

Marin County Aviation Commission
Minutes of July 17th, 2014
Visioning Workshop
7pm - Novato Council Chambers

Commission Chair: Humphrey Ogg

Commissioners Present: Lou Francke, Ernie Ganas, Don Lebrun,
Richard Nave, Douglas Watt

Commissioners Absent: Marius Nelson

Staff Present: Reuel Brady (DPW), Bene Da Silva (DPW), Dan Dawson (DPW), Robert Goralka (DPW), Dan Jensen (AP Manager), Carey Lando (DPW), Eric Steger (DPW), Craig Tackaberry (DPW), Melody Mitchell (recording secretary)

1. Introductions and Meeting Purpose

- a. Dan Dawson introduced County Staff present.
- b. Supervisor Judy Arnold thanked the Aviation Commission for hosting this event. She stated it was an important opportunity for all parties to share ideas. She thanked the County of Marin Department of Public Works (DPW) for their effective outreach.
- c. Mr. Humphrey Ogg, Chair of the Aviation Commission, gave a brief introduction of each Commissioner, information regarding the Aviation Commission, and details concerning when the Commission meets.

2. General Presentation

- Mr. Jensen presented general information about current operations and noise abatement procedures.
- Mr. Brady described the Environmental Impact Report (EIR), the proposed footprint, details of the Runway Extension Project, and next steps.
- Mr. Steger summarized the capital planning process, the Airport layout plan, mitigation plan, permitting and phase construction, AWOS replacement, runway pavement

design, fuel facility upgrades, and the levee pump station. He emphasized the importance of securing grants in a timely manner in order to fully fund the projects.

3. General Questions and Answers

Mr. Dawson asked for any technical questions. Hearing none, he directed Mr. Jenson, Mr. Brady, and Mr. Steger to head the three breakout stations.

4. Breakout Report: Runway Extension

Mr. Robert Goralka broke the comments into mitigation, existing needs, and longer term needs.

a. Mitigation

- Impacts to the neighborhood - encourage flights to approach from the north
- Turbo jets - directed to approach from the north
- Properties adjacent to the north - efforts to reduce effects

b. Existing Needs

- Sewage is held in existing holding tanks - improvements, such as public sewer connection
- Add restaurant at Airport- accommodations for food
- Add new runway Access from taxiway - at the northern end to avoid run up area

c. Longer Term

- Access to trails through the wetlands
- Access for community and schools
- Crosswind runway for takeoffs/landing in crosswind direction
- Observation deck

5. Breakout Report: Capital Plans

Mr. Da Silva relayed:

- Discussion about the crosswind runway option – generally favored to improve Airport safety. Some had environmental impacts concerns

- Concept of creating a land trust and expanding the apron to help fund commercial improvements - additional hangars, parking, sewer, restaurant
- Flooding concerns - necessary to work on the pump system
- Airport provides safety, emergency preparedness, and natural disaster access for supplies
- Runway access is available for firefighting aircraft
- More fuel sales and taxes for local economy
- Concern that a runway extension may lead to commercial flights
- Discussion of possible flight pattern designs incorporating the extension
- Question of possible increase in takeoffs and landings with the extension

Mr. Brady was asked to comment on whether the amount of airport traffic was predicted to increase. He responded that the Federal Aviation Administration (FAA) calculates such forecasts based on the business and economic indicators for the area and they predict a small increase over time. He understood why a more detailed explanation would be useful, but is not available at this time. He indicated that the FAA concluded the runway extension will not significantly affect the amount of takeoffs and landings at Gnoss.

6. Breakout Report: Operations

Mr. Jensen stated that:

- Noise abatement procedures were reviewed
- There were 86,000 operations annually - some participants expressed the opinion that number seemed high
- The runway extension will not change the type of aircraft that frequents Gnoss.
- There is no history of habitual disregard for noise abatement rules - pilots rarely fly over residences once they have been warned
- A longer runway will help with noise abatement procedures by allowing pilots to turn sooner and land closer to the end of the runway away from homes to the south of the Airport
- Comments were made that landings are actually noisier than take offs for the neighborhood
- There is no restaurant because no infrastructure exists to support it

- The traffic the Airport receives will not fluctuate significantly in number, type or hours accessed
- It was suggested that the Airport limit the number of leases granted for jets
- The website will be a repository of information regarding the future direction of the Airport and noise complaints
- It would be good to record all radio calls coming in so there is a record of all tail numbers
- There was support for surveillance cameras that can be activated when the Airport is not staffed
- Better signage that described noise abatement procedures more succinctly would help

6. Next Steps

Mr. Dawson said any comments received here tonight, mailed in or faxed on the comment forms provided or sent in on the website by July 29th will be folded into a vision document. A draft of the document will be prepared by staff and presented at the Aviation Commission meeting on August 28th. Comment will again be accepted to aid in creating the final document for Commission approval and action in early October. Once approved, the document will go the County of Marin Board of Supervisors for action. He clarified that the EIR review comments have a different process with different deadlines.

| **7. Adjourn** - Meeting adjourned at 8:30 p.m.