

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

As lead Federal Agency pursuant to the National Environmental Policy Act of 1969

**U.S. DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS**

As a Cooperating Agency pursuant to 40 CFR § 1501.6(a)(1)

***FINAL SUPPLEMENT TO THE FINAL
ENVIRONMENTAL IMPACT STATEMENT***

**GNOSS FIELD AIRPORT
PROPOSED EXTENSION OF RUNWAY 13/31
Novato, Marin County, California**

This Final Supplement to the Final Environmental Impact Statement (SEIS) addressed the potential environmental impacts of several alternatives to extend Runway 13/31 at Gness Field Airport, Marin County, California. These alternatives included Alternative B (Sponsor's Proposed Project) - extend Runway 13/31 1,100 feet to the north; Alternative D - extend the runway by 860 feet to the north and 240 feet to the south; and Alternative E - shift the runway 106 feet to the north and extend the runway 300 feet to the north. The existing parallel taxiway would be extended to the full length of the extended runway under Alternatives B, D, or E while maintaining the existing runway-to-taxiway separation distance of 155 feet. Under Alternatives B, D, or E, drainage channels would be extended to drain the additional runway and taxiway pavement, and existing levees would be extended to protect the longer runway and taxiway from flooding. Under Alternatives B, D, or E, the existing Precision Approach Path Indicator (PAPI) navigational aids would be relocated to appropriate locations to function with the longer runway. This SEIS also evaluated Alternative A, the No Action Alternative. Alternative C – extend the runway by 1,100 feet to the south – was initially considered but not evaluated in detail due to clearly more extensive environmental impacts and higher costs than other similar alternatives with less extensive environmental impacts and lower costs. Implementation of all alternatives except the No Action Alternative require filling of wetlands and encroachment into the 100-year floodplain.

The Final SEIS has been prepared pursuant to the following public law requirements: Section 102(2)(c) of the National Environmental Policy Act of 1969, and Section 509(b)(5) of the Airport and Airway Improvement Act of 1982, as amended. The FAA conducted environmental reviews consistent with the goals and principles in Executive Order (EO) 13807, *Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure*, which emphasizes the importance of streamlining federal environmental review processes.

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