



U.S Department
of Transportation

**Federal Aviation
Administration**

July 8, 2019

Western-Pacific Region
Office of Airports

San Francisco Airports District Office
1000 Marina Boulevard - Suite 220
Brisbane, CA 94005-1835

**Notice of Availability of the Draft Supplement to the
Final Environmental Impact Statement and Notice of Public Hearing
Gross Field Airport - Proposed Extension of Runway 13/31
Novato, Marin County, California**

Dear Sir or Madame:

Pursuant to the National Environmental Policy Act of 1969, as amended, the Federal Aviation Administration (FAA) as lead federal agency has prepared a Draft Supplement to the Final Environmental Impact Statement (Draft SEIS) to supplement a June 2014 Final EIS issued for the Proposed Extension of Runway 13/31 at Gross Field Airport. The Draft SEIS evaluates potential environmental impacts for alternatives for the proposed Extension of Runway 13/31 at Gross Field Airport. The Draft SEIS is available for public review at public libraries in Marin County and online at the following website <http://www.grossfieldeis-eir.com>.

The Draft SEIS 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 Draft SEIS addresses the potential environmental impacts of several alternatives to extend Runway 13/31 at Gross Field Airport as proposed by Marin County, the owner and sponsor of Gross Field Airport. These alternatives include Alternative B (Sponsor's Proposed Project) - extend Runway 12/31 1,100 feet to the north; Alternative D - extend the runway by 860 feet to the north and 240 feet to the south; and a new FAA Preferred Alternative E not evaluated in the June 2014 Final EIS - 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 Draft SEIS also evaluates an Alternative A - No Action Alternative. An Alternative C - extend the runway by 1,100 feet to the south - was initially considered but not evaluated in detail as explained in the Draft SEIS. Implementation of all alternatives except the No Action Alternate require filling of wetlands and airport development and encroachment within the current 100-year floodplain.

The FAA will hold a public hearing on August 22, 2019, at 7:00 PM, at the Marin Humane Society Auditorium, 171 Bel Marin Keys Blvd, Novato, CA, to receive oral and written comments on the Draft SEIS. Written comments on the Draft SEIS may be submitted to the following address:

Mr. Doug Pomeroy
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Federal Aviation Administration, San Francisco Airports District Office
1000 Marina Boulevard, Brisbane, California 94005-1835. FAX 650-827-7635

All comments must be received **no later than 5:00 p.m. Pacific Daylight Time September 6, 2019.**

By including your name, address and telephone number, email or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Sincerely,

Doug Pomeroy, Environmental Protection Specialist