8.5	7.8	4.2		-3.6	-3.6
Gades (31)	2,983	3.3	3.2	1.1		-2.1	-2.1
Nonsurveyed (30-31)	165,084	64.4	59.2	45.0	-14.2	-14.2	-14.4
West	521,350	180.7	165.8	144.1	-21.7	-40.6	-47.0
Total	1,209,280	386	357	301	-56 ± 30	-92 ± 30	-167 ± 40
Total + SMB anomalies					-91 ± 31	-138 ± 31	-224 ± 41

continues a retreat started early in this century (17). Mass balance is strongly negative as well for Igdugdlip and Nunatakavsaup sormia,

Steenstrup, Kong Oscar, Peary, Docker Smith, and Gades glaciers, and probably all glaciers flowing from the high-accumulation northwestern belt. The fastest glacier, Kong Oscar, accelerated by 12% in 1996 to 2000 and none in 2000 to 2005 (Fig. 2O). Overall, flow acceleration north of 70°N is subdued or absent compared to that in the south. The largely negative mass balance of the northwest sector, however, which is consistent with its observed dynamic thinning (1, 2), suggests that the glaciers were already flowing above balance conditions in 1996. Comparison of the 2000 ice-front velocities with those measured in 1957/58 to 1964 in areas 20 to 23 (18) shows no detectable change in speed at the 10% level. If ice dynamics is the cause of thinning, glacier acceleration took place before 1957, and the

year 2000 glacier losses have prevailed for many decades.

Glacier losses caused by ice dynamics alone are summarized in Table 1 for north, east, and west Greenland. The largest contributions are from southeast and northwest Greenland in 1996 to 2000, with the addition of central east and west in 2000 to 2005 because of the acceleration of only three large glaciers. These estimates do not include glaciers draining from local ice caps, southwest Greenland glaciers, and small eastern glaciers south of Storstrømmen with low levels of ice discharge.

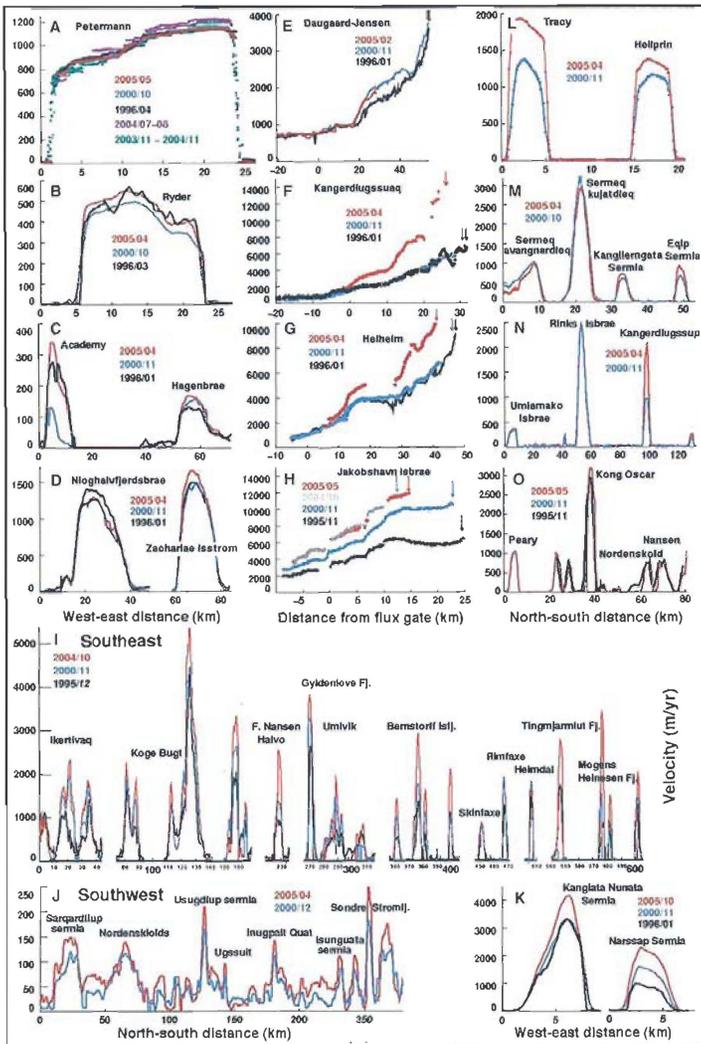
To obtain the total ice sheet loss, we need to combine the calculated losses from ice dynamics in Table 1 with deviations in surface mass balance from the long-term average calculated elsewhere. Climate warming in the last decade has enhanced surface melt and slightly increased snow precipitation to reduce the surface mass balance compared to the 1960 to 1990 average

by an estimated 35 km³ ice/year in 1996 and 46 km³ ice/year in 2000 (19), which we linearly extrapolate to 57 km³ ice/year in 2005. Total ice sheet loss, combining dynamic losses and deviations from a zero-anomaly surface mass balance, is then 91 ± 31 km³ ice/year in 1996, 138 ± 31 km³ ice/year in 2000, and 224 ± 41 km³ ice/year in 2005.

Greenland's mass loss therefore doubled in the last decade, well beyond error bounds. Its contribution to sea-level rise increased from 0.23 ± 0.08 mm/year in 1996 to 0.57 ± 0.1 mm/year in 2005. Two-thirds of the loss is caused by ice dynamics; the rest is due to enhanced runoff minus accumulation. Ice dynamics therefore dominates the contribution to sea-level rise from the Greenland Ice Sheet.

Glacier acceleration in the east probably resulted from climate warming. Temperature records at Angmassalik (65.6°N, 37.6°E) show a +3°C increase in yearly air temperature from

Fig. 2. Ice velocity (in meters per year) for 1996 (black), 2000 (blue), and 2005 (red) of Greenland glaciers versus distance. In (A) to (D) and (I) to (O), the selected velocity profiles cross the glaciers within a few km of the ice front, and distance is measured in a direction perpendicular to the glacier flow (west-east or north-south). In (E) to (H), the selected velocity profiles are in the along-flow direction, at the glacier center line, starting from above the flux gate (left side of the axis, negative distance) toward the ice front (right side of the axis, positive distance). (A) Petermann (1); (B) Ryder (2); (C) Azademy/Hagenbrae (4); (D) Nioghalvfjærdsbrae/Zachariae Isstrøm (6, 7); (E) Daugaard-Jensen (10); (F) Kangerdlugssuaq (11); (G) Helheim (12); (H) Jakobshavn Isbrae (20); (I) Southeast (12, 13); (J) Southwest (19); (K) Kanglata nunata/Narsapp (17); (L) Tracy, Hellgrin (3, 2); (M) Sermeq kujatid (21); (N) Rinks Isbrae, Kangerdlugssup (22, 23); (O) Kong Oscar, Peary (29, 30). Arrows in (E) to (H) indicate ice-front positions on different years.



1981–1983 to 2003–2005. The processes that control the timing and magnitude of glacier changes are, however, not completely characterized and understood at present. Glacier accelerations have been related to enhanced surface meltwater production penetrating to the bed to lubricate its motion (20), and ice-shelf removal (13), ice-front retreat, and glacier ungrounding (21, 22) that reduce resistance to flow. The magnitude of the glacier response to changes in air temperature (surface melting) and ocean temperature (submarine melting at calving faces) also depends on the glacier-bed properties, geometry, and depth below sea level and the characteristics of the subglacial and englacial water-storage systems (3, 20). Current models used to project the contribution to sea level from the Greenland Ice Sheet in a changing climate do not include such physical processes and hence do not account for the effect of glacier dynamics. As such, they only provide lower limits to the potential contribution of Greenland to sea-level rise. If more glaciers accelerate farther north, especially along the west coast, the mass loss from Greenland will continue to increase well above predictions.

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Transitions to Asexuality Result in Excess Amino Acid Substitutions

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Theory predicts that linkage between genetic loci reduces the efficiency of purifying selection. Because of the permanent linkage of all heritable genetic material, asexual lineages may be exceptionally prone to deleterious-mutation accumulation in both nuclear and organelle genomes. Here, we show that the ratio of the rate of amino acid to silent substitution (K_a/K_s) in mitochondrial protein-coding genes is higher in obligately asexual lineages than in sexual lineages of the microcrustacean *Daphnia pulex*. Using a phylogeny-based approach to quantify the frequency of mutational-effect classes, we estimate that mitochondrial protein-coding genes in asexual lineages accumulate deleterious amino acid substitutions at four times the rate in sexual lineages. These results support the hypothesis that sexual reproduction plays a prominent role in reducing the mutational burden in populations.

Although sexual reproduction is costly when compared with asexual reproduction (1–3), it may accelerate the rate of adaptation and inhibit the accumulation of mildly deleterious mutations, because meiotic segregation and recombination facilitate the ability of natural selection to act independently on different genetic loci (2–6). These effects arise because the stochastic sampling variance associated with the interference between selection on linked loci reduces the genetic effective population size (N_e), which increases the power of random genetic drift

(7–9). As the frequency of recombination is reduced, the fates of mutant alleles become increasingly dependent on the backgrounds in which they originate, and the buildup of repulsion disequilibrium reduces the fitness differential between chromosomes (the Hill-Robertson effect) (7), thereby diminishing the efficiency of selection. As a consequence, mildly deleterious mutations may accumulate through several population-genetic mechanisms (10–15), leading to a long-term decline in fitness. Depending on the distribution of mutational effects, epistatic interactions between consecutive mutations can either slow or accelerate this process (16). Although increased rates of nonadaptive evolution have been documented for genomic regions with low levels of recombination and for

nonrecombining chromosomes (17, 18), and it is thought that few asexual taxa persist for long periods of time (19), it remains to be determined whether mildly deleterious mutations play a critical role in their early demise (20).

To evaluate the degree to which sexual reproduction promotes the purging of deleterious mutations, we compared patterns of nucleotide substitution in the 13 protein-coding genes encoded by the mitochondrial genomes (supporting online text) of cyclically parthenogenetic ("sexual") *Daphnia pulex* with those in their obligately parthenogenetic ("asexual") derivatives (table S1). The latter represent independent lineages of recent origin resulting from a dominant sex-limited meiosis suppressor transmitted by male progeny of otherwise asexual lineages (21, 22). We reconstructed a phylogeny by application of a Bayesian method (23). Because this species is ancestrally sexual and reversals of asexuality to sexuality are unlikely (and unknown), asexual evolution is represented by sequence changes on branches connecting current asexuals with their most recent sexual ancestors. However, because asexuality may have actually arisen part way down a given asexual branch, the true differences between sexual and asexual sequence evolution reported below will be underestimated, making our test conservative.

The predicted molecular signature of deleterious-mutation accumulation for genes mostly subject to purifying selection ($K_a/K_s < 1$) is an increased rate of evolution at the amino acid level, whereas genes predominantly under

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whether it is an anthropogenic effect or natural variability, in either case, the data suggest that modest ($\sim 1^\circ\text{C}$) changes in temperature can lead to large changes in discharge of glacial ice to the ocean. This sensitivity is not currently represented in ice-sheet models, which largely account for direct melt in response to climatic change. Consequently, any further temperature increases may increase Greenland's contribution to sea level much more than anticipated.

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CLIMATE CHANGE

Hitting the Ice Sheets Where It Hurts

Robert Bindshadler

Several large tidewater outlet glaciers of the Greenland and Antarctic ice sheets now appear to exhibit a nearly universal signature of recent increased discharge to the ocean. That this increase is occurring in the Northern and Southern hemispheres suggests a common cause. The culprit may be additional heat delivered by subsurface waters melting the submarine bases of these glaciers. This scenario would explain the observations and at the same time provide evidence that warmer subsurface waters are reaching the Earth's polar latitudes. Moreover, it indicates that the ocean plays a more critical role than the atmosphere in determining near-term glaciological contributions to changes in sea level.

The acceleration, thinning, and retreat of Pine Island Glacier in West Antarctica in the mid-1990s sparked an awareness of increased activity at the margin of the Antarctic ice sheet (1, 2). Other glaciers discharging directly into the Amundsen Sea were soon discovered to be accelerating and thinning (3, 4). Airborne ice-sounding measurements have established that these glaciers are deep, with bases hundreds of meters below sea level (5). These observations, along with modeling that predicted rapid upstream propagation of thinning, led to a claim that oceanic forcing was at work (6, 7). Elsewhere around the continent, the Cook Ice Shelf in East Antarctica is fed by ice that is thinning and accelerating at comparable rates (8). This area drains the largest portion of the East Antarctic ice sheet grounded on a submarine bed, making it most like the Amundsen Sea sector of West Antarctica in behavior as well as setting (9).

Nearly half a world away, similar behavior has been reported for outlet glaciers draining the southern half of the Greenland Ice Sheet. On the



Oceanic low blows. Schematic representing warm intermediate-depth water breaching a submarine sill and sinking in a water cavity beneath the ice shelf to access the grounding line of an outlet glacier.

west coast, the largest outlet glacier, Jakobshavn Isbrae, has been thinning at 15 m year^{-1} since 1997, whereas on the east coast the major outlets of Kangerdlugssuaq and Helheim glaciers began thinning in 2003 at rates of 40 and 25 m year^{-1} , respectively (10, 11). These glaciers also occupy deep submarine channels.

A recent assessment of changes in speed and mass balance around Greenland identifies these three large glaciers as among the most active recently, with accelerations up to 210% (12). The activity on Kangerdlugssuaq and Helheim glaciers has been confirmed by analysis of optical imagery on slightly different time intervals (13). Smaller glaciers along the southeast and southwest Greenland coasts are also accelerating (12).

Searching for a common cause of the most dramatic changes in the dynamics of the largest outlet glaciers in both Antarctica and Greenland leads one to consider the oceans (6, 7). Melting at the base of a tidewater glacier causes it to accelerate by reducing basal friction and by reducing the buttressing resistance of any floating ice shelf (14). However, there remain questions of whether this warmer water exists, especially given the absence of any indication of increasing sea surface temperature in high latitudes, and how it comes in contact with the glacier base.

In both hemispheres, glacier discharge to the sea has increased markedly in recent years as warm water from intermediate depths is melting the floating ends of glaciers from below, accelerating them.

Only about half of Earth's present-radiation imbalance has been detected in rising atmospheric temperatures, and it has been suggested that the remainder is being stored in the world's oceans (15). Analyzing observations from buoys and ships, Levitus *et al.* demonstrated that the tropical and mid-latitude oceans have been warming in recent decades (16). They observed that because regional subsurface warming predated the expression of increased regional sea surface temperatures, the additional heat was being transported below the surface. Most of the warming was limited to the upper 1000 m, with the single exception of the North Atlantic where deep convection carried increased heat to greater depths.

The warmest water in polar oceans is neither at the surface (where summer melting of sea ice provides a surface layer of fresher water) nor at the bottom (where dense water from winter freezing of sea ice sinks to the ocean floor). In the Amundsen Sea, the warmest water is concentrated at 600-m depth (17). However, additional warmth in the ocean arriving from lower latitudes would raise the temperature of this intermediate water a fraction of a degree, hardly enough to initiate a sudden glacier acceleration.

That the deeper tidewater glaciers have proven most vulnerable to recent changes hints that the answer to recent acceleration lies in the manner in which this warmer intermediate-depth water can access the deep grounding lines of these glaciers, where the ice first floats free from the bed. These glaciers flow out to the ocean in deep channels with bases well below sea level and in short, floating ice shelves a few hundred meters thick. Extensive bathymetry data are rare beneath and immediately in front of these glaciers. Jakobshavn Isbrae in Greenland

and Pine Island Glacier in Antarctica, the two glaciers with the earliest recorded accelerations, are among the deepest outlets with grounding lines over 1000 m below sea level. It is likely that the large outlet glaciers such as these have eroded deeper basins than the smaller adjacent glaciers that have accelerated more recently.

In this context, a key characteristic of troughs eroded by tidewater glaciers is that they end with a shallower terminal moraine at the site of their maximum glacial cycle extent. In warmer climates, they retreat from this advanced position, leaving this moraine, or sill, as a barrier that prevents deeper water seaward of the sill from reaching the deep grounding line (see the figure). Once breached, however, the warm, salty water will sink in the cold, fresh water behind the sill and reach ice at the grounding line. Increased pressure at these greater depths lowers the melting point of this ice, increasing the melting efficiency of the warmer water. Rapid melting results. This process has been modeled for the observed sill geometry in front of and beneath Pine Island Glacier (18).

Surface meltwater cannot explain this common behavior. Penetration of surface meltwater to the glacial bed in Greenland can lead to seasonal flow acceleration (19), but the annually averaged increase in speed is only a few percent. In the case of Helheim Glacier, the relative inten-

sities of warm summers were not associated with the observed changes in glacier speed (20). And surface melting is uncommon for any of the Antarctic glaciers cited here.

Outlet glacier acceleration will probably continue. As sea ice growth and decay diminish, warmer waters will reach shallower depths and access shallower tidewater glaciers, as well as move northward along Greenland's coasts. This will lead to increasing discharge of grounded ice and accelerating sea level rise. Increased discharge could encourage longer ice shelves, helping to protect the grounding lines, but this has not been observed because ice shelves have failed to grow in front of accelerating glaciers and retreat is exceeding historical bounds. Retreating glaciers lengthen the distance warmer water must travel from any sill to the grounding line, and eventually tidewater glaciers retreat to beds above sea level. This might limit the retreat in Greenland but will save neither West Antarctica, nor the equally large subglacial basin in East Antarctica where submarine beds extend to the center of the ice sheet.

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10.1126/science.1125226

BIOMEDICINE

Lowering LDL—Not Only How Low, But How Long?

Michael S. Brown and Joseph L. Goldstein

The causal relation between plasma low-density lipoprotein (LDL) cholesterol (LDL-C) levels and coronary heart disease is well established. Compelling evidence from between-country comparisons shows that large and lifelong diet-related differences in LDL-C levels are associated with 10-fold differences in coronary mortality (1) (see the figure). Strong support comes from observations on genetic diseases such as heterozygous familial hypercholesterolemia, in which mutations in the LDL receptor gene double LDL-C levels throughout life and increase the risk of early heart attack by more than 10-fold (2). So, it has been somewhat disappointing that treatment with cholesterol-lowering statins for 5 years

reduces the incidence of heart attacks by only 40%, even when LDL-C concentration is reduced by 80 mg/dl (3), a reduction that should give much more protection based on the population studies. A likely explanation is provided by Cohen, Hobbs, and their colleagues in this week's issue of the *New England Journal of Medicine* (4). In lowering LDL levels, the appropriate consideration may be not only how low, but also how long.

Cohen *et al.* studied middle-aged Americans with lifelong low LDL levels, owing to loss-of-function mutations in the gene encoding PCSK9, a secreted enzyme of the serine protease family. In a small number of subjects with severe nonsense mutations, the concentration of LDL-C was reduced by 38 mg/dl, and the prevalence of coronary heart disease declined by a remarkable 88%. In a larger number of subjects with a less severe missense mutation, LDL-C concentration was reduced by only 21 mg/dl, yet coronary heart disease incidence declined by 47%.

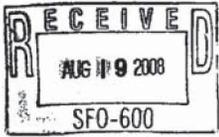
People with a mutation in a proteolytic enzyme are at a substantially lower risk for coronary heart disease because of their lifelong reduction of plasma low-density lipoprotein.

What is the function of PCSK9, and how do mutations in the *PCSK9* gene lower the concentration of LDL? Experiments in mice showed that overproduction of PCSK9 in liver and cultured hepatocytes severely reduces the number of LDL receptors (5, 6). The simplest hypothesis is that PCSK9 directly catalyzes the breakdown of LDL receptors, but this has not been demonstrated experimentally. Inasmuch as LDL receptors mediate high-efficiency removal of LDL from plasma, a reduction in the number of LDL receptors causes LDL to accumulate. Ablation of the *PCSK9* gene in mice through gene-knockout technology increased the number of LDL receptors in liver and enhanced the clearance of LDL from the plasma (7). This striking finding indicates that PCSK9 functions tonically in mice to keep LDL receptor number lower and plasma LDL concentration higher than they would be otherwise.

PCSK9 appears to have the same effect on LDL in humans. A role for PCSK9 was first rec-

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FEDERAL AVIATION ADMINISTRATION AND COUNTY OF MARIN

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

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM AUGUST 14, 2008

Table with numbers 601-630 in a column.

FEDERAL AVIATION ADMINISTRATION AND COUNTY OF MARIN

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

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM AUGUST 14, 2008

Name/Affiliation: Edward A. Mainland, Sustainable Novato
Address: 1017 Bel Marin Keys Blvd.
City/State: Novato Zip Code: CA 94949 Telephone: 415 902 6365

Name/Affiliation: Robert RAVEN
Address: 250 San Felipe Way
City/State: Novato CA Zip Code: 94945 Telephone: (415) 898-9897

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

I am Ed Mainland. I represent Sustainable Novato, a local non-profit advocacy and education group. We are skeptical that any runway extension at GROSS Field will increase or enhance the sustainability of Novato or Marin County. Here are four issues that concern us. We would appreciate them being addressed in the scoping of the EIR.

I live in the San Marin neighborhood, and planes fly over my house, only occasionally bothering me. With a longer runway, there will be more jets, making much more noise.

First, why expand the airport? One reason you've mentioned is safety. You say the airport is not in compliance with FAA safety standards. If that is so, then logically the airport should immediately be closed until it complies. If, on the other hand, it is still safe, then there is no reason for extending the runway. We suggest an "economic impact-statement" or "comparative benefit analysis" that would make more transparent who gains and who loses by an expansion. What is the balance of interests? Can this be made explicit? Such transparency would give Supervisor Judy Arnold, who with other Marin Supervisors, will be the ultimate "deciders", information on whether Ms. Arnold's Novato constituents will benefit and, if not, who will.

I also hike along Rush Creek wetlands and planes often fly low over me, sometimes startling me. A longer runway with more jets would destroy this wonderful hike, scare off birds and other wildlife, and pollute the air more.

Second, aviation projections. The EIR needs baseline data on air traffic through the airport, past, present and estimated future. Available data suggests fairly stable numbers of flights at this small airport in the past, but neighbors testify to an increasing number of small jets. Already, they complain about an increasing noise problem and apparent occasional disregard of flight rules. Most classes of smaller corporate business jets, luxury VIP taxi and limo aircraft, and smaller commercial air liners need a 4,000 foot runway. The proposed expansion seems tailored precisely to allow these types of aircraft to use the airport. The question is, why? Alternative fields include Petaluma, Santa Rosa and Napa. Does the expansion have anything to do with the idea of greatly increased business, commercial or industrial zoning around the airport or throughout Novato and Marin? Presumably the runway expansion would significantly increase the number of flights. How much? What will be the health impact of more jet fuel and fuel emissions on air quality?

Adding more global warming gasses is going the wrong way, and would also hurt the wetlands, besides hurting the rest of the planet. No more jets, no expansion!

Third, crash probabilities. Statistics show that civil and corporate aviation is much more accident-prone than commercial aviation, by 50 percent. Logically, expanding the number of flights in this airport would increase the probability of accidents at and around the airport. What can be projected in respect to this presumed increased risk? Will the proposed expansion make the airport more, not less, safe?

Fourth, global warming and peak oil. It would appear that your current list of scoping topics omits global warming and peak oil. We recommend the EIR seriously analyze the impact of coming climate disruption on the airport, expanded or not. Significant sea-level rise is already in prospect. What impact will this have on the airport? Heavy winter storms and episodic tidal surges in recent decades have reportedly stressed and challenged the existing pumps that keep water off the runway. What effect will sea-level rise have on pumps and levees? Moreover, does it make sense to put large sums of public funds or debt into expanding a dirty, fossil-fueled transportation mode that will make it harder to attain Marin County's and Novato's greenhouse-gas reduction targets? Aviation is one of the largest contributors to our national carbon emissions problem. Moreover, peak oil is expected to push the cost of aviation fuel progressively higher and higher, making "business as usual" in civil aviation increasingly problematic and unsustainable. Does it make sense to invest in a transportation mode with such a problematic future?

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 for receipt by 5pm Pacific time on August 29, 2008. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

Sustainable Novato requests that these issues be seriously analyzed in the EIR.



FEDERAL AVIATION ADMINISTRATION AND COUNTY OF MARIN

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

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM AUGUST 14, 2008

Table with 18 rows and 1 column containing numbers 601 through 630.

Name/Affiliation: BRAHIA SALLY SCOTT - RESIDENT, NOVATO
Address: 504 SANTANA ROAD
City/State: NOVATO Zip Code: 94945 Telephone: 415.897.1120

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

I LISTENED TO THE PRESENTATION AND FELT IT WAS EXTREMELY MIS-REPRESENTED. RESIDENTS ARE VERY MUCH AGAINST THIS EXPANSION. WE HAVE CONTINUING PROBLEMS WITH ERRANT PILOTS - MORE COMMERCIAL TRAFFIC WOULD HEIGHTEN THE DANGERS WITH LOW-LOW FLYOVERS - WE ARE SUPPOSED TO BE EXCLUDED IN THE FLIGHT PATTERNS - THE AIRPORT CAN'T CONTROL ANYONE. THIS WILL ALSO HURT OUR PROPERTY VALUES GREATLY. I WILL FIGHT THIS -

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 for receipt by 5pm Pacific time on August 29, 2008.

Table with 18 rows and 1 column containing numbers 601 through 629.

FEDERAL AVIATION ADMINISTRATION AND COUNTY OF MARIN

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

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM AUGUST 14, 2008



Name/Affiliation: ROBERT SOOST, MARIN CHPT., CALIF. NATIVE PLANT SOCIETY
Address: P.O. Box 589
City/State: INNERNESS Zip Code: 94937 Telephone: (415) 669-1686

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

Because the project is in Tidal Wetlands, thorough surveys for the presence of any Federal, State or Calif. Native Plant Society Rare, threatened and endangered plant species should be conducted. A species of the salt marsh genus Cordyallanthus has been reported from this property, but not confirmed because of lack of access to the property. Provision for protecting the area from nearby invasive plant species should be included in the project.

R. K. Soost 8-18-08

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 for receipt by 5pm Pacific time on August 29, 2008.

In a 1996 report to Congress regarding the dangers of locating airports near landfills the FAA concluded that landfills constitute a potential hazard to aviation if located within five miles from a runway end for these reasons;

- Bird strikes in the vicinity of waste disposal activities located within 5 miles of an airport have been a factor in numerous accidents, some involving loss of human life.
- Bird activity is generally recognized to occur at altitudes that brings it into the path of aircraft during approach and departure operations, the most critical time for aircraft performance.
- Modern aircraft, with quieter engines and larger engine inlets, increase the potential for bird strikes due to the reduced warning resulting from quieter engines with greater frontal areas which combine to increase the chances of birds being struck or ingested.
- Bird mitigation techniques, although offered as a solution, have not been proven effective over extended periods of time

The FAA goes on to recommend separations between airports and any of these land uses that are attractive to birds. They recommend maintaining a distance of 5,000 feet for airports serving piston-powered aircraft, 10,000 feet for airports serving turbine-powered aircraft and a five mile distance if the wildlife attracting use could cause hazardous wildlife movement into or across the approach or departure airspace. Of course this separation is not possible at Gnos Field where the land uses are well established, but it would be irresponsible to expand what is already an ill-advised operation.

Regretably, FAA recommendations, which are designed to protect the flying public, unfortunately, are advisory in nature and incorporated into projects at the discretion of the local jurisdiction. However, it would be outrageous if elected officials proceeded to use taxpayer money to finance a major development project that compromises public health and safety.

Setting

Gnos Field is located at mean sea level on former Petaluma River tidelands. These lands were diked for farming early in the 1900s. Runoff from the airport area and nearby hills to the south and west drains into several sloughs including Black John Slough to the south and Burdell Slough to the north. Rainfall on the airport collects in depressions on the site and evaporates or drains into larger sloughs and is pumped over levees into tidal waters. The levees prevent off-site runoff from entering the airport unless breached or overtopped. Gnos Field and most of the adjacent land east of Hwy 101 are within the historic margins of the San Francisco Bay. Much of the area serves as seasonal wetlands.

Answers to questions

How birds cause damage. Damage caused to aircraft usually results from the impact of one or more birds on the engines or fuselage. Most strikes do not result in crashes, but they may involve costly structural and mechanical damage to the aircraft. At high speed, even small animals become damaging projectiles to large aircraft. For example, a 4-pound bird striking a plane at 260 knots exerts a force of 14 tons; at 520 knots, the force becomes 57 tons. During early aviation when aircraft speeds were relatively slow bird strikes were infrequent and damage was mainly a cracked windshield. With the introduction of faster jet-powered aircraft bird strikes have become a serious hazard. With faster speeds birds simply cannot get out of the way of aircraft and the force of their impact has been greatly increased.

East Bay situation. Yes, about 8 to 10 years ago a reliever airport was proposed in Newark/Fremont adjacent to the San Francisco Bay Wildlife Refuge. Fremont was requesting federal funds, I believe for a runway expansion much as Marin County is doing at Gnos Field through Congresswoman Woolsey's office. The federal Fish and Wildlife Service at the time opposed the project - for the same environmental and safety reasons we have discussed - because it was next to the wetlands area and Congress ultimately agreed that it was inappropriate to use federal funds for an airport project that the Federal Aviation Authority found to be hazardous to the public.

The proximity of the airport to major tidal marsh areas raises significant environmental and safety concerns. The Gross Field area is blessed with several hundred acres of still intact undeveloped tidal marsh and mudflats that provide important restoration opportunities. The 2000-acre Petaluma marsh, much of it owned by the state Department of Fish and Game, is a neighbor of the airport and Tubbs Island and the San Pablo Bay National Wildlife Refuge are also nearby. The airport itself is a diked bayland on former Petaluma River tidelands and is dotted with seasonal wetlands. In the last decade or so we have come to realize that, ecologically, it is not appropriate to fill wetlands and destroy existing habitat, but that it is important to restore and protect baylands for the many benefits they provide.

A document which was published last year after three years of preparation by almost 100 scientific authorities, the "Baylands Ecosystem Habitat Goals," outlines recommendations for this shoreline. For example, for Gross Field ... This

Not only do you not want to bring airplanes into a wetland area that is protected for its habitat values, but there are also threats to the flying public with aircraft near wetlands because of the potential for birds colliding with aircraft.

These collisions are commonly referred to as bird strikes and have been a danger since the inception of aviation. The first recorded bird strike was 1912 when a Wright Flyer crashed after striking a bird off the Pacific Coast. Since then at least 100 deaths and billions of dollars in equipment damage have been attributed to these collisions, and modern aircraft that carry more passengers at greater speeds increase the potential for further catastrophe.

The US and other governments have worked for decades to learn how strikes occur and to identify ways to avoid them. Unfortunately, the best maintenance crew in the world cannot prevent a sea gull from being sucked into a plane's engine five minutes after takeoff.

In terms of problematic adjacent land uses Gnoos is triply hexed

In an Advisory Circular put out by the Federal Aviation Administration in 1997, the FAA identified three land uses known to threaten aviation safety because they attract birds: besides wetlands they earmarked wastewater treatment facilities and waste disposal sites. Not only is Gnoos sitting on seasonal wetlands it is across Binford Road from a wastewater pond and less than a mile from Redwood landfill.



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August 13, 2008
 Barry Franklin
 Federal Aviation Administration
 San Francisco Airports District Office
 831 Mission Road, Rm. 210
 Burlingame, CA 94010

Dear Mr. Franklin:

Thank you for the opportunity to comment about the proposed Gross Field Airport Proposed Runway Extension. My understanding at this time is the scope of the EIS and EIR are being developed.

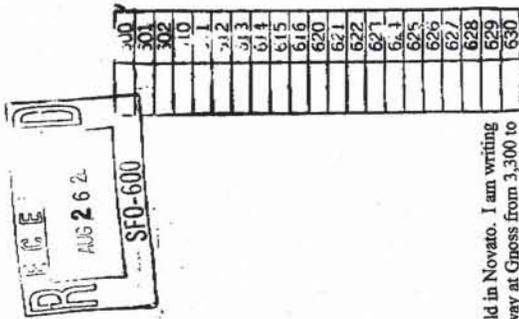
I reside in the Russian Creek neighborhood, the closest neighbor to Gross Field.

I have a few comments:

- I am seriously concerned about a potential runway extension and what that would do to the open space and bird habitat in the area.
- The FAQ states the current runway is too short. If larger planes will not be allowed to use the airport (according to your FAQ) then why is a longer airport runway necessary? It was built to accommodate the planes currently using it. It is difficult to believe that a proposed 4000 foot runway will not be used to accommodate larger planes which were not envisioned when the airport was originally designed.
- Attracting more corporate jet traffic will significantly impact the quality of life in our neighborhood and the surrounding neighborhoods. I read nothing in the FAQ about runway rules and how jet traffic might adversely affect our neighborhood.
- I am seriously concerned about any possible runway expansion at Gross Field. Thank you in advance for your attention to my comments.

Sincerely,
Jaini Weller
 Leslie Weller
 235 Saddle Wood Drive
 Novato, CA 94945
 cc: Supervisor Judy Arnald

Betsy B. Ross
190 Saddle Wood Drive
Novato, CA 94945
(415) 892-8473



August 24, 2008

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

Dear Mr. Franklin:

I live in Rush Creek, which is located just south of Gness Field in Novato. I am writing this letter to voice my opposition to the expansion of the runway at Gness from 3,300 to 4,400 feet. There is already quite a bit of traffic at Gness, and there are a number of corporate jets that fly in and out of Gness on a daily basis. These planes often fly over our homes, which we understand they are not supposed to do. Lengthening the runway will simply increase the amount of noise from corporate jet traffic. The current runway accommodates the vast majority of planes that want to fly into and out of Gness, and the increased length will simply allow more, larger corporate planes to use Gness. There are other, larger airports in Sonoma and Napa counties which are more appropriate for these larger planes.

Sincerely,

Betsy B. Ross
Betsy B. Ross

cc: Supervisor Judy Arnold (via email)

Black Point Improvement Club
427 Grandview Avenue
Novato, California 94945
August 14, 2008

Jeff Rawlins, Deputy Director
Department of Public Works
3501 Civic Center Drive
San Rafael, California 94903-4157

Re: Gness Field expansion

Dear Mr. Rawlins,

The members of the Black Point Improvement Club have a number of questions concerning the proposed expansion of the runway at Gness Field including:

1. Is the need for the expanded runway real or perceived? The 1999 Grand Jury report could not substantiate the reported need at that time. What has changed?
2. What would be the increase in number of planes and flights over existing conditions? What is the maximum size of aircraft that can use the airport currently? What would the maximum size be if the runway expansion is approved?
3. Would there be an increase in noise in terms of decibels as well as number of incidences? What are the hours of operation of the airport now, and would those hours change with an expanded runway?
4. What is the role of the airport in case of emergency, especially earthquake? Is the runway on bay mud? Would ground traffic be able to get to and from the airport?
5. Is the airport financially self supporting, including the cost of the expansion? The 1999 Grand Jury report indicated a long history of financial problems including annual deficits. Have those problems been resolved?
6. Would the expansion be growth inducing with respect to surface traffic as well as airline traffic?
7. Would larger planes with larger loads cause increased maintenance problems since the runway is built on bay mud? Would the expansion require additional services such as food service, and would that then increase problems with sewage disposal?
8. Would the expansion increase safety hazards to aircraft since the airport is close to wildlife areas such as Rush Creek and the Petaluma River, and the Redwood Landfill is near the airport? Both the wildlife areas and the landfill are an attraction to birds.
9. If the project is estimated to cost \$2 million, and the environmental report and studies are estimated to cost \$1.5 million, is there a cost benefit?
10. Would there be an increase in security and control of the airport? How would planes be monitored to insure that pilots conformed to prescribed practices and procedures? Who would do the monitoring? Currently there is no tower, and complaints are generally received by an answering machine.

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Greg and Coralie Stranger
 260 Saddle Wood Dr.
 Novato, CA 94945

August 28, 2008

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

Dear Mr. Franklin:

I am a resident of Rush Creek neighborhood, just south of Gross Field. My home is at the very end of Saddle Wood Drive and has a clear view of the runway (31) and much of the eastern edge of the field. I am also a pilot, flying mostly from Gross.

I submit this letter to raise questions and concerns about the scope of the environmental analysis for the proposed expansion of Gross Field's runway. I question the need for this project and want to ensure that the scope of the impact assessments consider realistic alternatives and truly probe the need while assessing the negative impact on the surrounding community, residents and the natural habitat.

As you are aware, Gross is a fairly busy uncontrolled airport with predominantly single engine aircraft operations. At the field there are hundreds of singles, a small number of twins and only a handful of jets. While the initial data presented at the scoping hearing did not de-average the operations, my sense from my time around the field and the operations I see in the pattern is that they are predominantly single engine ops with very few twin or jet operations. Most flights also appear to be for pleasure or training rather than for transportation. While I applaud the chance to improve safety by lengthening the overruns, I question the impact of additional runway for the current airport users. The story given to justify the additional length is of fully laden aircraft unable to depart safely from Gross. This must be a very few aircraft and even those are unlikely to necessitate full loading at all times (i.e. some ops are repositioning or ferry flights). My own brief review of stated aircraft performance shows that nearly all aircraft I have seen at the airport are well clear of a 50' obstacle within the 3300ft even fully loaded. It seems that the expansion of the runway from 3300 to 4400 feet is intended to benefit a very few jet users, rather than the majority of the pilots and aircraft at the field. Furthermore, today we see aircraft shoehorned into the 3300 feet and operating at the edge their safety envelope. Lengthening the runway will undoubtedly make those very few operations safer or allow them to occur at full load, but it will also invite larger aircraft to operate at Gross within the 4400 feet. Those operators will undoubtedly safely "push the envelope" resulting in larger aircraft that now cannot operate efficiently at 4400 feet. Essentially,

the same problem will now for larger aircraft with the ensuing larger amount of jet traffic at the airport.

Assumption underlying Need for Expansion

The premise of the expansion, as set forth in the presentation by the Federal Aviation Administration's consultant at the August 14, 2008 public meeting, is that "the current runway length of 3,300 feet limits the ability of current airport tenants to operate aircraft at optimum weight for maximum efficiency." The Environmental Impact Statement (EIS) should identify which "current airport tenants" are required to reduce fuel or reduce passengers or cargo: how many are single or double engine propeller airplanes, and how many are jets? Marin County reports that today there are about 95,000 "operations" each year at the airport. Of those 95,000 operations, how many were required to reduce fuel, passengers, or cargo as the result of the 3,300 foot runway? The fuel/load/range tradeoff is an ever present question for operators. Fortunately, this does not affect the vast majority of pilots and aircraft at Gross.

Baseline for Aircraft Traffic and Noise, and Estimate of Increased Aircraft Traffic and Noise

Gross Field was built to accommodate certain types of airplanes and air travel needs. Homes were built nearby and sold to residents who accepted the level of noise and aircraft traffic that Gross could and should accommodate. The EIS should recount that original purpose and explain why that purpose can no longer be fulfilled unless the runway is expanded to 4,400 feet.

Today many aircraft operating at Gross routinely ignore or violate the noise abatement procedures and fly irregular or forbidden patterns that take them close to or over the residences south of the airport. Jets and twins seem to be more susceptible to this violation, by flying longer downwinds with a later base turn and a longer final approach over our neighborhood to land on runway 31. There are also occasional straight out departures from 13 and seemingly straight in arrivals to 31. This is a safety issue as well as a noise issue and seems to occur most frequently outside the normal hours of operation of the airport manager (i.e. evening, night and weekends) when it is undetected or less easy to report and correct. A longer runway will result in more traffic from larger faster aircraft whose operators may feel they need to fly this enlarged pattern for safety. This will undoubtedly result in an increase in the noise and associated nuisance for nearby residents of pilots ignoring the takeoff and landing procedures at the airport.

Nearby there are several airports (notably STS and APC) with runways over 5000 feet built to accommodate this type of operation and traffic. In addition those airports have daytime control towers and several IFR (including ILS) approaches that Gnoos does not have, again making them more suited to use by the jets that are unable to use Gnoos efficiently or safely.

As the use of VLLJ's increases (as is forecast and expected) the need for the extension may be obviated. The capabilities of those aircraft are similar to the jets in use at Gnoos, yet they can safely takeoff within the 3300 foot runway that exists.

Summary:

We support the additional several hundred feet of overrun being added to the Gnoos runway. We support the airport and its place in our community. We cannot support the expansion of the runway to 4400 feet.

1. The proposed expansion of the runway to 4400 feet is not needed to accommodate current users of the airport and current aircraft operations. No airport guarantees that aircraft that can land or takeoff fully laden. This is a choice of the operators in basing their aircraft at Gnoos.
2. The benefits of the expansion are few. The county fuel concession may sell more JetA and the charter operator (Sunset) may be able to expand their operations. The remaining pilots and aircraft at the airport will be largely unaffected.
3. The costs of the project are large for the community and the FAA for such little gain. The nearby residents will suffer additional air and noise pollution. The wetlands and wildlife will be adversely affected. Increased traffic at such a small airport will bring increased risk of a tragic incident either at the airport or nearby.

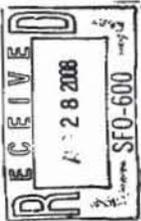
If you have any questions regarding these comments, I am available by telephone at 415-846-0003 or I can arrange to meet you at your offices.

Best regards,

Greg Stranger

CC: Supervisor Judy Arnold

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Jackie Bonzer
170 Saddle Wood Dr.
Novato, CA 94945

August 24, 2008

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

Dear Mr. Franklin:

The following letter was written by Christopher Gilkerson, and I am sending it you over my signature, because I concur with all the comments therein.

I am a resident of Rush Creek Estates, just south of Gnoos Field. I submit this letter to raise questions and concerns about the scope of the environmental analysis for the proposed expansion of Gnoos Field's runway. It seems that the expansion of the runway from 3300 to 4400 feet is intended to benefit a very few corporate jet owners and users, rather than the hundreds if not thousands of Marin County residents who will be negatively impacted by additional jet traffic noise and disturbance of the Rush Creek open space area and wetlands. A prior Marin County Grand Jury report questioned the feasibility and merit of expanding the runway at Gnoos Field. The County owes its residents an answer to why it nonetheless has decided to spend taxpayer money to create a jet center for the very wealthy few to fly in and out of Marin, instead of having them continue to use the already-built longer runways located nearby in Sonoma and Napa Counties on more appropriate sites.

Assumption underlying Need for Expansion

The premise of the expansion, as set forth in the presentation by the Federal Aviation Administration's consultant at the August 14, 2008 public meeting, is that "the current runway length of 3,300 feet limits the ability of current airport tenants to operate aircraft at optimum weight for maximum efficiency." The Environmental Impact Statement (EIS) should identify which "current airport tenants" are required to reduce fuel or reduce passengers or cargo: how many are single or double engine propeller airplanes, and how many are jets? Marin County reports that today there are about 95,000 "operations" each year at the airport. Of those 95,000 operations, how many were required to reduce fuel, passengers, or cargo as the result of the 3,300 foot runway?

Baseline for Jet Traffic and Noise, and Estimate of Increased Jet Traffic and Noise

Gross Field was built to accommodate certain types of airplanes and air travel needs. The EIS should recount that original purpose and explain why that purpose can no longer be fulfilled unless the runway is expanded to 4,400 feet.

At the scoping meeting, testimony was provided indicating that only a few corporate jet models today can land using a 3,300 foot runway, and that an expansion to 4,400 feet will open the airport to dozens of other types of corporate jets. This testimony was based on FAA certified take-off and landing data for each type of jet. In addition, the FAA in 2006 estimated that new, lighter, cheaper corporate jets (such as the Eclipse 500) will increase jet traffic to small airports by over 120% by 2017. The EIS must set a baseline of how many jets use Gross Field today, and then provide an estimate – based on the data the FAA itself has available on increase corporate jet use – of how many more jet craft are likely to use Gross Field after expansion. What is the number of current jet operations today? After expansion, what will be the number of jet operations?

In terms of noise, the EIS should set a baseline of how many jets (and other planes) today intrude into the low air space above homes in Rush Creek, Bahia, Green Point, and other local neighborhoods. Many aircraft on a daily basis ignore the "field rule" and cause noise disturbance over our homes. With increased traffic after expansion, what will the noise be, as measured at the location of sensitive receptors in our neighborhoods?

In terms of air and groundwater pollution, the EIS must set a baseline of jet fuel use, disposal, and contamination, and how increased air traffic will impact those numbers.

Other Impacts or Alternatives the EIS Must Address

Several dozen speakers at the August 14 scoping meeting provided first hand accounts of the current jet noise in residential areas as the result of pilots habitually violating the Gross Field rule and flying in low over homes. In addition to the noise, it also presents a danger to our families and property. The EIS should include consideration of a project alternative that would provide an enforcement mechanism against this violative conduct.

Increased air traffic, as well as any extension of the runway southeast toward the Rush Creek wetlands, could potentially impact the wildlife there as well as Marin residents' use and enjoyment of the Open Space. These impacts should be considered in the EIS.

The map of the proposed runway construction shows the runway extending northwest into the area for the proposed SMART Rail line with its accompanying bike path. The EIS needs to consider use (in)compatibility.

If expansion of the runway could lead to increased jet traffic, the EIS must consider the growth-inducing impact on the airport and surrounding area. How does the proposed project relate to prior proposals for the "Marin Jet Center" and other plans by Burdell Air Partners or any other development company? Cumulative impacts of this development

on the surrounding area must be considered, as well as the increased traffic from Atherton Avenue.

Marin County has a Greenhouse Gas Reduction Plan. Jet fuel consumption is a major source of greenhouse gas. Runway expansion and resulting increase in jet traffic must be considered in light of the County's commitment to reduce greenhouse gas emissions.

Rising sea-level from global warming is likely to submerge the runway in the coming years. The impact of global warming must be considered in the EIS. Please see and consider the comments at pages 3-4 of the attached expert comment by Dr. Robert Coats submitted in the Redwood Landfill expansion proceeding, and the materials on global warming calculations referenced at the end of Dr. Coats' letter.

The Redwood Landfill is expanding to a height of 166 feet just north of the airport. The EIS should address the impacts of an airport in close proximity to a landfill of that height with its attendant attraction of birds.

Public Notice and Access to EIS Materials

Residents of the neighborhoods noted above were not given notice of the public scoping meeting. In the future, please direct any public notice directly to me and any other individuals who either attended the scoping meeting or submitted written comments. All materials relating to the EIS process should be timely posted on the website, www.grossfieldje-air.com. It was disturbing that the materials for the scoping meeting were deliberatively not posted prior to the meeting, thereby placing community members who took time out of their busy lives to attend at a disadvantage.

Very truly yours,

Jackie Bonner

Jackie Bonner

CC: Supervisor Judy Arnold

Leonard Shaw

595 Fairway Drive
Novato, CA 94949



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FRX (415) 883-4261

August 23, 2008

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

Re: Proposed Extension to Runway 13/31@ Marin County Airport/Gnoss Field

Dear Mr. Franklin:

We would like to register our opposition to the proposed runway extension.

Those who support the extension have raised safety concerns as their primary argument for the extension. A careful evaluation of the safety record at Gnoss Field will not support any argument that the field must be extended because of safety considerations.

The extension is strongly opposed by those who live in the Gnoss Field area because it will create noise that will adversely impact their quality of life. Although we do not live in the immediate vicinity of Gnoss, we are nonetheless adversely impacted by the air traffic going to and from Gnoss.

A relative few private pilots and other airport entrepreneurs will benefit by an extension of the field, and a much greater number of Novato residents will realize adverse impacts to their daily lives. The costs involved, both economic and environmental, far outweigh any perceived benefits.

We urge that this runway not be extended.

Very truly yours,

LEONARD AND JUDITH SHAW

cc: Marin County Board of Supervisors



Marin Audubon Society

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



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August 27, 2008

Barry Franklin
Federal Aviation Administration
Western Pacific Region

John Roberto
Marin Community Development Agency
Marin County Civic Center

San Francisco Airport District Office
831 Mitten road, Rm. 210
Burlingame, CA 94040-1303

3501 Civic Center Drive
San Rafael, CA 94903

RE: SCOPING COMMENTS FOR MARIN COUNTY AIRPORT GNOSS FIELD
EXPANSION EIS/DEIR

Dear Mr. Franklin and Mr. Roberto,

The Marin Audubon Society appreciates the opportunity to submit scoping comments on the DEIR/DEIS that is being prepared for the proposed expansion of Gnoss Field Airport. Three alternatives are presented in addition to the no project alternative. The alternatives include extending the runway to the north only, extending to the south only and extending it in both directions. We submit the following questions to be addressed in the DEIR/S.

What is the need and purpose for the expansion.

A reason given for the project is that it is needed for safety of current users. What are the weather and other conditions that are of safety concern and how frequently would they occur?

For many years the county promoted the notion that the airport runway was unsafe because it was a cross wind runway and that this needed to be corrected by constructing a runway extending to the northwest. Why has that approach been dropped now? Surely the existing runway has not become more safe all of a sudden. Is that alternative still in the plans for the future? Under what circumstances and timing would or could a runway in this direction be proposed again?

Discuss the growth inducing impacts of the proposed project. Specifically discuss the numerous additional airplanes that could be accommodated under the proposed project that cannot be accommodated now as was stated by several different speakers at the hearing. The comments by pilots emphasized that there was no need to expand for safety purposes but that the expansion is being proposed to allow for larger aircraft and that this would result in use by a greater number of aircraft.

A Chapter of the National Audubon Society

Describe the amount and type of wetlands that would be filled and/or otherwise impacted with each of the alternatives. How would the loss of wetlands be mitigated?

Two of the alternatives would extend to the south of the current runway. Provide a complete discussion of how close each of these alternatives would come to Black John Slough, and the biological impacts of extending in this direction. It appears that one alternative would be in the slough.

Discuss the ecological values and functions of Black John Slough. What species use the slough. Specifically Black Rail and endangered California clapper rail use that slough.

How close would the alternatives to the north come to Redwood Landfill and what is the potential for increased bird strikes for planes taking off or landing closer to the landfill?

Discuss the potential noise and collision impacts for the birds that depend on the near and adjacent wetlands that would result from the increased number of plants that would be able to use the runway.

Show how the drainage pattern around the runway would be changed. Apparently the drainage ditch, which was filled with water at the time of the site visit, would be filled and reconstructed elsewhere. What is the source of the water in the drainage channel in August?

How would additional planes be accommodated? Wouldn't there be a need for additional hangars? Where would these hangars be built.

County ordinance calls for applicant's to submit plans for all development contemplated in the foreseeable future on all of the contiguous property owned by them. As there is a past history of proposals for another runway configuration and office buildings, it seems reasonable to assume that additional development would be considered for this area in the future. Discuss these developments and why they are not being proposed at this time in accord with county ordinance.

Show property lines and adjacent ownerships in the area.

If it is claimed that no additional growth is anticipated, how would it be assured that would not change in the future?

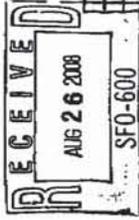
Thank you for considering our questions.

Sincerely,

Barbara Salzman, Co-chair
Conservation Committee

08/29/2008 10:12 FAX

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Paul Drews
205 Saddle Wood Drive
Novato, CA 94945-3447
Phone: 415-209-9596 Fax: 415-209-9597
e-mail: pdrews@comcast.net

August 25, 2008

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

Dear Mr. Franklin,

My wife and I reside in the Rush Creek Development. We would like to express our support for the proposed runway extension at Gness Field.

Safety is probably the foremost responsibility of the FAA. Lengthening the runway and making the other improvements outlined in this project addresses this concern.

The airport has become a vital link in our transportation system and attracts business travelers as well as student and private pilots. The development of very light jets is part of the normal evolution of the aircraft industry and Gness Field must be prepared to accommodate them.

Gness Field was operating before the Rush Creek Development was built. Residents not happy with their proximity to the airport should not have moved here.

Sincerely yours,

014/014

08/29/2008 10:17 FAX



2511 Laguna Vista Dr.
Novato CA 94945
August 26, 2008

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

RE: Gross runway length increase

Dear Mr. Franklin:

This letter is to state my disapproval of the proposed runway lengthening at Gness Field. I am for the over-runs at the end of the existing runways.

Just to clarify, I am not an anti-aviation person. I currently own a Mooney M-20J based in Santa Rosa. I am an AOPA member. My aviation background includes the USAF, Lockheed Aircraft, and United Air Lines. I have a B.S. & M.S. in Aeronautical engineering. I have experience in aircraft performance, and have time in several types of airplanes from Piper Cherokee to Boeing 737-200.

I object to the proposed runway extension for two reasons:

- A. The claim made in the "Challenges to Overcome" in Section II are incorrect in claiming restriction in MTOW allowable.
- B. The runway extension will be a safety hazard increasing the chance of a mid-air collision at Gness.

Regarding reason A:

1. 99% of the approximately 300 aircraft based at Gness are prop driven piston or turbo powered and NONE of these aircraft are TOGW limited at the present 3300'. Not a one.
2. The remaining 1% of the aircraft (the Cessna Citations) are, according to several Citation pilots I talked to, not TOGW limited unless the temperature exceeds 95-100°F. I estimate these temperatures exist about 1% to 1.5% of the time.
3. The TOGW limitation would only apply to those flights at the max range portion of the performance envelope. Alterating departure time a few hours to avoid the hottest period of those rare hot days, or making an enroute fuel stop will solve the problem.

Regarding reason B, the safety issue:

1. The FAA is aware, and has published articles on the limitation of avoiding collisions by the old 'see and avoid' concept.
2. The FAA is aware of the NTSB three year study on mid-air collisions that concluded they are most likely at uncontrolled airports with a mix of high and low speed airplanes.

3. Gness has a lot of student flown, low speed, training airplanes operating there now. The runway extension will increase the types of bizjets that can operate there from the present 10% to almost 50%. Build it (the extension) and they will come.
4. Gness is an uncontrolled airport. Lots of low speed (100,000 operations per year) and then more high speed traffic, the most likely scenario for a mid-air according to the NTSB.
5. Gness is surrounded by areas the State of California has designated as high fire danger. The wildfire started by one of the larger bizjets impacting the ground after a mid-air will likely be more catastrophic due to additional 1000 to 4000 gallons of fuel they carry.

So with a minute improvement in operational limitations, and an obvious safety degradation, what could be pushing this extension? Here is my guess: The County of Marin. The over-head the county pays for comes in large part, from taxes on fuel sales. Aviation Week recently reported avgas sales are down 25%, while Jet-A seems to be holding its own. Faced with income loss from avgas, what better solution than attracting more bizjets and boosting fuel tax income. County gets only \$25 to \$50 per general aviation fill up, but the bizjets yield \$1200 to \$2500 per.

As a pilot I would like to see Gness stay in operation. If the current jet operators (and some of the King Airs) would follow the noise abatement procedures, I think the community can live with them. More bizjets, faster bizjets flying wider patterns over the populated areas, throw in a mid-air and a wildfire, that just might be enough to start a community movement to shut down Gness.

Yours very truly,

Robert Pack

Robert Pack



Steven and Sharon Nebb
215 Saddle Wood Drive
Novato, CA 94945

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August 25, 2008

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

Dear Mr. Franklin:

We are residents of Rush Creek Estates, just south of Gness Field. We are submitting this letter to raise questions and concerns about the scope of the environmental analysis for the proposed expansion of Gness Field's runway. It seems that the expansion of the runway from 3,300 to 4,400 feet is intended to benefit a very few corporate jet owners and users, rather than the hundreds if not thousands of Marin County residents who will be negatively impacted by additional jet traffic noise and disturbance of the Rush Creek open space area and wetlands. A prior Marin County Grand Jury report questioned the feasibility and merit of expanding the runway at Gness Field. The County owes its residents an answer to the question as to why it nonetheless has decided to spend taxpayer money to create a jet center for the very wealthy few to fly in and out of Marin, instead of having them continue to use the already-built longer runways located in nearby Sonoma and Napa Counties on more appropriate sites.

We have many concerns and questions as a result of the public hearing held on August 14, 2008 and feel that these must be addressed prior to moving forward with the proposed plans.

First, the Federal Aviation Administration's consultant stated that "the current runway length of 3,300 feet limits the ability of current airport tenants to operate aircraft at optimum weight for maximum efficiency." The Environmental Impact Statement (EIS) should identify which "current airport tenants" are required to reduce fuel or reduce passengers or cargo: how many are single or double engine propeller airplanes, and how many are jets? Marin County reports that today there are about 95,000 "operations" each year at the airport. Of those 95,000 operations, how many were required to reduce fuel, passengers, or cargo as the result of the 3,300 foot runway?

Second, Gness Field was built to accommodate certain types of airplanes and air travel needs. The EIS should recount that original purpose and explain why that purpose can no longer be fulfilled unless the runway is expanded to 4,400 feet.

Third, the issue of increased noise pollution must be addressed. The EIS should set a baseline of how many jets (and other planes) today intrude into the low air space above homes in Rush Creek, Bahia, Green Point, and other local neighborhoods. Many aircraft on a daily basis ignore the "field rule" and cause noise disturbance over our homes. With increased traffic after expansion, what will the noise be, as measured at the location of sensitive receptors in our neighborhoods? Several dozen speakers at the August 14 scoping meeting provided first hand accounts of the current jet noise in residential areas as the result of pilots habitually violating the Gness Field rule and flying in low over homes. In addition to the noise, it also presents a danger to our families and property. The EIS should include

consideration of a project alternative that would provide an enforcement mechanism against those who violate these ordinances.

Fourth, the issues of air and groundwater pollution must be addressed. The EIS must set a baseline of jet fuel use, disposal, and contamination, and how increased air traffic will impact those numbers.

Fifth, the increased air traffic, as well as any extension of the runway southeast toward the Rush Creek wetlands, could potentially impact the wildlife there as well as Marin residents' use and enjoyment of the Open Space. These impacts must be considered in the EIS.

Sixth, the map of the proposed runway construction shows the runway extending northwest into the area for the proposed SMART Rail line with its accompanying bike path. The EIS needs to consider use (in)compatibility. Cumulative impacts of this development on the surrounding area must be considered, as well as the increased traffic from Atherton Avenue.

And finally, the residents of the neighborhoods noted above were not given adequate notice of the public scoping meeting. In the future, please direct any public notice directly to me and any other individuals who either attended the scoping meeting or submitted written comments. All materials relating to the EIS process should be timely posted on the website, www.gnessfieldeis-eir.com. It is unacceptable that the materials for the scoping meeting were deliberately not posted prior to the meeting. This created a hardship for many of our community members who wanted to attend this meeting.

We appreciate your attention to these very important matters and hope that a timely response is forthcoming.

Sincerely,

Steven J. Nebb

Sharon L. Nebb

cc: Supervisor Judy Arnold

FEDERAL AVIATION ADMINISTRATION
AND
COUNTY OF MARIN



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

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

Name/Affiliation: _____

Address: _____

City/State: _____ Zip Code: _____ Telephone: _____

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

SEE ATTACHED

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Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 for receipt by 5pm Pacific time on August 29, 2008. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

wuu
grossfields-eir.com

Brian Williams

254 Butterfield Dr., Novato, CA 94945
ph. 415/897-2749 fax 415/897-2849

We live in Partridge Knolls II, and have lived in Novato for 18 years.

Proposed extension will be major change from a small, private owner, small plane airport into one capable of handling large commercial jets. This leads to more noise, pollution, and greenhouse gases. Marin County already has too large a carbon imprint!

Also more traffic on frontage road, more traffic onto Atherton Ave, and onto an already crowded and impacted overpass over Hwy. 101 (presently 3 stoplights on overpass).

Airport situated on filled land, sensitive marshlands, bird sanctuary, is subject to flooding, has strong westerly winds, and would require more incursion into marshlands and more levees and more disruption of marshland water flow.

The City of Novato has plans for an explosion of commercial development in the immediate area which would greatly impact the flow of traffic on Atherton-San Marin-Redwood Blvd. intersections and the 101 overpass.

Who benefits from this expansion? Certainly not the citizens of Novato, especially the ones who live near an airport that has been small and limited to private planes since its inception.

Who instigated this expansion and who is putting up the money for all the studies?

Hand out at August 14th meeting states: "Current FAA standards for RSAS calls for only an extension of 115-foot overrun on the south end of present runway and a 140 foot overrun on the north end of present runway. Who is instigating making the north runway 860 feet longer than the FAA standards calls for?"

Larger commercial airports are already available in Santa Rosa and Napa, thus why does Gross need to expand so much?

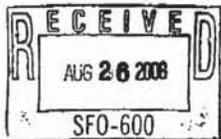
We do not see the need for this project as citizens of Novato and Marin Co.

Brian and Sandy Williams

Brian Williams
Sandy Williams

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FEDERAL AVIATION ADMINISTRATION
AND
COUNTY OF MARIN



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

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

Name/Affiliation: Denise Moore Bahia HOA
Address: 612 Santana Rd
City/State: Novato CA Zip Code: 94945 Telephone: 510-750-7379

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

I strongly oppose the extension of Gross Field. The extension will increase traffic, draw larger aircraft, increase noise, increase pollution, increased frequency of overflights. It is unnecessary!

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 for receipt by 5pm Pacific time on August 29, 2008. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.



FEDERAL AVIATION ADMINISTRATION
AND
COUNTY OF MARIN

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

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

Name/Affiliation: JOSEPH VALLES (HOME OWNER)
Address: 505 SANTANA ROAD
City/State: NOVATO, CALIF. Zip Code: 94945 Telephone: 415 328 9511

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

We have lived in Bahia for over 30 years. When we moved in Gross was a small private plane airport. Jets were not flying in at that time. It appears the owners of this airport are trying to turn it into a commercial airport. This is unacceptable. This airport is a cross wind airport and as such is dangerous in and of itself. According to the handout in order to meet the FAA rules all that has to be added is 115ft South and 140ft North to meet FAA guidelines. Extending the runway 1000 ft will render the houses in Bahia worthless.

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010-1303 for receipt by 5pm Pacific time on August 29, 2008. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.



FEDERAL AVIATION ADMINISTRATION
AND
COUNTY OF MARIN

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

STATE CLEARINGHOUSE NUMBER: 2008072037

PUBLIC SCOPING SESSION WRITTEN COMMENT FORM
AUGUST 14, 2008

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Name/Affiliation: Peter Johnson
Address: 265 Saddle Wood Dr.
City/State: Novato CA Zip Code: 94945 Telephone: (415) 493-5058

Please provide comments and concerns regarding the scope of the environmental analysis of the proposed project.

This project is obviously not about the safety and/or needs of the current users of the airport, but is about expanding the use of the airport to allow more /bigger commercial flights. Since the current jets and (to a lesser degree) twin-engine planes that use the airport are the worst offenders as far as flying directly over our homes at low altitudes, I am totally opposed to any expansion of the runway at Gnauss Field. In fact, unless the jets can be forced to use a flight path that does not take ~~them~~ them directly over neighboring houses, I would instead be urging a reduction in the use of the airport, such as restricting it to private, recreational use only.

Please enclose additional sheets, as necessary. Either hand-in the form with a staff member at the public scoping meeting, or mail it to Barry Franklin, Environmental Protection Specialist, Federal Aviation Administration, San Francisco Airports District Office, 831 Mitten Road, Room 210; Burlingame, CA 94010-1303 for receipt by 5pm Pacific time on August 29, 2008. Please note that this form is pre-addressed on the reverse side if you wish to fold and mail this sheet with your comments.

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SUMMARY OF PUBLIC SCOPING COMMENTS

In general, public comments focused on eight specific areas. **Table B-1** provides a summary list of the topics commented on and the location within the document where these issues are addressed.

**Table B-1
PUBLIC COMMENTS RECEIVED DURING SCOPING
Gross Field Airport**

General Comment	EIS Section
Concerns about aircraft noise and overflights	Chapter 5, Section 5.1, Noise
Concerns about greenhouse gas emissions	Chapter 4, Affected Environment and Appendix F, Air Quality
Concerns about climate change	Appendix F, Air Quality
Concerns about impacts to wetlands	Chapter 4, Affected Environment and Chapter 5, Section 5.10, Wetlands
Concerns about impacts to water quality	Chapter 4, Affected Environment and Chapter 5, Section 5.6, Water Quality
Requests for a more clear and full definition of the project's purpose and need	Chapter 2, Purpose and Need and Appendix C, Forecast and Appendix D, Runway Length Analysis
Concerns about the proximity of the Redwood Landfill	FAA has reviewed this issue separately from the EIS
Suggestions that the EIS include a discussion of the cumulative impacts of this project	Chapter 6, Cumulative Impacts addresses the Sponsor's Proposed Project in addition to other projects in the area

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**Public Hearing
January 10, 2012**

Published Notices/Affidavit
Handout
Meeting Registration
Presentation
Display Boards

Comments are located in Appendix P, *Comments Received on
Draft EIS/Draft EIR*

Responses to comments are located in Appendix Q, *Response to
Comments*

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§ 3.1000(b) through (e) of 40 CFR part 3, subpart D provides special procedures for program revisions and modifications to allow electronic reporting, to be used at the option of the state, tribe or local government in place of procedures available under existing program-specific authorization regulations. An application submitted under the Subpart D procedures must show that the state, tribe or local government has sufficient legal authority to implement the electronic reporting components of the programs covered by the application and will use electronic document receiving systems that meet the applicable Subpart D requirements.

On July 20, 2011, the Indiana Department of the Environmental Management (IDEM) submitted an application for its Network Discharge Monitoring Report (NetDMR) electronic document receiving system for revision of its EPA-authorized programs under title 40 CFR. EPA reviewed IDEM's request to revise its EPA-authorized programs and, based on this review, EPA determined that the application met the standards for approval of authorized program revisions set out in 40 CFR part 3, subpart D. In accordance with 40 CFR 3.1000(d), this notice of EPA's decision to approve Indiana's request for revision to its 40 CFR Part 123—National Pollutant Discharge Elimination System (NPDES) State Program Requirements and Part 403—General Pretreatment Regulations for Existing and New Sources of Pollution EPA-authorized programs for electronic reporting of information submitted under 40 CFR parts 122 and 403 is being published in the **Federal Register**.

IDEM was notified of EPA's determination to approve its application with respect to the authorized programs listed above.

Dated: December 1, 2011.

Andrew Battin,

Director, Office of Information Collection.

[FR Doc. 2011-31659 Filed 12-8-11; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9000-4]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-1399 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements
Filed 11/28/2011 through 12/02/2011

Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EIS are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

EIS No. 20110409, Final EIS, BLM, NM, Taos Resource Management Plan, To Provide Broad-Scale Guidance for the Management of Public Lands and Resource Administered by Taos Field Office, Colfax, Harding, Los Alamos, Mora, Rio Arriba, Santa Fe, Taos and Union Counties, NM, Review Period Ends: 01/09/2012, Contact: Brad Higdon (575) 751-4725.

EIS No. 20110410, Draft EIS, FAA, CA, Gness Field Airport Project, Proposed Extension to Runway 13/31/, Funding, Marin County, CA, Comment Period Ends: 02/06/2012, Contact: Doug Pomeroy (680) 827-7612.

EIS No. 20110411, Final Supplement, USFS, 00, Programmatic—Kootenai, Idaho Panhandle, and Lolo National Forest Plan Amendments for Access Management within the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones, Alternative E Updated has been Identified as the Forest Service's Preferred Alternative, ID, WA, MT, Review Period Ends: 01/09/2012, Contact: Kark Dekome (208) 765-7479.

EIS No. 20110412, Final EIS, USFS, CA, Lake Tahoe Basin Management Unit South Shore Fuel Reduction and Healthy Forest Restoration, To Manage Fuel Reduction and Forest health in the Wildland Urban Intermit (WUI), El Dorado County, CA, Review Period Ends: 01/09/2012, Contact: Duncan Leao (530) 543-2660.

EIS No. 20110413, Final EIS, BR, CO, Windy Gap Firing Project, Construct a New Water Storage Reservoir to Deliver Water to Front Range and West Slope Communities and Industries, Funding, NPDES and US Army COE Section 404 Permit, Grand and Larimer Counties, CO, Review Period Ends: 01/09/2012, Contact: Lucy Maldonado (970) 962-4369.

EIS No. 20110414, Draft EIS, NOAA, 00, Amendment 18A to the Fishery Management Plan for the Snapper-Grouper Fishery of the South Atlantic Region, To Limit Participation and Effort in the Black Sea Bass Pot Fishery, South Atlantic Region, NC, SC FL and GA, Comment Period Ends: 01/23/2012, Contact: Roy E. Crabtree (727) 824-5301.

EIS No. 20110415, Final EIS, RUS, GA, Biomass Power Plant Project, Application for Financial Assistance To Construction 100 Megawatt (MW) Biomass Plant and Related Facilities, Warren County, GA, Review Period Ends: 01/09/2012, Contact: Stephanie A Strength (970) 403-3559.

EIS No. 20110416, Final EIS, USACE, FL, Everglades Restoration Transition Plan (ERTP), To Defined Water Management Operating Criteria for Central and Southern Florida Project (C&SF) features and the Constructed features of the Modified Water Deliveries and Canal-III Project until a Combined Operational Plan is Implemented, Broward and Miami-Dade Counties, FL, Review Period Ends: 01/16/2012, Contact: Dr. Gina Paduano Ralph (904) 232-2336.

Amended Notices

EIS No. 20110381, Draft EIS, WAPA, AZ, Quartzsite Solar Energy Project and Proposed Yuma Field Office Resource Management Plan Amendment, Implementation, Right-of-Way Application to the BLM, La Paz County, AZ, Comment Period Ends: 02/10/2012, Contact: Liana Reilly (720) 962-7253. Revision to FR Notice 11/10/2011: Extending Comment from 02/08/2012 to 02/10/2012.

Dated: December 6, 2011.

Cliff Rader,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2011-31670 Filed 12-8-11; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[EPA-HQ-OAR-2010-0108; FRL-9502-8]

Release of Final Integrated Review Plan for the National Ambient Air Quality Standards for Lead

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Availability.

SUMMARY: On or about November 18, 2011, the EPA will make available to the public the final document, *Integrated Review Plan for the National Ambient Air Quality Standards for Lead*. This document contains the plans for the review of the air quality criteria and national ambient air quality standards (NAAQS) for lead (Pb). The Pb NAAQS provide for the protection of public health and the environment from Pb emitted to ambient air.

FOR FURTHER INFORMATION CONTACT: Dr. Deirdre Murphy, Office of Air Quality

Register. Free Internet access to the official edition of the **Federal Register** and the Code of Federal Regulations is available via the Federal Digital System at: www.gpo.gov/fdsys. At this site you can view this document, as well as all other documents of this Department published in the **Federal Register**, in text or Adobe Portable Document Format (PDF). To use PDF you must have Adobe Acrobat Reader, which is available free at the site.

You may also access documents of the Department published in the **Federal Register** by using the article search feature at: www.federalregister.gov. Specifically, through the advanced search feature at this site, you can limit your search to documents published by the Department.

Dated: December 13, 2011.

Michael Yudin,

Acting Assistant Secretary for Elementary and Secondary Education.

[FR Doc. 2011-32249 Filed 12-15-11; 8:45 am]

BILLING CODE 4000-01-P

DEPARTMENT OF ENERGY

Agency Information Collection Extension

AGENCY: U.S. Department of Energy.

ACTION: Submission for Office of Management and Budget (OMB) review; comment request.

SUMMARY: The Department of Energy (DOE) has submitted an information collection request to the OMB for extension under the provisions of the Paperwork Reduction Act of 1995. The information collection requests a three-year extension of its "Technology Partnerships Ombudsmen Reporting Requirements", OMB Control Number 1910-5188. This information collection request covers information necessary to implement a statutory requirement that the Technology Transfer Ombudsmen report quarterly on complaints they receive.

DATES: Comments regarding this collection must be received on or before January 17, 2012. If you anticipate that you will be submitting comments, but find it difficult to do so within the period of time allowed by this notice, please advise the OMB Desk Officer of your intention to make a submission as soon as possible. The Desk Officer may be telephoned at (202) 395-4650.

ADDRESSES: Written comments should be sent to the: DOE Desk Officer, Office of Information and Regulatory Affairs, Office of Management and Budget, New

Executive Office Building, Room 10102, 735 17th Street NW., Washington, DC 20503; and to Kathleen M. Binder, HG-6, Director, Office of Conflict Prevention and Resolution, U.S. Department of Energy, 1000 Independence Avenue SW., Washington, DC 20585, Kathleen.binder@hq.doe.gov, (202) 287-1415 (facsimile).

FOR FURTHER INFORMATION CONTACT:

Kathleen M. Binder at the address listed in **ADDRESSES**.

SUPPLEMENTARY INFORMATION: This information collection request contains: (1) *OMB No.* 1910-5188; (2) *Information Collection Request Title:* Technology Transfer Ombudsmen Reporting Requirements; (3) *Type of Request:* Renewal; (4) *Purpose:* The information collected will be used to determine whether the Technology Partnerships Ombudsmen are properly helping to resolve complaints from outside organizations regarding laboratory policies and actions with respect to technology partnerships; (5) *Annual Estimated Number of Respondents:* 22; (6) *Annual Estimated Number of Total Responses:* 88; (7) *Annual Estimated Number of Burden Hours:* 50; (8) *Annual Estimated Reporting and Recordkeeping Cost Burden:* 0.

Statutory Authority: Section 11 of the Technology Transfer Commercialization Act of 2000, Public Law 106-404, codified at 42 U.S.C. 7261c(c)(3)(C).

Issued in Washington, DC, on December 13, 2011.

Kathleen M. Binder,

Director, Office of Conflict Prevention and Resolution, Office of Hearings and Appeals.

[FR Doc. 2011-32251 Filed 12-15-11; 8:45 am]

BILLING CODE 6450-01-P

DEPARTMENT OF ENERGY

Nuclear Energy Advisory Committee

AGENCY: Department of Energy, Office of Nuclear Energy.

ACTION: Notice of Renewal.

SUMMARY: Pursuant to Section 14(a)(2)(A) of the Federal Advisory Committee Act, App. 2, and Section 102-3.65(a), Title 41, Code of Federal Regulations, and following consultation with the Committee Management Secretariat, General Services Administration, notice is hereby given that the Nuclear Energy Advisory Committee will be renewed for a two-year period.

The Committee will provide advice to the Department of Energy on complex science and technical issues that arise in

the planning, managing, and implementation of DOE's nuclear energy program.

Additionally, the renewal of the NEAC has been determined to be essential to conduct business of the Department of Energy's and to be in the public interest in connection with the performance of duties imposed upon the Department of Energy, by law and agreement. The Committee will continue to operate in accordance with the provisions of the Federal Advisory Committee Act, the rules and regulations in implementation of that Act.

FOR FURTHER INFORMATION CONTACT:

Kenneth Wade, Designated Federal Officer at (301) 903-6509.

Issued at Washington, DC, on December 12, 2011.

Carol A. Matthews,

Committee Management Officer.

[FR Doc. 2011-32332 Filed 12-15-11; 8:45 am]

BILLING CODE 6450-01-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9000-5]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-1399 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements Filed 12/12/2011 Through 12/16/2011

Pursuant to 40 CFR 1506.9.

Notice: Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EIS are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

EIS No. 20110417, Draft EIS, USFS, CA, Rubicon Trail Easement and Resource Improvement Project, Construction and Operation, Right-of-Way Grant, Eldorado National Forest, Pacific Ranger District, El Dorado County, CA, Comment Period Ends: 01/30/2012, Contact: Laura Hierholzer (530) 642-5187

EIS No. 20110418, Final EIS, NPS, WA, Ross Lake National Recreation Area Project, General Management Plan, Implementation, Skagit and Whatcom Counties, WA, Review Period Ends: 01/17/2012, Contact: Roy Zipp (360) 873-4590 Ext. 31

EIS No. 20110419, Final EIS, BR, CA, Suisun Marsh Habitat Management,

Preservation, and Restoration Plan, Implementation, CA, *Review Period Ends: 01/17/2012, Contact: Becky Victorine (916) 978-5035*

EIS No. 20110420, Draft Supplement, USACE, TX, Clear Creek Reevaluation Study Project, Flood Risk Management and Ecosystem Restoration, Brazoria, Fort Bend, Galveston and Harris Counties, TX, Comment Period Ends: 01/30/2012, Contact: Andrea Catanzaro (409) 766-6346

EIS No. 20110421, Draft EIS, USFS, CA, Greys Mountain Ecological Restoration Project, Proposed Forest Management Treatments to Reduce Fire Hazard and Restore Forest Health, Sierra National Forest, Bass Lake Ranger District, Madera County, CA, Comment Period Ends: 01/30/2012, Contact: Burt Stalter (559) 877-2218 Ext. 3208

EIS No. 20110422, Draft EIS, RUS, 00, Hampton—Rochester—La Crosse Transmission System Improvement Project, Proposed Construction and Operation of a 345-Kilovolt (kV) Transmission Line and Associated Facilities between Hampton, Minnesota and La Crosse, Wisconsin, Comment Period Ends: 01/30/2012, Contact: Stephanie A. Strength (970) 403-3559

Amended Notices

EIS No. 20110404, Draft EIS, BLM, NV, Mount Hope Project, Molybdenum Mining and Processing Operation in Eureka County, NV, Comment Period Ends: 03/01/2012, Contact: Angelica Rose (775) 635-4000

Revision to FR Notice Published 12/02/2011: Correction to Comment Period from 03/07/2012 to 03/01/2012

EIS No. 20110410, Draft EIS, FAA, CA, Gness Field Airport Project, Proposed Extension to Runway 13/31/, Funding, Marin County, CA, Comment Period Ends: 02/06/2012, Contact: Doug Pomeroy (650) 827-7612.

Revision to FR Notice 12/09/2011: Correction to Contact Telephone Number.

Dated: December 13, 2011.

Cliff Rader,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2011-32282 Filed 12-15-11; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-9508-1]

New York State Prohibition of Discharges of Vessel Sewage; Final Affirmative Determination

AGENCY: Environmental Protection Agency (EPA).

ACTION: Notice of Determination.

SUMMARY: Notice is hereby given that, pursuant to Clean Water Act, Section 312(f)(3) (33 U.S.C. 1322(f)(3)), the State of New York has determined that the protection and enhancement of the quality of the New York State portions of Lake Ontario requires greater environmental protection and has petitioned the United States Environmental Protection Agency (EPA), Region 2, for a determination that adequate facilities for the safe and sanitary removal and treatment of sewage from all vessels are reasonably available for those waters, so that the State may completely prohibit the discharge from all vessels of any sewage, whether treated or not, into such waters.

The New York State Department of Environmental Conservation (NYSDEC) has proposed to establish a Vessel Waste No Discharge Zone (NDZ) for the New York State portion of Lake Ontario ("Lake") including the waters of the Lake within the New York State boundary, stretching from the Niagara River (including the Niagara River up to Niagara Falls) in the west, to Tibbetts Point at the Lake's outlet to the Saint Lawrence River in the east. The proposed No Discharge Zone encompasses approximately 3,675 square miles and 326 linear shoreline miles, including the navigable portions of the Lower Genesee, Oswego, and Black Rivers; numerous other tributaries, harbors, and embayments of the Lake including Irondequoit Bay, Sodus Bay, North/South Ponds, Henderson Bay, Black River Bay and Chautmont Bay; and an abundance of formally designated habitats and waterways of local, state, and national significance. NYSDEC certified the need for greater protection of the water quality. EPA hereby makes a final affirmative determination that adequate facilities for the safe and sanitary removal and treatment of sewage from all vessels are reasonably available for Lake Ontario.

EPA published a tentative affirmative determination on October 5, 2011 in the **Federal Register**. Public comments were solicited for 30 days and the comment period ended on November 4, 2011.

EPA received a total of eight (8) comments via letter and email. The comment tally was seven (6) in favor of, and two (2) questioning or opposing the No Discharge Zone designation. All the relevant comments received have been considered in the final affirmative determination. This **Federal Register** document addresses comments submitted in response to the October 5, 2011 (Volume 76 No. 193) **Federal Register** document.

Response to Comments

1. *Comment:* Several commenters, including boaters, paddlers and community advocates, expressed strong support for EPA's action to establish a vessel waste no discharge zone for Lake Ontario. Some commenters pointed out that this action will reduce pathogens and chemicals, improve water quality and further protect and restore the Lake.

EPA Response: EPA is in full agreement that designating Lake Ontario is an important step to further protect this valuable natural resource, water quality, wetlands and habitats throughout the U.S. portions of Lake Ontario.

2. *Comment:* One commenter stated that discharges from boats are a relatively small source of pollution compared to the pollution caused by farm runoff into the Lake.

EPA Response: These comments go beyond the scope of EPA's authority in this action. EPA's authority here is limited to determining whether adequate pumpout facilities exist. Establishing a no discharge zone for vessel sewage will have a positive effect on water quality in the Lake.

3. *Comment:* One commenter expressed concerns about the conditions and availability of the pumpout facilities at Sodus Point in Lake Ontario.

EPA Response: The criterion established by the Clean Vessel Act regarding the adequate number of pumpouts per vessel population is one pumpout per 300 to 600 vessels. NYSDEC has submitted pumpout information (including location, phone numbers, latitude/longitude, VHF channel, dates and hours of operation, fees, and capacity) outlining how areas of the Lake meet or exceed this criterion; therefore, EPA has determined that there are adequate pumpout facilities. EPA recognizes the importance of adequate pumpouts to service the boating activity within a given waterbody. New York State is responsible for ensuring that all of the facilities are accessible and operational. There are six pumpouts (Pultneyville Yacht Club, Sodus Bay Yacht Club, Krenzer Marine, Inc., Arney's Marina,

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

Landrum & Brown

NOTICE OF AVAILABILITY

**STATE OF CALIFORNIA
County of Marin**

SS

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

DEC. 9

all in the year 2011.

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

Signature
Donna Lazarus

Dated this 9 day of Dec 2011

PROOF OF PUBLICATION

Legal Notice **Legal Notice**

**DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration**

Notice of Availability of the Draft Environmental Impact Statement (Draft EIS) for the Proposed Extension of Runway 13/31 at Gness Field Airport (DVO), Marin County, California; Notice of Action Affecting Wetlands; Notice of Action Occurring in a Floodplain; and Notice of Public Hearing Date, Time, and Location

AGENCY: The lead Federal agency is the Federal Aviation Administration (FAA), Department of Transportation (DOT). Marin County is concurrently preparing an Environmental Impact Report (EIR), to meet California state requirements to analyze and disclose the potential environmental impacts resulting from the proposed runway extension. The FAA and Marin County are circulating the Draft EIS and Draft EIR together so the public can comment on both documents at the same time. The FAA EIS is Volume 1. The Marin County EIR is Volume 2. Technical Appendices for Volumes 1 and 2 are included in Volume 3.

ACTION: Notice of availability, notice of public comment period, notice of public information meeting and public hearing.

SUMMARY: The FAA is issuing this Notice of Availability to advise the public that a Draft EIS was distributed to be available for public review beginning December 9, 2011. The document was prepared pursuant to major environmental directives to comply with NEPA: Section 102(2)(C) of the National Environmental Policy Act of 1969 (P.L. 91-190); Section 106 of the National Historic Preservation Act as implemented by 36 CFR 800.8, Coordination with the National Environmental Policy Act; Executive Order 11988 Floodplain Management; Executive Order 11990 Protection of Wetlands; and other applicable Federal and state environmental laws, regulations, Executive Orders, and statutes.

The document was prepared in response to a proposal presented to the FAA by Marin County, the owner and operator of DVO and identified in the Draft EIS as the Airport Sponsor, for environmental review.

The FAA prepared this Draft EIS to analyze and disclose potential environmental impacts related to possible Federal actions at DVO. Numerous Federal actions would be necessary if airfield development were to be implemented. Proposed improvements include extension of Runway 13/31 and other airfield projects (see below).

The Draft EIS presents the purpose and need for the proposed Federal action, analysis of reasonable alternatives, including the No Action alternative, discussion of impacts for each reasonable alternative, and supporting appendices. The FAA will consider all information contained in this Draft EIS and additional information that may be provided during the public comment period before issuing a Final EIS and Agency decision regarding the possible alternatives and Federal actions.

Marin County proposes to extend Runway 13/31 by 1,100 feet from 3,300 feet to 4,400 feet, while maintaining the 75-foot width of the existing runway; extend the adjacent taxiway to the full length of the runway; extend the existing Runway Safety Areas (RSA) along the sides of Runway 13/31; extend the RSA to 240 feet long beyond each end of Runway 13/31 to meet FAA 8-I (small) airport design standards; realign the drainage channels to drain the extended runway and taxiway; re-program the navigational aids that pilots use to land at the Airport; and adjust the lot line for the County to gain exclusive use of 0.1 acre of land south of the airport. This additional runway length would allow existing aircraft operating at DVO to operate at Maximum Gross Take Off Weight under hot weather and other adverse weather conditions.

PUBLIC COMMENT AND INFORMATION WORKSHOP/PUBLIC HEARING: The 60-day public comment period on the Draft EIS will start December 9, 2011 and will end on February 6, 2012. A joint public hearing on the Draft EIR and Draft EIS will be conducted by the Marin County Board of Supervisors and the FAA. Oral and written comments on the Draft EIS and Draft EIR may be presented at the hearing. The hearing is scheduled for the regular meeting of the Marin County Board of Supervisors on **Tuesday January 10, 2012, at 1:30 p.m.** in the Board of Supervisors Chambers (Room #330 - Administration Building) Civic Center, San Rafael, California, at which time any and all persons interested in this matter may appear and be heard.

Comments can only be accepted with the full name and address of the individual commenting. Mail and fax comments are to be submitted to Mr. Doug Pomeroy of the FAA, at the address shown in FOR FURTHER INFORMATION CONTACT. The cutoff date for comment submission is **Monday, February 6, 2012**. Please allow adequate time for mailing. To be considered, mailed comments must be **postmarked** on or before February 6, 2012 and faxed comments must be **received** on or before February 6, 2012. The Draft EIS may be reviewed for comment during regular business hours at the following locations:

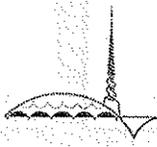
1. Federal Aviation Administration, 1000 Marina Boulevard, Suite 220, Brisbane, CA 94005-1835 (Telephone: (650) 827-7612)
2. Marin County Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, CA, 94903 (Telephone: (415) 499-7877)
3. Gness Field Airport, 451-A Airport Road, Novato, CA 94945 (Telephone: (415) 897-1754)
4. Marin County Library, Novato Branch, 1720 Novato Blvd, Novato, CA 94947 (Telephone: (415) 897-1142)
5. Marin County Library, South Novato Branch, 6 Hamilton Landing, Suite 140A, Novato, CA 94949 (Telephone: (415) 506-3168)
6. San Rafael Public Library, 1100 E Street, San Rafael, CA 94901 (Telephone: (415) 485-3323)
7. Marin County Library, Civic Center Branch, 3501 Civic Center Drive # 427, San Rafael, CA 94903 (Telephone: (415) 499-6058)
8. Marin County Library, Bolinas Branch, 14 Wharf Road, Bolinas, CA 94924 (Telephone: (415) 868-1171)
9. Marin County Library, Corte Madera Branch, 707 Meadowsweet Drive, Corte Madera, CA 94925 (Telephone: (415) 924-6444)
10. Marin County Library, Fairfax Branch, 2097 Sir Francis Drake Blvd., Fairfax, CA 94930 (Telephone: (415) 457-5629)
11. Marin County Library, Inverness Branch, 15 Park Avenue, Inverness, CA, 94937 (Telephone: (415) 669-1288)
12. Marin County Library, Marin City Branch, 164 Donahue St., Marin City, CA 94965 (Telephone: (415) 332-6157)
13. Marin County Library, Point Reyes Branch, 11431 State Route One, Point Reyes Station, CA 94956 (Telephone: (415) 663-8375)
14. Marin County Library, Stinson Beach Branch, 3521 Shoreline Highway, Stinson Beach CA 94970 (Telephone: (415) 868-0252)
15. Sonoma County Library, Petaluma Branch, 100 Fairgrounds Drive, Petaluma, CA 94952 (Telephone: (707) 763-9801)
16. San Anselmo Public Library, 110 Tunstead Avenue, San Anselmo, CA 94960 (Telephone: (415) 258-4656)
17. Tiburon - Belvedere Library, 1501 Tiburon Blvd, Tiburon, CA 94920-2530 (Telephone: (415) 789-2865)
18. Mill Valley Public Library, 375 Throckmorton Ave, Mill Valley, CA 94941 (Telephone: (415) 389-4292)
19. Larkspur Public Library, 400 Magnolia Ave, Larkspur, CA 94939-2035 (Telephone: (415) 927-5065)
20. Sausalito Public Library, 420 Litho Street, Sausalito, CA 94965 (Telephone: (415) 289-4121)
21. Gness Field (DVO) EIS/EIR Website, <http://www.gnessfieldeis-eir.com/>

SUPPLEMENTARY INFORMATION: The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS. Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy for the proposed action or merits of its alternatives, and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewers' interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them.

FOR FURTHER INFORMATION CONTACT:
Mr. Doug Pomeroy, FAA San Francisco Airports District Office, 1000 Marina Boulevard, Suite 220, Brisbane, California 94005-1835. Telephone: (650) 827-7612, Fax: (650) 872-1430

Issued in Brisbane, California on December 9, 2011.

FAA San Francisco Airports District Office
NO.1934 DEC. 9, 2011



Marin County Community Development Agency

Brian C. Crawford, Director

NOTICE OF COMPLETION AND NOTICE OF PUBLIC HEARING DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MARIN COUNTY AIRPORT – GROSS FIELD, PROPOSED EXTENSION OF RUNWAY 13/31

November 28, 2011

SCH# 2008072037

NOTICE IS HEREBY GIVEN that a Draft Environmental Impact Report (Draft EIR) has been completed for the /Gross Field Airport, Proposed Extension of Runway 13/31, and is on file with the Marin County Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, California, and available for public review between the hours of 8:00 a.m. to 4:00 p.m., Monday through Friday. Digital copies of the Draft EIR may be obtained from the Department of Public Works. A copy of the DEIR can also be accessed from a link on our website, "<http://www.gross-field-eis-air.com>". In addition, a hard copy is available for review at the Marin County Civic Center Library, and other library branches including the Novato Library. All relevant documents incorporated into the Draft EIR by reference are also available for public review at the Marin County Department of Public Works Office, Marin Civic Center, 3501 Civic Center Drive, Room 404.

In addition to this Notice of Completion, the Federal Aviation Administration (FAA) is issuing a Notice of Availability of a Draft Environmental Impact Statement (Draft EIS) for the Gross Field Airport, Proposed Extension of Runway 13/31 in the Federal Register, per National Environmental Policy Act (NEPA) Guidelines. The FAA's Draft EIS and the County of Marin's Draft EIR are being distributed for public review concurrently.

Pursuant to federal, state and local guidelines, the FAA will be the Federal lead agency for the National Environmental Policy Act (NEPA) compliance and EIS, and the County of Marin will be the state lead agency for California Environmental Quality Act (CEQA) compliance and the EIR.

PROJECT LOCATION

The Marin County Airport (Gross Field) is located in an unincorporated portion of Marin County just north of the City of Novato, California and east of U.S. Highway 101. Exhibit 2-1 in Volume 2, Draft EIR depicts the proposed runway extension. The subject property address is 451-A Airport Road, Novato, California, 94945. Assessor's Parcels # 125-190-24, 125-190-54, and 125-190-70.

BACKGROUND

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

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

PROJECT DESCRIPTION

The proposed extension of runway 13/31 consists of the following elements:

- Extend Runway 13/31 from its current length of 3,300 feet to a total length of 4,400 feet with Runway Safety Areas (RSAs) that meet current FAA guidelines;
- Extend the corresponding taxiway to the full length of the runway;
- Corresponding realignment of drainage channels to drain the extended runway and taxiway;
- Corresponding levee extension to protect the extended runway and taxiway from flooding; and
- Re-program the Navigational Aids (NAVAIDs) that pilots use to land at the Airport to reflect the extended runway.

NOTICE IS HEREBY FURTHER GIVEN that this Notice of Completion of the Draft EIR commences a 60-day public review period. Interested persons are invited to review and comment on the Draft EIR. Written comments on the Draft EIR must be submitted to:

Doug Pomeroy, Federal Aviation Administration
San Francisco Airports District Office, 1000 Marina Boulevard, Suite 220
Brisbane, CA 94005-1835

Written comments may also be submitted by FAX. Comments submitted by FAX must be addressed to Mr. Doug Pomeroy. The FAX number is (650) 872-1430. Comments by E-mail will not be accepted.

WRITTEN COMMENTS ON THE Draft EIR MUST BE SUBMITTED NO LATER THAN Monday, February 6, 2012. Commenters are advised to mail or FAX written comments postmarked on or before February 6, 2012.

The EIR evaluates the project with respect to the following topical issues:

1) Land Use & Planning	6) Traffic/Parking/Circulation	11) Public Services
2) Geophysical	7) Biological Resources	12) Utilities & Service Systems
3) Water Quality	8) Energy & Natural Resources	13) Aesthetic/Visual Resources
4) Air Quality	9) Hazards and Hazardous Materials	14) Cultural Resources
5) Hydrology & Flooding	10) Noise	15) Green House Gases and Climate Change

The Draft EIR finds that the projects would result in significant or potentially significant environmental impacts related to topical issues # 2, 3, 4, 5, 6, 7, 9, & 14 and recommends the implementation of feasible mitigation measures to either avoid or reduce to a level of insignificance the identified environmental impacts. The Draft EIR finds that the proposed project would not result in significant unavoidable impacts or significant unavoidable cumulative impacts.

NOTICE IS HEREBY FURTHER GIVEN that a joint public hearing on the Draft EIR and Draft EIS will be conducted by the Marin County Board of Supervisors and the Federal Aviation Authority (FAA). Oral and written comments on the Draft EIR and Draft EIS may be presented at the hearing. The hearing is scheduled for the regular meeting of the Marin County Board of Supervisors on Tuesday January 10, 2012, at 1:30 PM in the Board of Supervisors Chambers (Room #330 - Administration Building) Civic Center, San Rafael, California, at which time any and all persons interested in this matter may appear and be heard. Please call Marin County Public Works at (415) 499-6528, on or after Friday, January 6, 2012 to obtain a copy of the staff report, or visit our website at "<http://www.co.marin.ca.us/depts/BS/main/index.cfm>". Written material should not be mailed or delivered directly to the Board of Supervisors because it will not be accepted or considered as part of the administrative record for the project. Please direct questions about the environmental review process for this project to Doug Pomeroy at 650-827-7612. Questions about the project itself should be directed to Reul Brady, Associate Civil Engineer, Marin County Public Works 415-499-6525.

Advertising Order Confirmation

Ad Order Number

0004250295

Customer

LANDRUM & BROWN

NOTICE OF COMPLETION AND NOTICE OF PUBLIC HEARING DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MARIN COUNTY AIRPORT - GROSS FIELD, PROPOSED EXTENSION OF RUNWAY 13/31

November 28, 2011 SCH# 2008072037
NOTICE IS HEREBY GIVEN that a Draft Environmental Impact Report (Draft EIR) has been completed for the Gross Field Airport, Proposed Extension of Runway 13/31, and is on file with the Marin County Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, California, and available for public review between the hours of 8:00 a.m. to 4:00 p.m., Monday through Friday. Digital copies of the Draft EIR may be obtained from the Department of Public Works. A copy of the DEIR can also be accessed from a link on our website, "http://www.grossfields-eir.com". In addition, a hard copy is available for review at the Marin County Civic Center Library, and other library branches including the Novato Library. All relevant documents incorporated into the Draft EIR by reference are also available for public review at the Marin County Department of Public Works Office, Marin Civic Center, 3501 Civic Center Drive, Room 404.

In addition to this Notice of Completion, the Federal Aviation Administration (FAA) is issuing a Notice of Availability of a Draft Environmental Impact Statement (Draft EIS) for the Gross Field Airport, Proposed Extension of Runway 13/31, in the Federal Register, per National Environmental Policy Act (NEPA) Guidelines. The FAA's Draft EIS and the County of Marin's Draft EIR are being distributed for public review concurrently.

Pursuant to federal, state and local guidelines, the FAA will be the Federal lead agency for the National Environmental Policy Act (NEPA) compliance and EIS, and the County of Marin will be the state lead agency for California Environmental Quality Act (CEQA) compliance and the EIR.

PROJECT LOCATION

The Marin County Airport (Gross Field) is located in an unincorporated portion of Marin County just north of the City of Novato, California and east of U.S. Highway 101. Exhibit 2-1 in Volume 2: Draft EIR depicts the proposed runway extension. The subject property address is 451-A Airport Road, Novato, California, 94945. Assessor's Parcels # 125-190-24, 125-190-54, and 125-190-70.

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Advertising Order Confirmation

Ad Order Number

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Customer

LANDRUM & BROWN

WRITTEN COMMENTS ON THE DRAFT EIR MUST BE SUBMITTED NO LATER THAN Monday, February 6, 2012. Commenters are advised to mail or FAX written comments postmarked on or before February 6, 2012.

The EIR evaluates the project with respect to the following topical issues:

- 1) Land Use & Planning
- 2) Geophysical
- 3) Water Quality
- 4) Air Quality
- 5) Hydrology & Flooding
- 6) Traffic/Parking/Circulation
- 7) Biological Resources
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NOTICE IS HEREBY FURTHER GIVEN that a joint public hearing on the Draft EIR and Draft EIS will be conducted by the Marin County Board of Supervisors and the Federal Aviation Authority (FAA). Oral and written comments on the Draft EIR and Draft EIS may be presented at the hearing. The hearing is scheduled for the regular meeting of the Marin County Board of Supervisors on Tuesday January 10, 2012, at 1:30 PM in the Board of Supervisors Chambers (Room #330 - Administration Building), Civic Center, San Rafael, California, at which time any and all persons interested in this matter may appear and be heard. Please call Marin County Public Works at (415) 499-6528, on or after Friday, January 6, 2012 to obtain a copy of the staff report, or visit our website at "http://www.co.marin.ca.us/depts/BS/main/index.cfm". Written material should not be mailed or delivered directly to the Board of Supervisors because it will not be accepted or considered as part of the administrative review process for this project. Please direct questions about the environmental review process for this project to Doug Pomeroy at 650-827-7612. Questions about the project itself should be directed to Reuel Brady, Associate Civil Engineer, Marin County Public Works 415-499-6525.

Rachel Warner Interim Environmental Coordinator

Late agenda material can be inspected in the office of the Clerk of the Board of Supervisors, between the hours of 8:00 a.m. and 5:00 p.m. The Clerk of the Board office is located in Room 329 Marin County Civic Center, 3501 Civic Center Drive, San Rafael. All County public meetings are conducted in accessible locations. If you require American Sign Language interpreters, assistive listening devices or other accommodations to participate in this meeting, these may be requested by calling (415) 499-7331 (voice) or (415) 499-6172 (TTY) at least 72 hours in advance. Copies of documents used in this meeting are available in accessible formats upon written request. The agenda is available on the Internet at https://www.co.marin.ca.us/efiles/BS/AgMn/cybaagenda.htm.

The Board meeting is broadcast live over the internet at https://www.co.marin.ca.us/depts/BS/Archive/Meetings.cfm A copy of the agenda will be faxed upon request by dialing (415) 499-6060 and entering "181" after the brief introductory message. If you are a person with a disability and require this document in an alternate format (example: Braille, Large Print, Audiotape, CD-ROM), you may request an alternate format by calling the Disability Access Program at (415) 473-4381, or (415) 473-3232 TTY or by e-mail at disabilityaccess@co.marin.ca.us at least four working days in advance of the event. NO. 1894 NOVEMBER 28, 2011

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**DEPARTMENT OF
TRANSPORTATION
Federal Aviation
Administration**

Notice of Availability of the Draft Environmental Impact Statement (Draft EIS) for the Proposed Extension of Runway 13/31 at GROSS Field Airport (DVO), Marin County, California; Notice of Action Affecting Wetlands; Notice of Action Occurring in a Floodplain; and Notice of Public Hearing Date, Time, and Location

AGENCY: The lead Federal agency is the Federal Aviation Administration (FAA), Department of Transportation (DOT). Marin County is concurrently preparing an Environmental Impact Report (EIR), to meet California state requirements to analyze and disclose the potential environmental impacts resulting from the proposed runway extension. The FAA and Marin County are circulating the Draft EIS and Draft EIR together so the public can comment on both documents at the same time. The FAA EIS is Volume 1. The Marin County EIR is Volume 2. Technical Appendices for Volumes 1 and 2 are included in Volume 3. **ACTION:** Notice of availability, notice of public comment period, notice of public information meeting and public hearing.

SUMMARY: The FAA is issuing this Notice of Availability to advise the public that a Draft EIS was distributed to be available for public review beginning December 2, 2011. The document was prepared pursuant to major environmental directives to comply with NEPA: Section 102(2)(c) of the National Environmental Policy Act of 1969 (P.L. 91-190); Section 106 of the National Historic Preservation Act as implemented by 36 CFR 800.8, Coordination with the National Environmental Policy Act; Executive Order 11988 Floodplain Management; Executive Order 11990 Protection of Wetlands; and other applicable Federal and state environmental laws, regulations, Executive Orders, and statutes. The document was prepared in response to a proposal presented to the FAA by Marin County, the owner and operator of DVO and identified in the Draft EIS as the Airport Sponsor, for environmental review. The FAA prepared this Draft EIS to analyze and disclose potential environmental impacts related to possible Federal actions at DVO. Numerous Federal actions would be necessary if airfield development were to be implemented. Proposed improvements include extension of Runway 13/31 and other airfield projects (see below).

The Draft EIS presents the purpose and need for the proposed Federal action, analysis of reasonable alternatives, including the No Action alternative, discussion of impacts for each reasonable alternative, and supporting appendices. The FAA will consider all information contained in this Draft EIS and additional information that may be provided during the public comment period before issuing a Final EIS and Agency decision regarding the possible alternatives and Federal actions. Marin County proposes to extend Runway 13/31 by 1,100 feet from 3,300 feet to 4,400 feet, while maintaining the 75-foot width of the existing runway; extend the adjacent taxiway to the full length of the runway; extend the existing Runway Safety Areas (RSA) along the sides of Runway 13/31; extend the RSA to 240 feet long beyond each end of Runway 13/31 to meet FAA B-I (small) airport design standards; realign the drainage channels to drain the extended runway and taxiway; reprogram the navigational aids that pilots use to land at the Airport; and adjust the lot line for the County to gain exclusive use of 0.1 acre of land south of the airport. This additional runway length would allow existing aircraft operating at DVO to operate at Maximum Gross Take Off Weight under hot weather and other adverse weather conditions. **PUBLIC COMMENT AND INFORMATION WORKSHOP/PUBLIC HEARING:** The 60-day public comment period on the Draft EIS will start December 9, 2011 and will end on February 6, 2012. A joint public hearing on the Draft EIR and Draft EIS will be conducted by the Marin County Board of Supervisors and the FAA. Oral and written comments on the Draft EIS and Draft EIR may be presented at the hearing. The hearing is scheduled for the regular meeting of the Marin County Board of Supervisors on Tuesday **January 10, 2012**, at 1:30 p.m. in the Board of Supervisors Chambers (Room #330 — Administration Building) Civic Center, San Rafael, California, at which time any and all persons interested in this matter may appear and be heard. Comments can only be accepted with the full name and address of the individual commenting. Mail and fax comments are to be submitted to Mr. Doug Pomeroy of the FAA, at the address shown in FOR FURTHER INFORMATION CONTACT. The cutoff date for comment submission is Monday,

February 6, 2012. Please allow adequate time for mailing. To be considered, mailed comments must be **postmarked** on or before February 6, 2012 and faxed comments must be **received** on or before February 6, 2012. The Draft EIS may be reviewed for comment during regular business hours at the following locations:

1. Federal Aviation Administration, 1000 Marina Boulevard, Suite 220, Brisbane, CA 94005-1835 (Telephone: (650) 827-7612)
2. Marin County Department of Public Works, 3501 Civic Center Drive, Room 404, San Rafael, CA, 94903 (Telephone: (415) 499-7877)
3. GROSS Field Airport, 451-A Airport Road, Novato, CA 94945 (Telephone: (415) 897-1754)

4. Marin County Library, Novato Branch, 1720 Novato Blvd., Novato, CA 94947 (Telephone: (415) 897-1142)

5. Marin County Library, South Novato Branch, 6 Hamilton Landing, Suite 140A, Novato, CA 94949 (Telephone: (415) 506-3168)

6. San Rafael Public Library, 1100 E Street, San Rafael, CA 94901 (Telephone: (415) 485-3323)

7. Marin County Library, Civic Center Branch, 3501 Civic Center Drive # 427, San Rafael, CA 94903 (Telephone: (415) 499-6058)

8. Marin County Library, Bolinas Branch, 14 Wharf Road, Bolinas, CA 94924 (Telephone: (415) 868-1171)

9. Marin County Library, Corte Madera Branch, 707 Meadowsweet Drive, Corte Madera, CA 94925 (Telephone: (415) 924-6444)

10. Marin County Library, Fairfax Branch, 2097 Sir Francis Drake Blvd., Fairfax, CA 94930 (Telephone: (415) 457-5629)

11. Marin County Library, Inverness Branch, 15 Park Avenue, Inverness, CA, 94937 (Telephone: (415) 669-1288)

12. Marin County Library, Marin City Branch, 164 Donahue St., Marin City, CA 94965 (Telephone: (415) 332-6157)

13. Marin County Library, Point Reyes Branch, 11431 State Route One, Point Reyes Station, CA 94956 (Telephone: (415) 663-8375)

14. Marin County Library, Stinson Beach Branch, 3521 Shoreline Highway, Stinson Beach CA 94970 (Telephone: (415) 868-0252)

15. Sonoma County Library, Petaluma Branch, 100 Fairgrounds Drive, Petaluma, CA

94952 (Telephone: (707) 763-9801)

16. San Anselmo Public Library, 110 Tunstead Avenue, San Anselmo, CA 94960 (Telephone: (415) 258-4656)

17. Tiburon—Belvedere Library, 1501 Tiburon Blvd., Tiburon, CA 94920-2530 (Telephone: (415) 789-2665)

18. Mill Valley Public Library, 375 Throckmorton Ave, Mill Valley, CA 94941 (Telephone: (415) 389-4292)

19. Larkspur Public Library, 400 Magnolia Ave, Larkspur, CA 94939-2035 (Telephone: (415) 927-5005)

20. Sausalito Public Library, 420 Litho Street, Sausalito, CA 94965 (Telephone: (415) 289-4121)

21. GROSS Field (DVO) EIS /EIR Website, <http://www.grossfieldeis-eir.com/> SUPPLEMENTARY INFORMATION: The FAA encourages all interested parties to provide comments concerning the scope and content of the Draft EIS.

Comments should be as specific as possible and address the analysis of potential environmental impacts and the adequacy for the proposed action or merits of its alternatives and the mitigation being considered. Reviewers should organize their participation so that it is meaningful and makes the agency aware of the viewers' interests and concerns using quotations and other specific references to the text of the Draft EIS and related documents. Matters that could have been raised with specificity during the comment period on the Draft EIS may not be considered if they are raised for the first time later in the decision process. This commenting procedure is intended to ensure that substantive comments and concerns are made available to the FAA in a timely manner so that the FAA has an opportunity to address them. **FOR FURTHER INFORMATION CONTACT:** Mr. Doug Pomeroy, FAA San Francisco Airports District Office, 1000 Marina Boulevard, Suite 220, Brisbane, California 94005-1835. Telephone: (650) 827-7612. Fax: (650) 872-1430. Issued in Brisbane, California on December 9, 2011. FAA San Francisco Airports District Office **NOVATO ADVANCE**

Dec. 07. 2011
#19208

Public Hearing

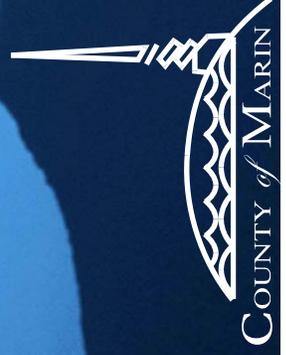
Draft
Environmental Impact Statement
and concurrent
Environmental Impact Report

Extend Runway 13/31
Gross Field Airport

Date: January 10, 2012



Federal Aviation
Administration

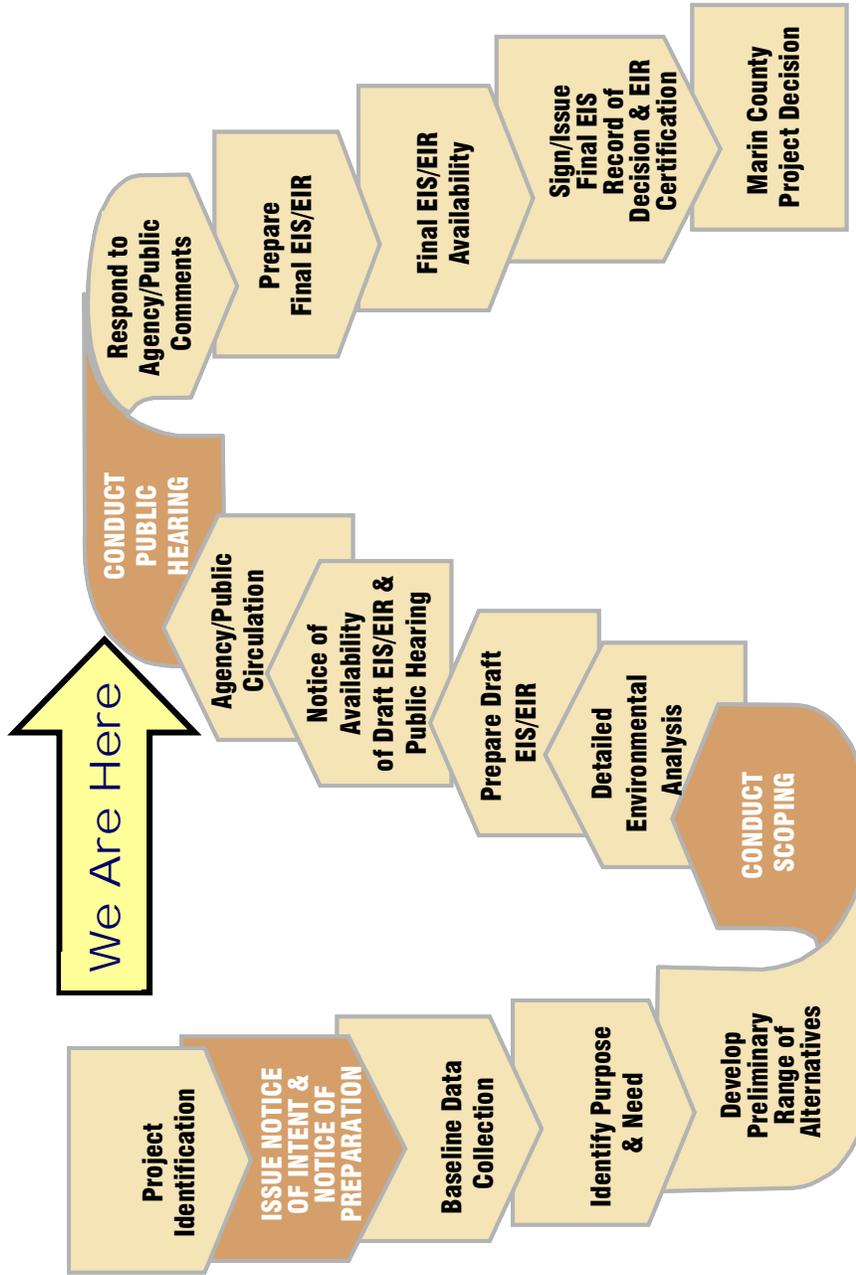


I. Introduction

- County of Marin:
 - Airport Project Sponsor
 - CEQA Lead Agency – Certify EIR
- Federal Aviation Administration
 - Approve/Disapprove Airport Layout Plan Change
 - NEPA Lead Agency – Approve EIS
- Landrum & Brown
 - Environmental Consultant for EIS and EIR



II. EIS – EIR Processing



III. Purpose of Public Hearing

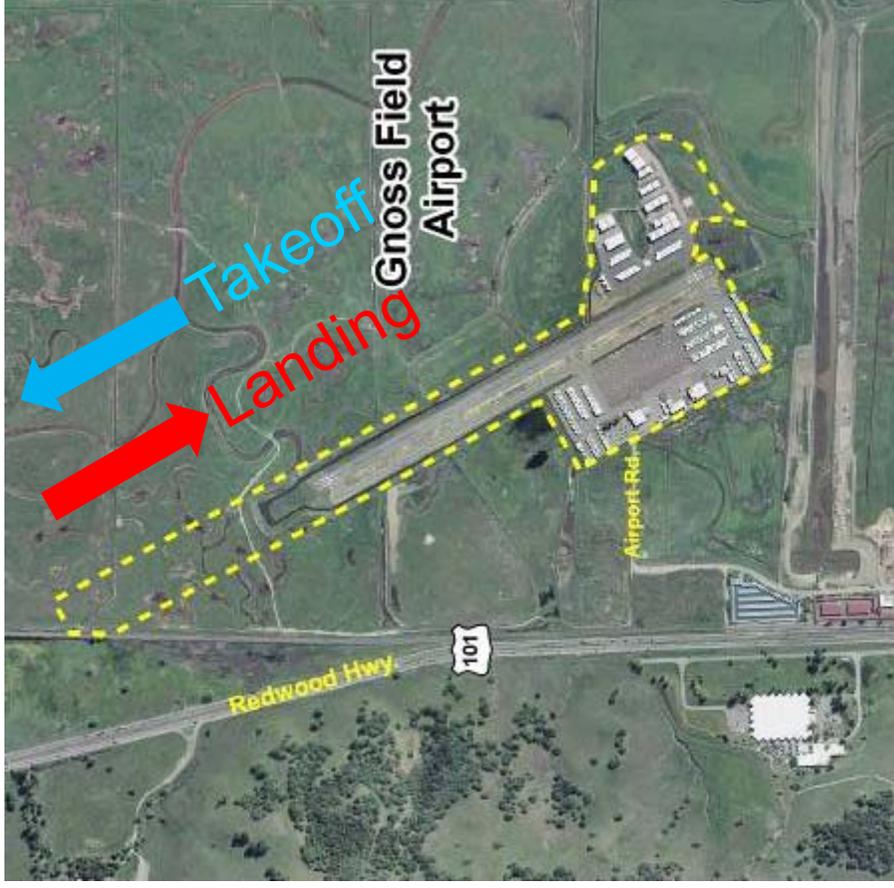
- Receive public comments on the adequacy and completeness of the Draft EIS and Draft EIR.



IV. Existing Airport

Gross Field

- One Runway (13/31) - 3,300 Feet
- 95,000 Takeoff/Landing a Year
- Most Aircraft Takeoff/Land to North
- Single and Twin Engine Propeller Aircraft, Small Business Jets
- System of Levees Protect Runway from Flooding



V. Purpose and Need

Need for Sufficient Runway Length

- Existing runway length (3,300 feet) limits the ability of some aircraft to operate at optimum weight for maximum efficiency.
- Currently requires pilots to restrict the weight of the aircraft below what the aircraft can accommodate.
- Aircraft must either reduce fuel or reduce the passengers and/or cargo.

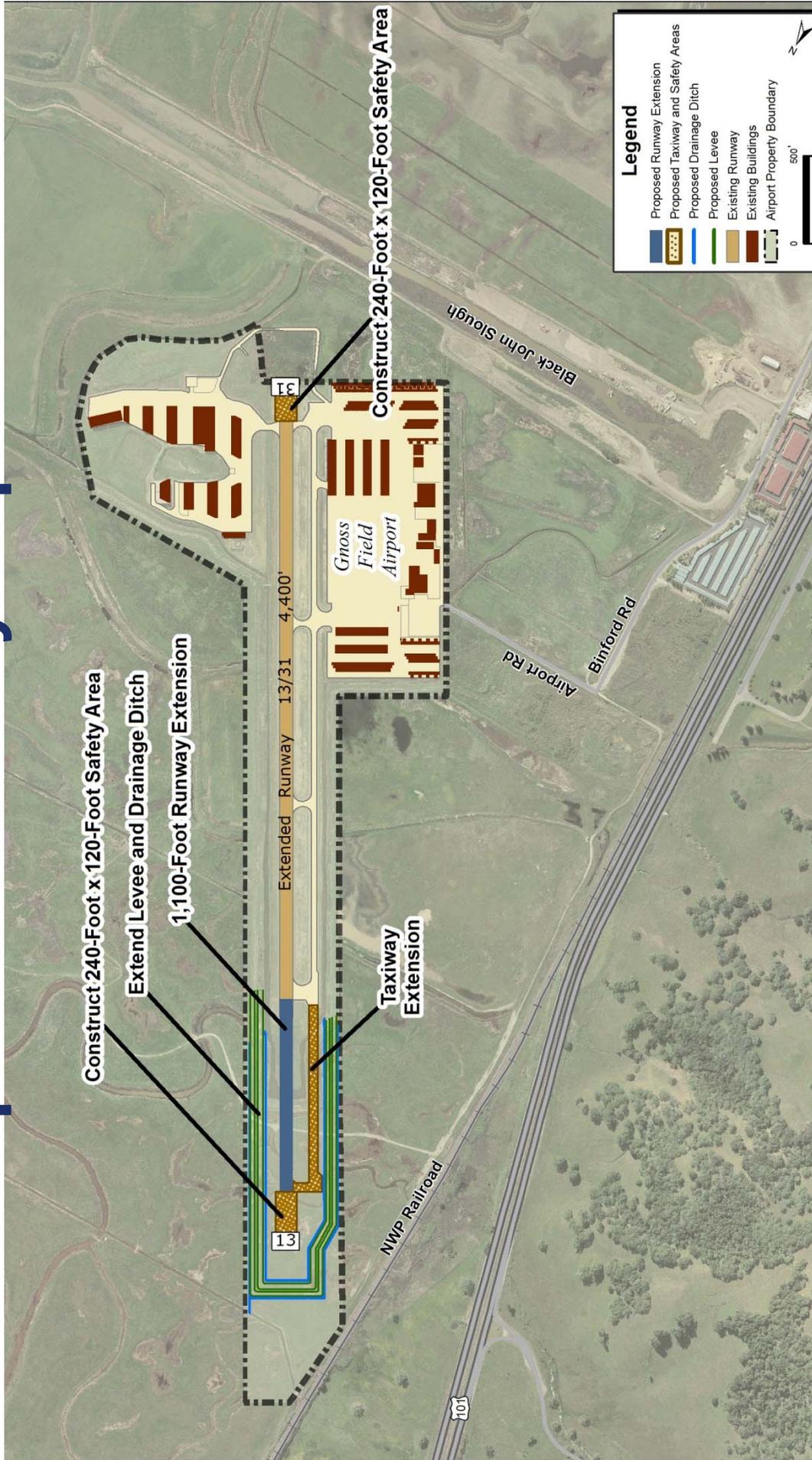


VI. Marin County Proposed Project

- Proposal consistent with Gness Field Airport 1989 Master Plan and 1997 Airport Development Program Update.
- Extend Runway 13/31 to the north 1,100 feet for a total length of 4,400 feet.
- Extend the corresponding taxiway to the full length of the runway.
- Levee extension and realignment of drainage.
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway.



VII. Proposed Runway Improvements



Gross Field Airport EIS/EIR Public Hearing
 Extend Runway 13/31
 January 10, 2012



Federal Aviation
 Administration



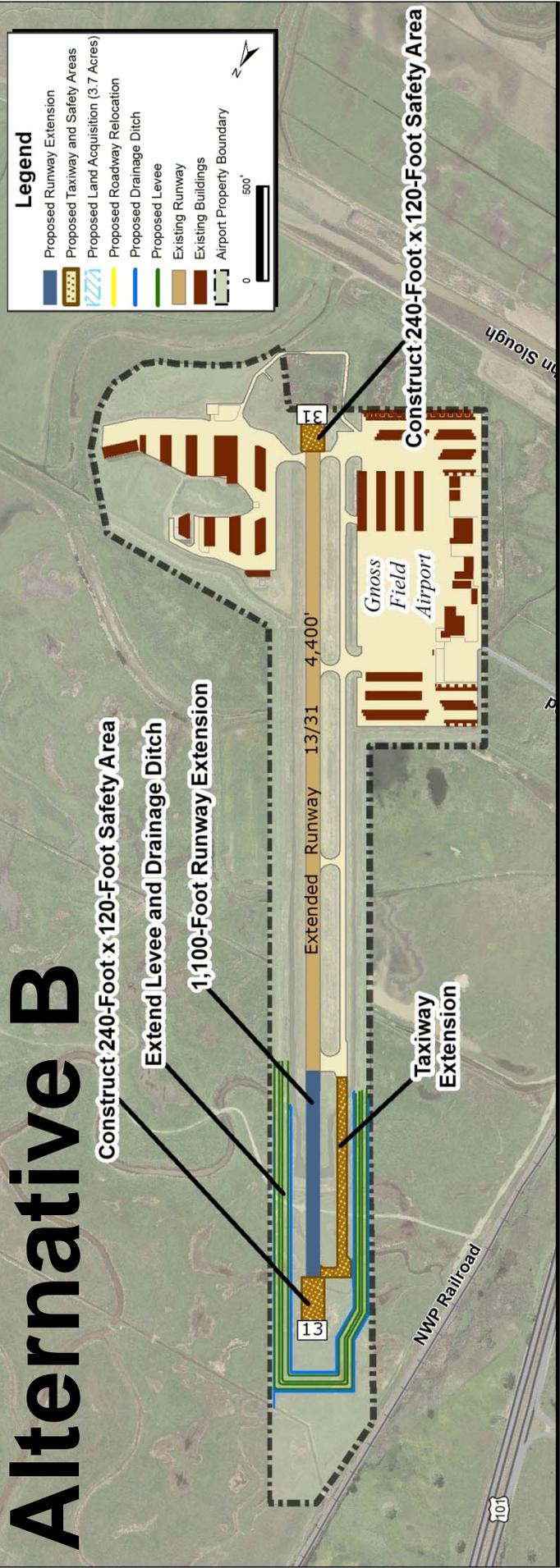
VIII. Alternatives Considered

- **Alternative A:** No Action
- **Alternative B (Proposed Project):** Extend runway to the northwest by 1,100 feet
- **Alternative D:** Extend runway to the southeast by 240 feet and to the northwest by 860 feet

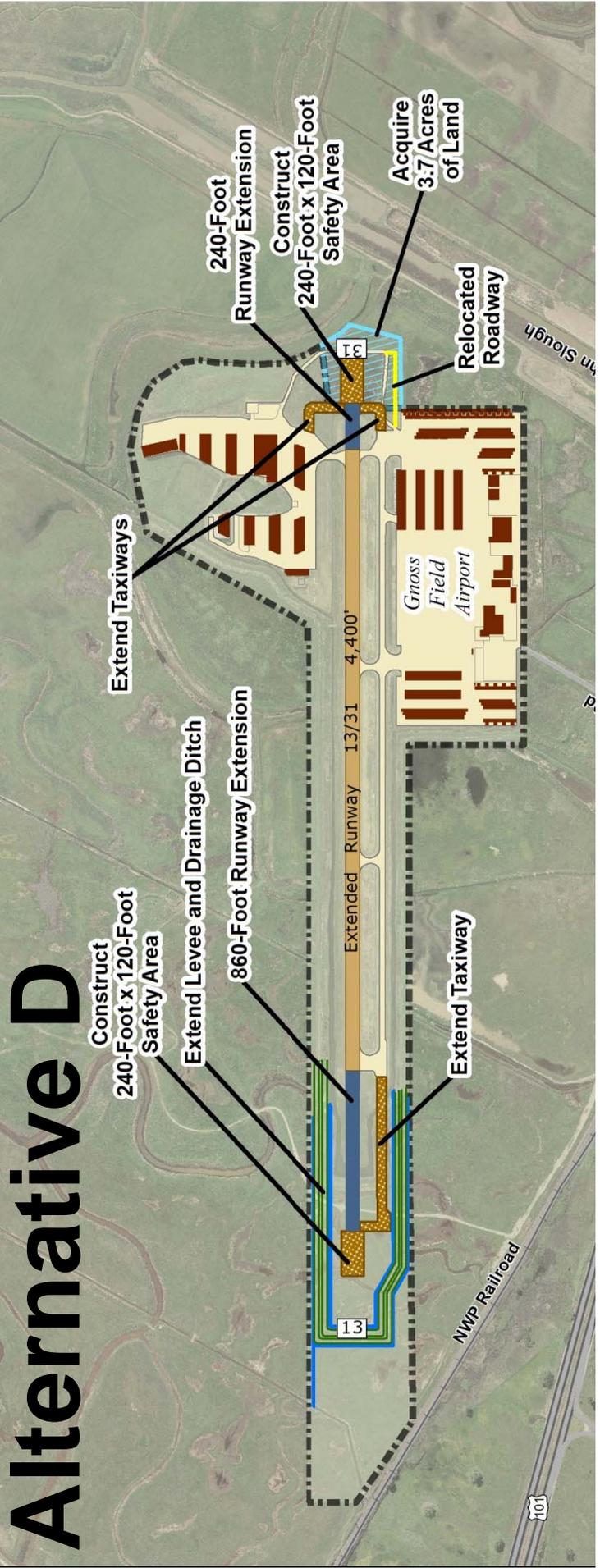
Alternative A



Alternative B



Alternative D



IX. Alternative Rejected

- **Alternative C:** Extend runway southeast by 1,100 feet
- Not carried forward for further analysis in EIS/EIR because:
- Greater wetland impacts
 - Operational Difficulties
 - Closer to Residential Areas
 - Higher Cost



X. Environmental Consequences

Noise

- Significant noise threshold in decibels Community Noise Equivalent Level (dB CNEL) is:
 - Federal – 65 dB CNEL
 - Marin County – 60 dB CNEL
- No homes currently exposed to Federal 65 dB CNEL or Marin County 60 dB CNEL
- With Project no existing homes or planned residential areas exposed to Federal 65 dB CNEL or Marin County 60 dB CNEL
- Project does not change flight paths.

X. Environmental Consequences

Wetlands

- **No Action** - No wetlands impact
- **Alternative B (Sponsor's Proposed Project)** - Impact 11.83 acres of wetlands
- **Alternative D** - Impact 12.73 acres of wetlands

Wetland Mitigation:

- Feasible wetlands mitigation sites identified in Draft EIS/EIR
- Consultation between County and Federal Agencies may identify other mitigation options

X. Environmental Consequences

Threatened and Endangered Species

- **Habitat Impacts:**
 - **No Action:** No Impact
 - **Alternative B (Sponsor’s Proposed Project):**
Permanent removal of 6.88 acres of wildlife habitat and temporary removal of 16.05 acres of habitat.
 - **Alternative D:** Permanent removal of 8.24 acres wildlife habitat and temporary removal of 18.43 acres of habitat.
- **Habitat Mitigation**
 - Mitigation options identified in Draft EIS/EIR
 - Consultation between County and Federal Agencies may identify other mitigation options

X. Environmental Consequences

Areas of No Significant Environmental Impact

- Air Quality
 - Water Quality
 - Cultural Resources
 - Floodplains
 - Energy Supply & Natural Resources
 - Compatible Land Use
 - Public Services & Utilities
 - Socioeconomic Impacts
 - Light Emissions & Visual Impacts
- Hazardous Materials
 - Coastal Resources
 - Geology, Soils & Seismicity
 - Transportation & Circulation
 - Construction Impacts
 - Secondary Impacts
 - Cumulative Impacts

XI. Next Steps

- Document available at www.grossfieldeis-eir.com
- Three ways to comment on the Draft EISEIR:
 - Make a comment at Public Hearing today
 - Write a comment and leave it in the comment box
 - Send a comment to Doug Pomeroy, FAA on or before **February 6, 2012**

Mr. Doug Pomeroy
Federal Aviation Administration
San Francisco Airport District Office
1000 Marina Boulevard, Suite 220
Brisbane, CA 94005-1835
Fax: (650) 872-1430



DRAFT ENVIRONMENTAL IMPACT STATEMENT and concurrent ENVIRONMENTAL IMPACT REPORT

PUBLIC HEARING

GROSS FIELD AIRPORT - Extend Runway 13/31

SIGN-IN SHEET
January 10, 2012

<u>NAME</u> (Please Print)	<u>Address</u>	<u>Email Address</u>
Karen Vitulano		Vitulano.Karen@epa.gov
Rob Pack	2511 LAGONA VISTA P.	
GLEN FOWLER	148 STETSON AVE CORTE MADERA	GLENFOWLER@GMAIL.COM
Jeanette Weber	175 Saddlewood Drive, Novato	jeanette.weber@novato.gov
Tim O'Sullivan		
CLARENCE BRACEY	331 SCHOOL RD. NOVATO, CA	
VICTORIA GARMY		VICTORIA.GARMY@MEADHUNT.COM
DAVID HEAL		DAVID.HEAL@MEADHUNT.COM
Sharon Nebb	215 Saddlewood Dr. Novato 5706060	
SUSAN MATHEWS	220 Saddlewood Dr. Novato	
Charles Roell	33 Birch St. MV CA 94941	ceroe11jr@me.com

<u>NAME</u> (Please Print)	<u>Address</u>	<u>Email Address</u>
Joyce Wells	21 Lt Rosalby Larkspur	
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Joe Sheehan	14 Tierra Vista Way San Rafael, CA	
PATRICK SCANLON	158 INDIAN HILLS DR.	PATRICK@SCANLONAVIATION.COM
STEWART FIMEX	1550 TIBBON AVENUE TRB #920	sjemex@pacbell.net
Wright Bass	10 Reader Lane, Sausalito	wsb111@sbcglobal.net
J CONNOR	100 EDINBURGH - 780 STUS 9615	
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STEFF WOOD	2760 Baker St. San Fran 94123	ggwood@aol.com
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Rich Elb	2304 Laguna Vista DE	pre911@comcast.net
Andrew Roodan	6030 Shelter Bay Ave MN Novato	adbpirot@gmail.com
Betsy Ross	290 Saddle Wood Dr Novato	dbross1@aol.com
Richard Levy	2576 Laguna Vista Dr 94945	drl@comcast.net
Rosario Carr-Casanova	" " " " " "	" " " "

<u>NAME</u> (Please Print)	<u>Address</u>	<u>Email Address</u>
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Robert Comyn	18 Pinheiro Cr, Novato	rcomyn@comcast.net
MARK SHEKON	1734 INDIAN VALLEY RD NOVATO	SHEKON@NOVATO.NET
Bob Spofford	61 Dunfries Ter, San Rafael 94901	spoffbrz@comcast.net
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ROBERT FUSIMOTO	346 School Road Novato 94945	bfuj@msn.com
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TIM WALTER	66 Creekside Dr. San Rafael	twalterhome3@comcast.net
Cindy Bunim	30 Oak Shade Lane, Novato	cbunim@yahoo.com
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Susan Royce	1207 W. Lafayette Hwy	susan@royceprinting.com
Kent Carter	969 San Antonio Rd. Petaluma	KcThree@hotmail.com
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Public Hearing

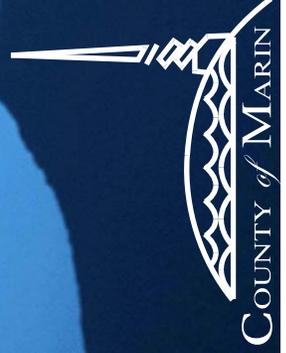
Draft
Environmental Impact Statement
and concurrent
Environmental Impact Report

Extend Runway 13/31
Gross Field Airport

Date: January 10, 2012



Federal Aviation
Administration

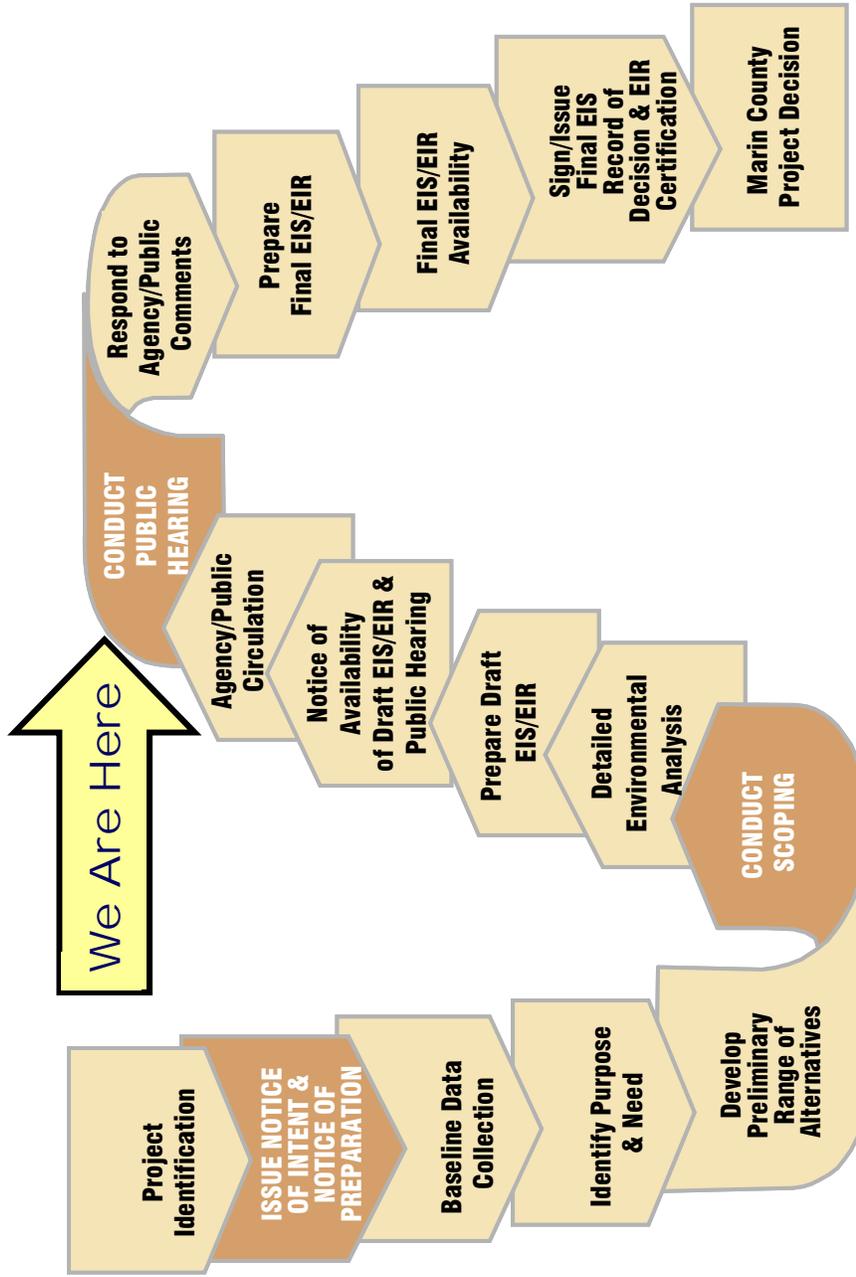


I. Introduction

- County of Marin:
 - Airport Project Sponsor
 - CEQA Lead Agency – Certify EIR
- Federal Aviation Administration
 - Approve/Disapprove Airport Layout Plan Change
 - NEPA Lead Agency – Approve EIS
- Landrum & Brown
 - Environmental Consultant for EIS and EIR



II. EIS – EIR Processing



III. Purpose of Public Hearing

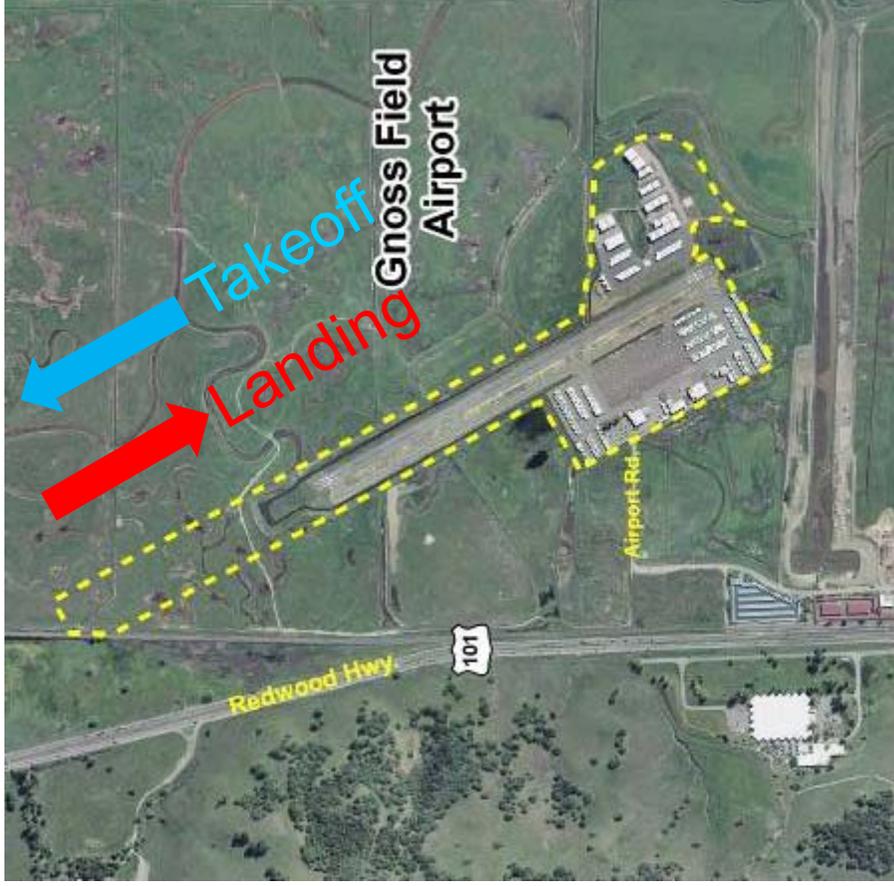
- Receive public comments on the adequacy and completeness of the Draft EIS and Draft EIR.



IV. Existing Airport

Gross Field

- One Runway (13/31) - 3,300 Feet
- 95,000 Takeoff/Landing a Year
- Most Aircraft Takeoff/Land to North
- Single and Twin Engine Propeller Aircraft, Small Business Jets
- System of Levees Protect Runway from Flooding



V. Purpose and Need

Need for Sufficient Runway Length

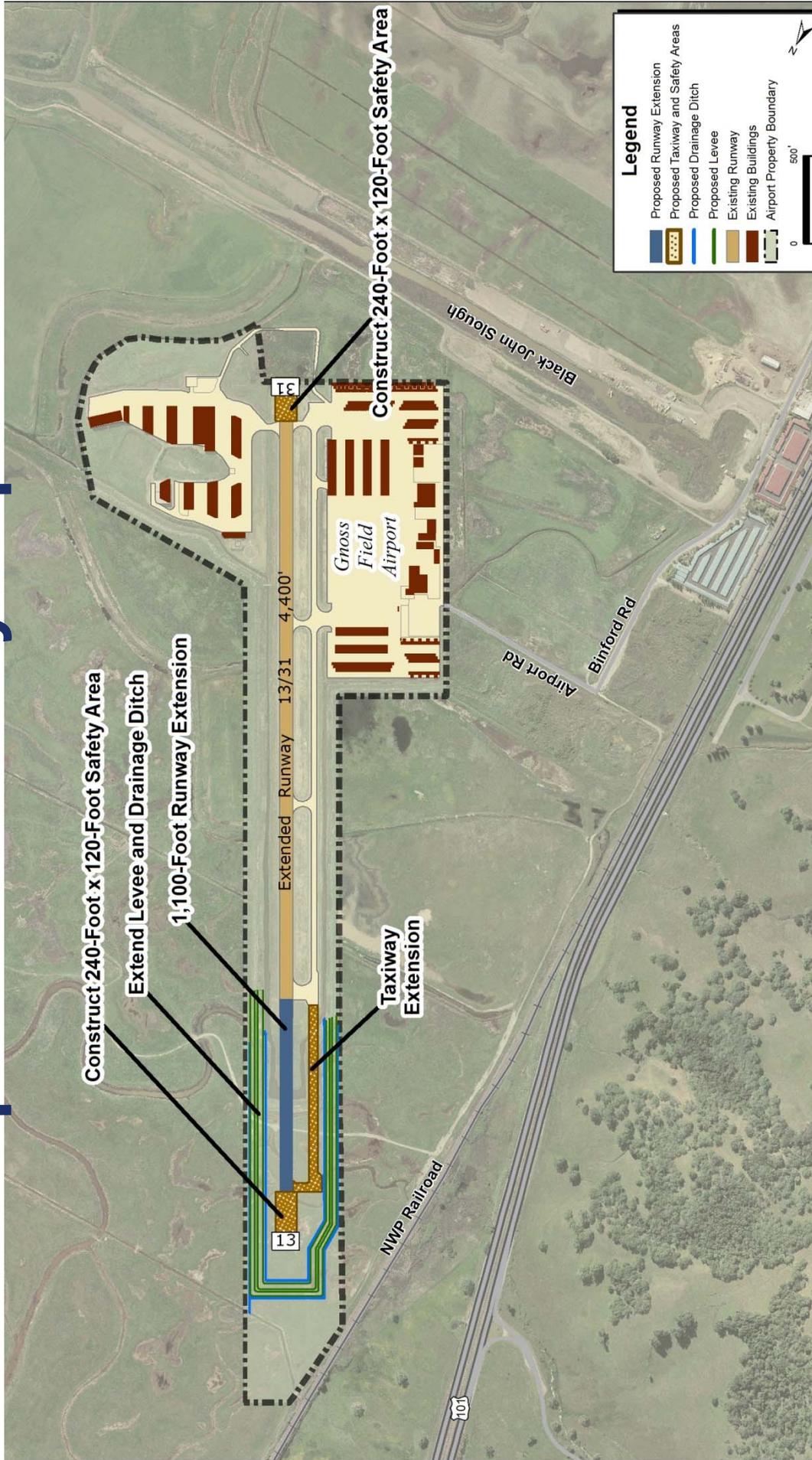
- Existing runway length (3,300 feet) limits the ability of some aircraft to operate at optimum weight for maximum efficiency.
- Currently requires pilots to restrict the weight of the aircraft below what the aircraft can accommodate.
- Aircraft must either reduce fuel or reduce the passengers and/or cargo.

VI. Marin County Proposed Project

- Proposal consistent with Gness Field Airport 1989 Master Plan and 1997 Airport Development Program Update.
- Extend Runway 13/31 to the north 1,100 feet for a total length of 4,400 feet.
- Extend the corresponding taxiway to the full length of the runway.
- Levee extension and realignment of drainage.
- Re-program the navigational aids that pilots use to land at the Airport to reflect the extended runway.



VII. Proposed Runway Improvements



Gross Field Airport EIS/EIR Public Hearing
 Extend Runway 13/31
 January 10, 2012



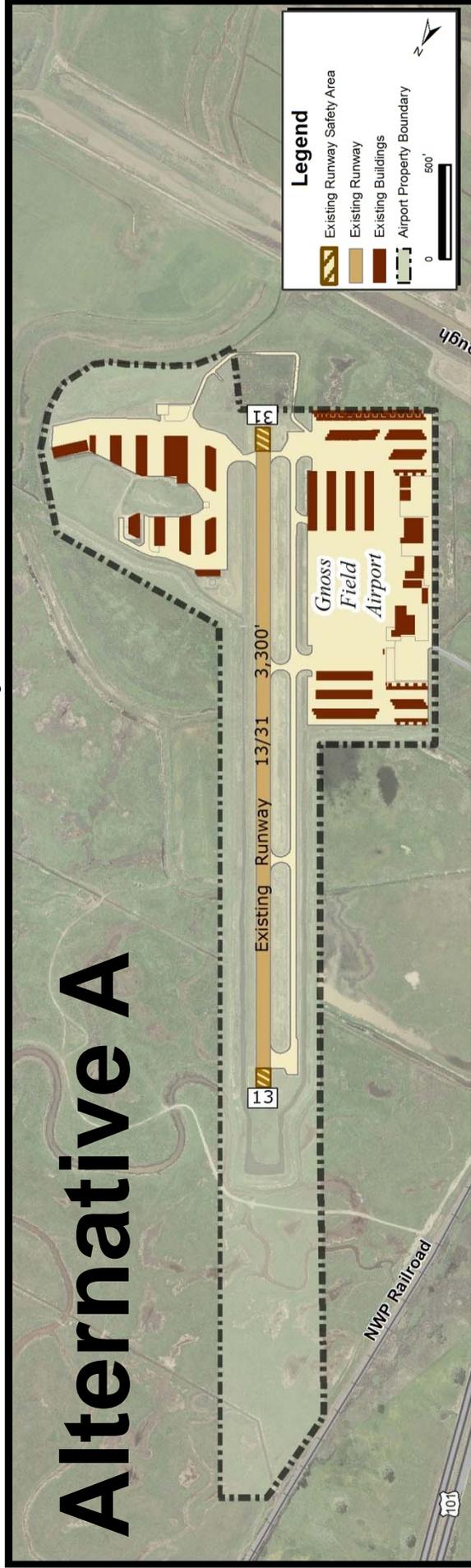
Federal Aviation
 Administration



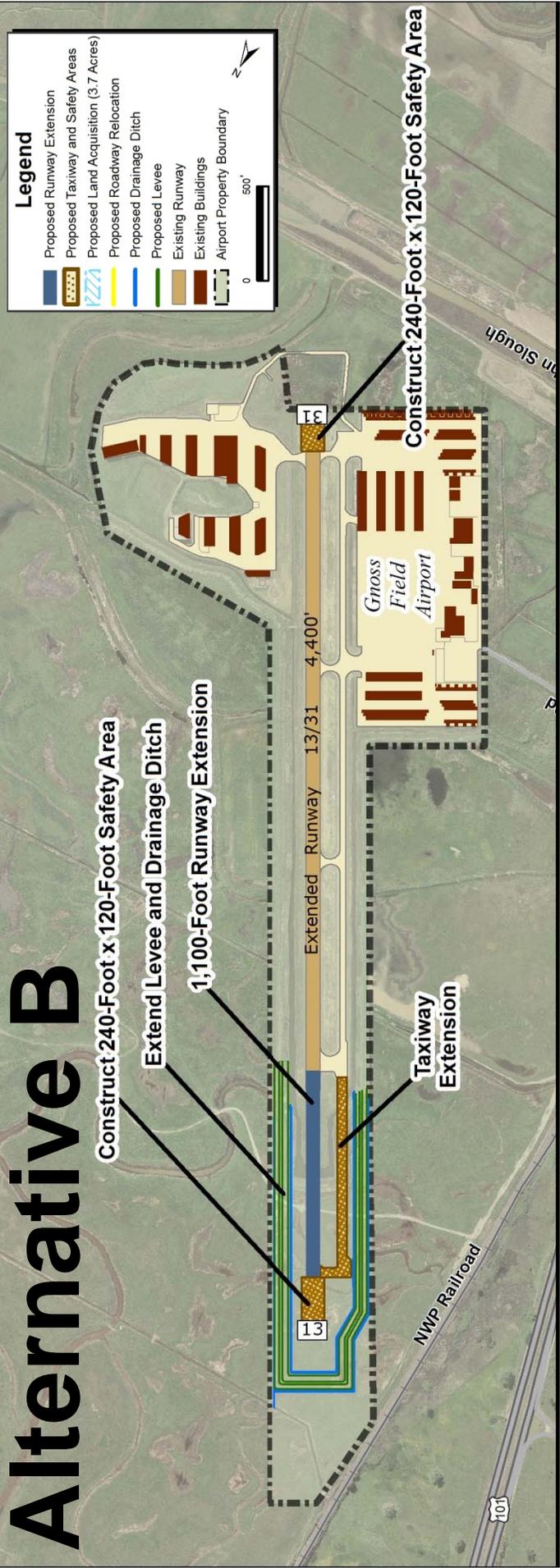
VIII. Alternatives Considered

- **Alternative A:** No Action
- **Alternative B (Proposed Project):** Extend runway to the northwest by 1,100 feet
- **Alternative D:** Extend runway to the southeast by 240 feet and to the northwest by 860 feet

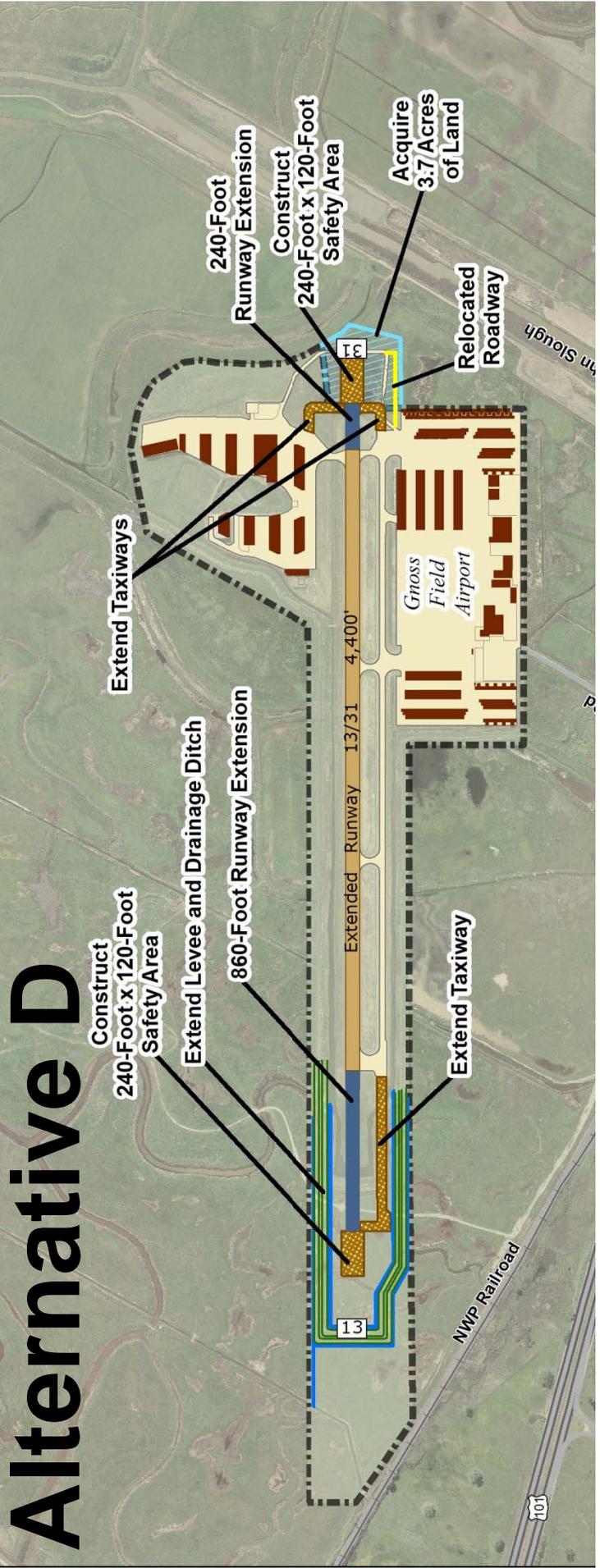
Alternative A



Alternative B

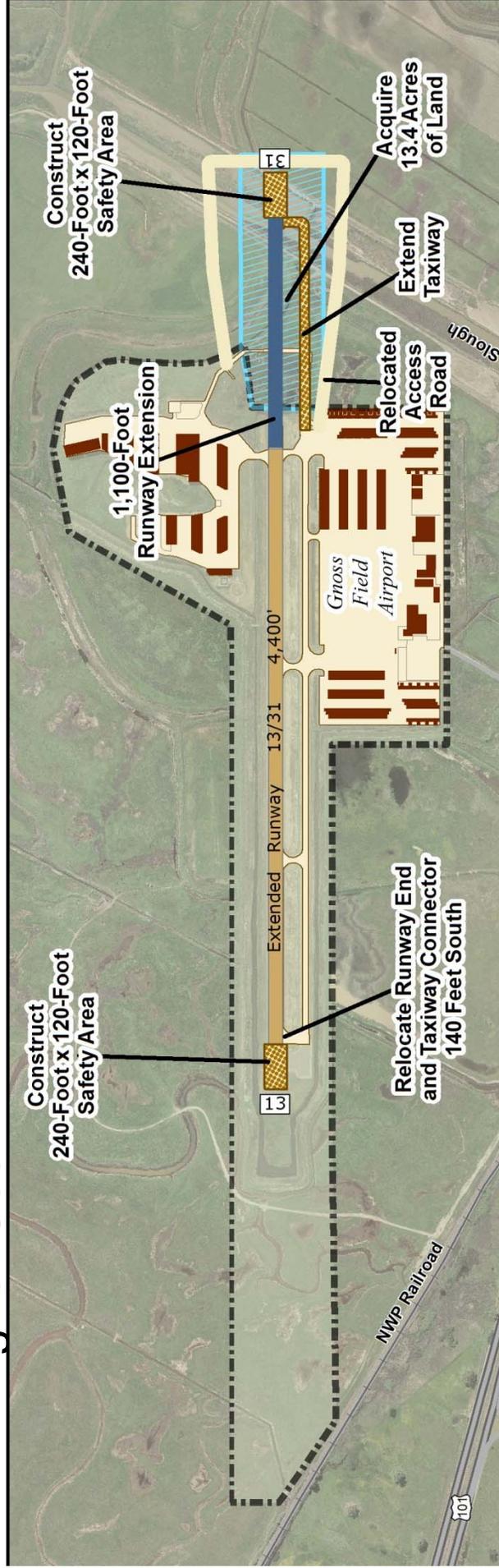


Alternative D



IX. Alternative Rejected

- **Alternative C:** Extend runway southeast by 1,100 feet
- Not carried forward for further analysis in EIS/EIR because:
- Greater wetland impacts
 - Operational Difficulties
 - Closer to Residential Areas
 - Higher Cost



X. Environmental Consequences

Noise

- Significant noise threshold in decibels Community Noise Equivalent Level (dB CNEL) is:
 - Federal – 65 dB CNEL
 - Marin County – 60 dB CNEL
- No homes currently exposed to Federal 65 dB CNEL or Marin County 60 dB CNEL
- With Project no existing homes or planned residential areas exposed to Federal 65 dB CNEL or Marin County 60 dB CNEL
- Project does not change flight paths.

X. Environmental Consequences

Wetlands

- **No Action** - No wetlands impact
- **Alternative B (Sponsor's Proposed Project)** - Impact 11.83 acres of wetlands
- **Alternative D** - Impact 12.73 acres of wetlands

Wetland Mitigation:

- Feasible wetlands mitigation sites identified in Draft EIS/EIR
- Consultation between County and Federal Agencies may identify other mitigation options

X. Environmental Consequences

Threatened and Endangered Species

- **Habitat Impacts:**
 - **No Action:** No Impact
 - **Alternative B (Sponsor’s Proposed Project):**
Permanent removal of 6.88 acres of wildlife habitat and temporary removal of 16.05 acres of habitat.
 - **Alternative D:** Permanent removal of 8.24 acres wildlife habitat and temporary removal of 18.43 acres of habitat.
- **Habitat Mitigation**
 - Mitigation options identified in Draft EIS/EIR
 - Consultation between County and Federal Agencies may identify other mitigation options

X. Environmental Consequences

Areas of No Significant Environmental Impact

- Air Quality
- Water Quality
- Cultural Resources
- Floodplains
- Energy Supply & Natural Resources
- Compatible Land Use
- Public Services & Utilities
- Socioeconomic Impacts
- Light Emissions & Visual Impacts
- Hazardous Materials
- Coastal Resources
- Geology, Soils & Seismicity
- Transportation & Circulation
- Construction Impacts
- Secondary Impacts
- Cumulative Impacts

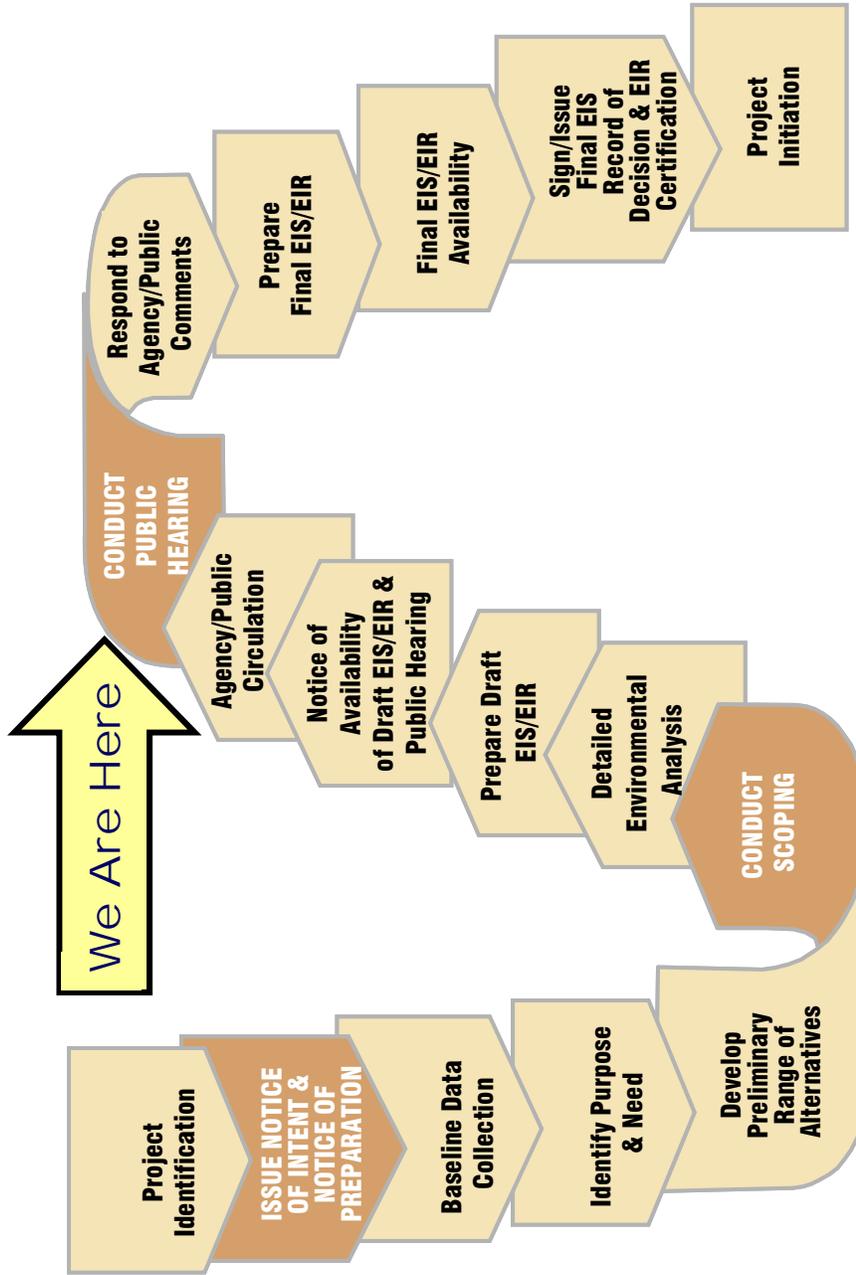
XI. Next Steps

- Document available at www.grossfieldeis-eir.com
- Three ways to comment on the Draft EISEIR:
 - Make a comment at Public Hearing today
 - Write a comment and leave it in the comment box
 - Send a comment to Doug Pomeroy, FAA on or before **February 6, 2012**

Mr. Doug Pomeroy
Federal Aviation Administration
San Francisco Airport District Office
1000 Marina Boulevard, Suite 220
Brisbane, CA 94005-1835
Fax: (650) 872-1430



EIS – EIR Processing



Gross Field Airport EIS/EIR Public Hearing
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 Administration



Purpose and Need

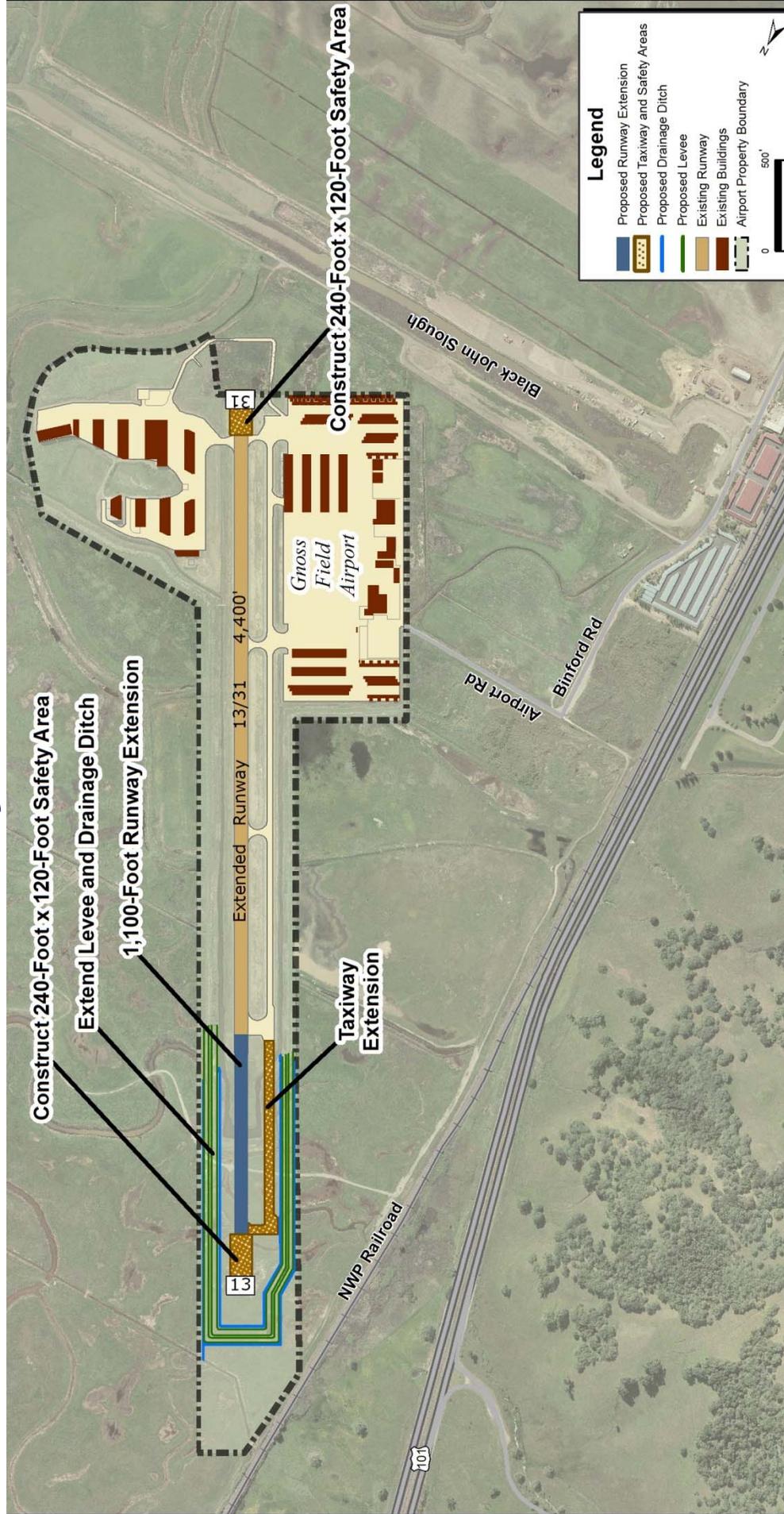
Need for Sufficient Runway Length

- Existing runway length (3,300 feet) limits the ability of some aircraft to operate at optimum weight for maximum efficiency.
- Currently requires pilots to restrict the weight of the aircraft below what the aircraft can accommodate.
- Aircraft must either reduce fuel or reduce the passengers and/or cargo.



Marin County Proposed Runway Improvements

Alternative B: Extend Runway 1,100' to the north





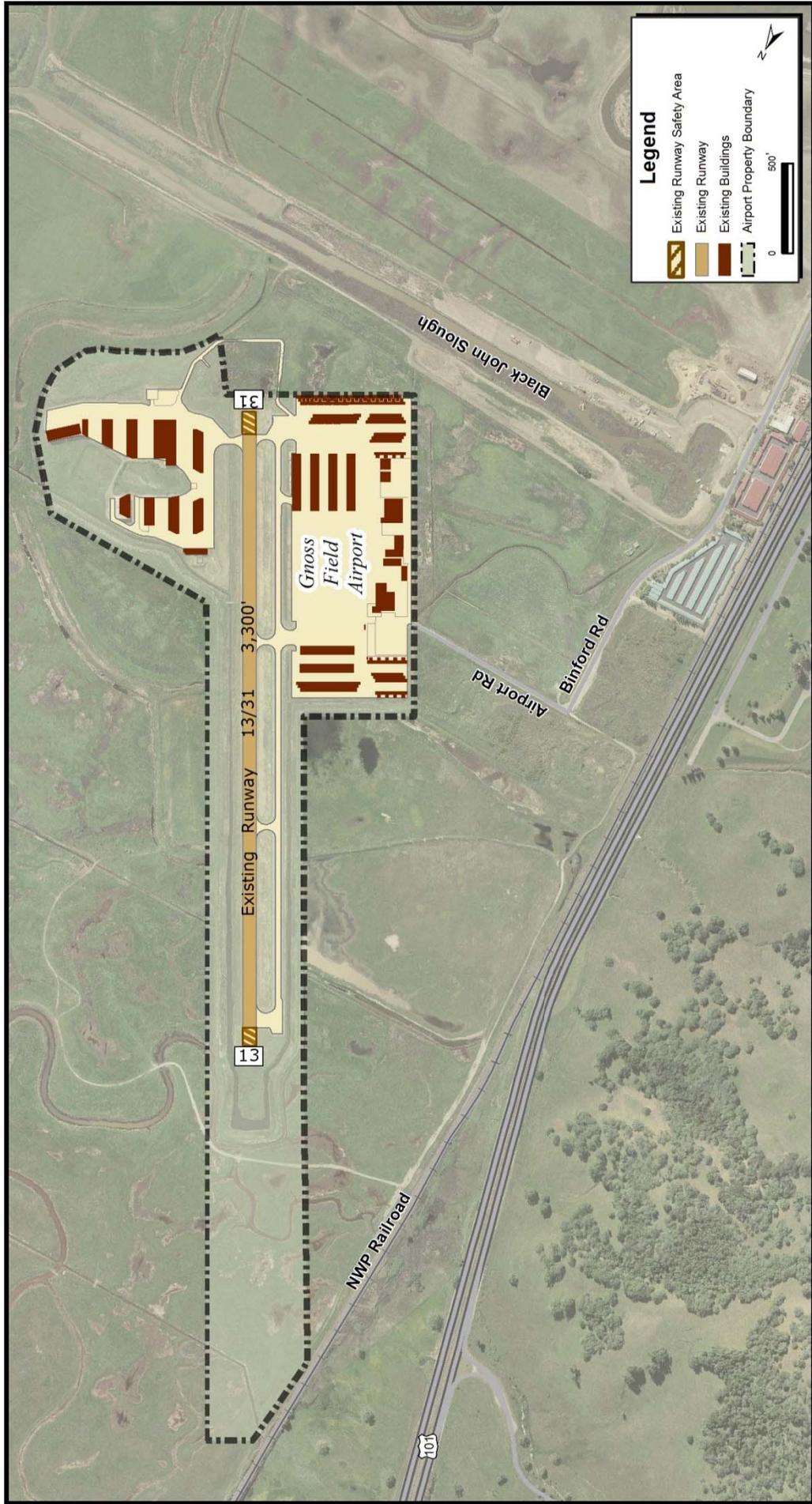
Federal Aviation Administration



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Alternative A:

No Action



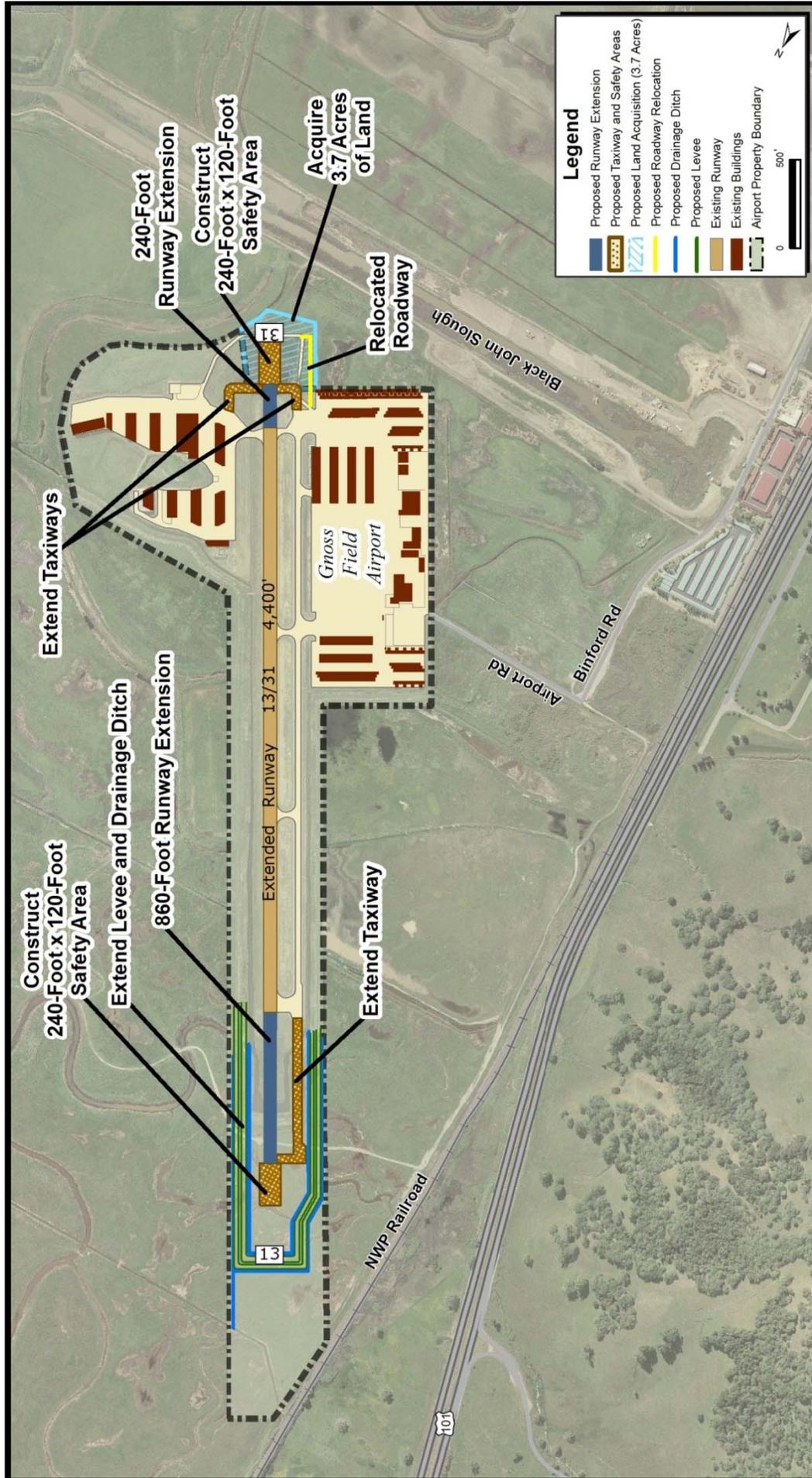
Federal Aviation
Administration



Gross Field Airport EIS/EIR Public Hearing
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Alternative D:

Extend Runway 860' to the north and 240' to the south



Federal Aviation Administration

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Summary of Environmental Impacts

Impact Category	Alternative A	Alternative B	Alternative D	Potential Mitigation
Noise				
Residential Housing Units, or Noise-Sensitive Facilities with 65+ CNEL	none	Not Significant	Not Significant	Not Applicable (N/A)
Compatible Land Use	No Land Use/Zoning Changes	Acquisition of 0.1 acres of undeveloped land. Land use remains compatible	Acquisition of 3.7 acres of undeveloped land. Land use remains compatible	N/A
Socioeconomic, Environmental Justice, & Children's Health				
Socioeconomic Impacts	No impact	Acquisition of 3.7 acres of undeveloped land. Loss of \$551,10 in annual tax revenue is Not Significant	Acquisition of 3.7 acres of undeveloped land. Loss of \$551,10 in annual tax revenue is Not Significant	N/A
Environmental Justice	No impact	Not Significant	Not Significant	N/A
Children's Health and Safety	No impact	Not Significant	Not Significant	N/A
Secondary (Induced) Impacts				
Impacts to population	No impact	Not Significant	Not Significant	N/A
Public Service demands	No impact	Not Significant	Not Significant	N/A
Business and economic activity	No impact	Temporary increase during construction are Not Significant	Temporary increase during construction are Not Significant	N/A
Air Quality	No impact	Not Significant. Impacts Would Not Exceed Standards	Not Significant. Impacts Would Not Exceed Standards	N/A
Water Quality	No impact	Not Significant. Impacts Would Not Exceed Standards	Not Significant. Impacts Would Not Exceed Standards	N/A
DOT Section 4(f) Resources and Land and Water Conservation Act, Section 6(f) Resources	No impact	Not Significant	Not Significant	N/A
Historical, Architectural, Archaeological, & Cultural Resources				
Direct Effects (Physical Impacts)	No direct impact	No direct impact	No direct impact	Even though no mitigation is required, the FAA will require Marin County to have an archeological monitor on-site during initial site excavation to evaluate for potential discovery of unknown cultural resources.
Indirect Effects (Noise Impacts)	No indirect impact	No indirect impact	No indirect impact	
Fish, Wildlife, & Plants				
	No impact	Removal of approximately 22.93 acres of plant and wildlife habitat including 6.88 acres of permanent habitat loss and 16.05 acres of temporary habitat loss. Alternative B are considered significant and will be mitigated as described in detail in Sections 5.9, Fish, Wildlife, and Plants; and 5.10, Wetlands. Impact is considered significant, but mitigable to a not significant level.	Removal of approximately 26.67 acres of plant and wildlife habitat including 8.24 acres of permanent habitat loss and 18.43 acres of temporary habitat loss. Alternative B are considered significant and will be mitigated as described in detail in Sections 5.9, Fish, Wildlife, and Plants; and 5.10, Wetlands. Impact is considered significant, but mitigable to a not significant level.	Suitable mitigation sites would be determined through formal ESA consultation with the USACE. During formal ESA Section 7 consultation with the USEFWS, mitigation ratios and location of the mitigation effort will be determined.
Wetlands	No impact	Would impact 11.83 acres of wetlands protected by Section 404 of the CWA, of which 2.66 acres are also protected by the RHA. Impact is considered significant but mitigable to a less than significant level.	Would impact 12.73 acres of wetlands protected by Section 404 of the CWA, of which 2.56 acres are also protected by the RHA. Impact is considered significant but mitigable to a less than significant level.	Coordination with the USACE is on-going. Marin County, as the Airport sponsor, would be responsible for developing a mitigation plan acceptable to the USACE.
Floodplains	No impact	Would enclose approximately 13 additional acres of the approximately 3,875 acre 100-year floodplain behind the airport levee. This is not a substantial encroachment on the existing 100-year floodplain and is not significant.	Would enclose approximately 15 additional acres of the approximately 3,875 acre 100-year floodplain behind the airport levee. This is not a substantial encroachment on the existing 100-year floodplain and is not significant.	N/A
Coastal Resources	No impact	No impact	No impact	N/A
Wild & Scenic Rivers	No impact	No impact	No impact	N/A
Farmlands	No impact	No impact	No impact	N/A
Energy Supply & Natural Resources				
Natural Resources	No impact	Not Significant	Not Significant	N/A
Energy	No impact	Increases in demand for fuel and energy can be met by local providers.	Increases in demand for fuel and energy can be met by local providers.	N/A
Light Emissions & Visual Impact	No impact	Not Significant	Not Significant	N/A
Hazardous Materials	No impact	Not Significant	Not Significant	N/A
Construction Impacts	No impact	Not Significant	Not Significant	N/A
Cumulative Impacts	No impact	Not Significant	Not Significant	N/A



Federal Aviation Administration

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