

GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This is a federal document, which contains a Final Supplement to the Final Environmental Impact Statement (SEIS), which examines the potential environmental impacts of three development alternatives to extend Runway 13/31 at Gness Field Airport (DVO).

BACKGROUND. The Federal Aviation Administration (FAA) published a Final Environmental Impact Statement (EIS) in June 2014 in support of the Federal actions related to a proposed 1,100-foot extension of Runway 13/31 at DVO. During the preparation of the response to comments on the June 2014 Final EIS, the FAA concluded that aviation activity of the critical aircraft at DVO may have changed. Therefore, the FAA subsequently conducted a formal analysis to determine if the critical aircraft at DVO had changed. The FAA issued Purpose and Need Working Papers for public comment in April 2016 and February 2018 that established that the critical aircraft for which the runway length determination for Runway 13/31 was made had changed. This Final SEIS evaluated Alternative E, a 300-foot runway extension alternative based on the current critical aircraft, the family grouping of B-II turboprop aircraft. This Final SEIS also evaluated Alternatives B and D, which are 1,100-foot runway extension alternatives considered in the June 2014 Final EIS based on the former critical aircraft, the Cessna 525 business jet.

The purpose and need of the proposed runway extension is to allow existing aircraft, as represented by the family grouping of critical aircraft at DVO, to operate without operational weight restrictions under hot weather conditions. The Draft SEIS was released on July 19, 2019. A public hearing on the July 2019 Draft SEIS was held on August 22, 2019. The comment period for the July 2019 Draft SEIS was open from July 19, 2019, to September 6, 2019. Notices of the opportunities to comment on the July 2019 Draft SEIS were published in a local newspaper and sent to government agencies and to individuals and organizations who expressed an interest in commenting on the proposed project.

The document presented herein represents the Final SEIS for the federal decision-making process in fulfillment of FAA's policies and procedures relative to National Environmental Policy Act of 1969 (NEPA) and other related federal requirements. Copies of this document are available for review at libraries throughout Marin County and the surrounding communities, the FAA's Airports District Office in Brisbane, the administrative offices of Marin County, Gness Field Airport, and at www.gnessfieldeis-eir.com. A list of these and other locations where the document may be viewed can be found in Chapter 7.

WHAT HAPPENS AFTER THIS? Pursuant to Title 40, Code of Federal Regulations (CFR) § 1506.4, the FAA will issue a Record of Decision (ROD). The ROD will not be issued until at least 30 days after the distribution of this Final SEIS to the public by the means described above. The U.S. Army Corps of Engineers (USACE) will review the Clean Water Act (CWA) permit application for the project and issue a separate ROD regarding the permit application. Project construction can occur after Marin County has received a CWA permit for the project, environmental mitigation requirements identified in the Final SEIS and the CWA permit are addressed, and funds become available.