

**NUT TREE AIRPORT MASTER PLAN UPDATE
REPOSSES TO QUESTIONS**

Comment/Question	Response
1. Will you be re-aligning the runway at Nut Tree Airport?	No. According to the analysis in Chapter D of the <i>AIRPORT MASTER PLAN UPDATE</i> , re-alignment of the runway at Nut Tree Airport is not required to meet FAA wind coverage requirements or other FAA design standards.
2. What are the plans to attract off-site businesses?	The <i>AIRPORT MASTER PLAN UPDATE</i> is not intended to be a business plan or marketing plan for Nut Tree Airport. The goal of the <i>AIRPORT MASTER PLAN UPDATE</i> is to present a long-term physical development plan that reserves space for potentially needed facilities and considers how airport land is best used in consideration of anticipated future demand.
3. I am concerned about noise and safety issues. I am concerned about the volume of noise increasing and that there is no control tower. How is an increase in airplane traffic handled from a safety perspective?	<p>As stated in the <i>Introduction and Vision</i> chapter of the <i>AIRPORT MASTER PLAN UPDATE</i>, the role of Nut Tree Airport is not expected to change over the 20-year planning period. The Airport complies with most major FAA airport design standards and is currently operated in a very safe and efficient manner.</p> <p>Aviation activity is expected to increase at the Airport, but at a conservative growth rate of approximately 1.1% per year. This projected increase in aircraft operations is not expected to have a significant noise impact or safety impact on the surrounding community; however, a noise analysis will be completed as part of the <i>AIRPORT MASTER PLAN UPDATE</i>.</p> <p>Projected aircraft operations are not expected to negatively impact safety or warrant the construction and operation of an Airport Traffic Control Tower (ATCT). Moreover, the vast majority of airports operate without an ATCT.</p>
4. I am inside the noise contour; how is noise measured?	<p>The FAA has defined the 65 DNL (CNEL in California) contour as the threshold of compatibility for residential development. Under the federal standard, any noise contour greater than 65 DNL/CNEL is considered incompatible for residential, school, hospital, places of worship, etc. The <i>1988 Airport/Land Use Compatibility Plan (ALUCP)</i> for Nut Tree Airport defined the 60 CNEL contour as the threshold of compatibility for residential development. Solano County staff and airport staff recognize that noise does not stop at these contour lines and will do everything possible to mitigate aircraft noise impacts.</p> <p>Noise contours on a map connect equal points of noise energy, similar to the way a topographic contour connects points of equal elevation. The Day-Night Average Sound Level (or DNL) is the average noise level over a 24-hour period. The noise between the hours of 10 p.m. and 7 a.m. is artificially increased by 10 decibels.</p> <p>The noise contours shown on Figure B8, page B.26, were produced using the standard FAA software modeling program called the Integrated Noise Model (INM). These contours were produced during the <i>1993 Nut Tree Airport Master Plan Update</i> to represent a future scenario (year 2011) based</p>

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	<p>on the forecasts in the 1993 plan (approximately 180,000 annual operations). Aircraft operations for 2009 were estimated at approximately 101,500 and are forecasted to reach just over 127,000 by 2030.</p> <p>New base year and future noise contours will be produced later in this <i>AIRPORT MASTER PLAN UPDATE</i>, after the future conceptual airport layout is determined, using the most current INM model available.</p>
<p>5. Does the length of the runway restrict the size of the aircraft?</p>	<p>Yes, the length of the runway provides a physical constraint to some larger business jet type aircraft. However, under federal law, Solano County, as the owner and operator of a public use airport, cannot restrict or otherwise discriminate against any type or class of aviation activity.</p> <p>In practical terms, the runway length, width, and weight-bearing capacity at any airport define airport activity. Nut Tree Airport is primarily designed for a wide range of general aviation aircraft, including smaller business jet aircraft. That said, an operator of a larger business jet, weighing in excess of the runway's published weight bearing capacity of 30,000 pounds single wheel gear (SWG) may operate at Nut Tree Airport on an infrequent basis without overloading the pavement or being too large for the runway. From time to time, larger business jets will continue to make use of Nut Tree Airport.</p>
<p>6. What are the plans to integrate the Airport into the larger community?</p>	<p>The goal of the <i>AIRPORT MASTER PLAN UPDATE</i> is to present a long-term physical development plan that identifies space for potentially needed facilities and considers how airport land is best used in consideration of anticipated future demand. The integration of Nut Tree Airport with the community and specifically with the new Nut Tree commercial development was an issue that was mentioned in many of the stakeholder and community meetings conducted in January 2010. Going back in the history of the Airport, the aircraft parking apron was once located near the approach end of Runway 2 adjacent to the original "Nut Tree" (the popular highway stop that included restaurants, shops, orchards, and gardens). The aircraft parking apron and the Nut Tree highway stop were also connected by a 1/4-mile small gauge railroad track constructed in 1955. The railroad track has been relocated to the new Nut Tree development and there are currently no plans to extend it to the Airport; however, a pedestrian walkway and bridge over Pine Tree Creek was recently constructed to allow local and visiting pilots convenient access to the new Nut Tree development.</p> <p>Nut Tree Airport is integrated and can be further incorporated into the community in many other ways. The Airport contributes to the local economy by supporting local business with air travel needs and indirectly by the dollars spent by visitors to the community who utilize the Airport. The Airport is also integrated into the community through programs associated with Solano County Community College and other civic organizations and events that are often held at the Airport.</p>
<p>7. Nut Tree Airport is an asset to the City and County. What is the relationship between the two specifically in terms of land use</p>	<p>Nut Tree Airport is owned and operated by Solano County. As described in the 1988 <i>Airport/Land Use Compatibility Plan</i> and on page B.21 (Working Paper 1) of the <i>AIRPORT MASTER PLAN UPDATE</i>, the Solano County Airport Land Use Commission (ALUC) oversees and adopts land use</p>

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issues surrounding the Airport?	compatibility planning standards to prevent land use conflicts and facilitate compatible development within the airport environs.
8. How does Nut Tree Airport activity compare to other same-sized general aviation airports?	<p>There are over 5,000 public use airports in the United States, the majority of which are single runway, general aviation only airports similar to Nut Tree Airport.</p> <p>Activity levels at urban area general aviation airports range from as few as 36,000 operations and 10 based aircraft at Franklin Field south of Sacramento to as many as 500,000 operations and 680 based aircraft at Van Nuys Airport in Southern California.</p> <p>Activity and based aircraft estimates for Nut Tree Airport for 2009 were 101,500 annual operations and 201 based aircraft.</p>
9. Have you received a copy of the Travis TAFB AICUZ? Will it be factored into plans for Nut Tree Airport?	Yes, we have received a copy of the Travis Air Force Base Air Installation Compatibility Use Zone (AICUZ) study. This study will be factored into the plans for Nut Tree Airport and we look forward to the participation of Travis Air Force Base representatives.
10. Are "Airport Reference Codes" based on FAA derived categories?	Yes, Airport Reference Codes (ARCs) are defined by FAA in chapter 1 of FAA Advisory Circular 150/5300-13, Airport Design. The Aircraft Categories (A through E) are derived from aircraft approach speeds and the Design Groups (I through VI) are derived from aircraft wingspan.
11. Three methods of evaluating runway length were described at the August meetings. Are the three methods of runway length evaluation weighted? And, if so, which is weighted the highest?	No, the three methods outlined in Working Paper 2 are not weighted. The presentation of all three methods is intended to provide the reader with an understanding of the potential benefit of additional runway length for aircraft currently using and projected to use Nut Tree Airport.
12. In the runway length analysis, was an opportunity analysis based on runway length completed?	No; the intention is to quantify, where possible, the benefit of additional runway length for those aircraft currently using the Airport, or projected to use the Airport. The opportunity or marketing potential of additional runway length is not considered in the planning process.
13. Is safety enhanced by longer runway length?	Yes, a longer runway would increase safety at the Airport.
14. Is the City of Vacaville on board with potential instrument approach minimums and committed to not damaging instrument approach procedures?	The City of Vacaville is very much involved in this planning process. During the development alternatives phase of the <i>AIRPORT MASTER PLAN UPDATE</i> , the benefits and potential tradeoffs of instrument approach improvements will be considered and coordinated with representatives from the City.
15. What is the <i>AIRPORT MASTER PLAN UPDATE</i> budget for public outreach?	The total public outreach budget for the <i>AIRPORT MASTER PLAN UPDATE</i> is \$71,511. A total of \$50,309 of this budget has been spent through August 2010. As of December 2010, it is anticipated that this budget will be augmented to include direct mail expenses, additional project coordination, and extended public outreach.