

**Response to
MAY 20th, 2010 STAKEHOLDERS INPUT GROUP
COMMENTS – WORKING PAPER ONE
NUT TREE AIRPORT MASTER PLAN**

Comment/Question	Response
1. Will you be realigning the runway at Nut Tree Airport?	Depending on the results of the airfield design standards evaluation and the runway length analysis, to be included in Working Paper 2, it is possible that the realignment of the runway may be considered in the <i>Alternatives Analysis and Development Concepts</i> chapter.
2. What are the plans to attract off-site businesses?	The <i>Airport Master Plan</i> is not intended to be a business plan or marketing plan for Nut Tree Airport. The goal of the <i>Airport Master Plan</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?	As stated in the <i>Introduction and Vision</i> chapter of the <i>Airport Master Plan</i> , the role of Nut Tree Airport is not expected to change over the 20-year planning period. The Airport is currently in compliance with all major FAA airport design standards and is currently operated in a safe and efficient manner. Aviation activity is expected to increase at the Airport, but at a conservative growth rate of approximately 1.1 percent per year. This projected increase in aircraft operations is not expected to have a significant noise impact on the surrounding community; however, a noise analysis will be completed as part of the <i>Airport Master Plan</i> . Furthermore, projected aircraft operations are not expected to negatively impact safety or warrant the construction and operation of an Airport Traffic Control Tower (ATCT).
4. I am inside the noise contour, how is noise measured?	<p>The noise contours shown on Figure B8, page B.26 are not based on actual noise measurements. Instead, they were produced using an FAA software modeling program called the Integrated Noise Model (INM). These contours were produced during the <i>1993 Nut Tree Airport Master Plan</i> to represent a future scenario based on the forecasts in the 1993 plan (approximately 180,000 annual operations). New base year and future noise contours will be produced later in this <i>Airport Master Plan</i>; however, the noise contours cannot be modeled until the future conceptual airport layout is determined.</p> <p>The FAA has defined the 65 DNL (CNEL in California) contour as the threshold of compatibility for residential development. 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.</p>
5. Does the length of the runway restrict the size of the aircraft?	<p>In short, yes, the length of the runway provides a physical constraint to some larger business jet type aircraft. However, by 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>The physical aspects of the runway system at Nut Tree Airport (runway</p>

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	<p>length, width and strength) do restrict airport activity to primarily those types and sizes of aircraft that the Airport was designed for. That said, an operator of a large business jet, weighing in excess of the runway's published weight bearing capacity of 30,000 pounds single wheel gear (SWG) may operate at the Nut Tree Airport on an infrequent basis and may be able to do so without damaging airport pavements. However, should an operator of an aircraft over 30,000 pounds SWG do damage to airport pavements, the operator would likely be responsible for the costs associated with the repair of that damage.</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</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. The integration of the 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 of 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 were also connected by a ¼-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>The Nut Tree Airport is integrated and can be further integrated 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 often held at the Airport.</p>
<p>7. The Nut Tree Airport is an asset to the City and County. What is the relationship between the two specifically in terms of land use issues surrounding the airport?</p>	<p>The Nut Tree Airport is owned and operated by Solano County. As described in the <i>1988 Airport/Land Use Compatibility Plan</i> and on page B.21 of the <i>Airport Master Plan</i>, the Solano County Airport Land Use Commission (ACLU) oversees and adopts land use compatibility planning standards to prevent land use conflicts and facilitate compatible development within the airport environs.</p>
<p>8. I live in Browns Valley and have not heard about the meeting? What measures were taken to advertise? Especially to community members within areas that might be impacted?</p>	<p>The public outreach program for the <i>Nut Tree Airport Master Plan</i> includes the following elements: personal phone call and follow-up email to each individual that attended the stakeholder group meeting and public meeting; preparation of a short fact sheet/flyer and distribution through thirty separate e-trees, posting in local venues, sending home with local school children, and a limited radius mailing; placement of sandwich boards in the Browns Valley neighborhood; outreach to local press.</p> <p>We are constantly looking for ways to improve our outreach program and welcome ideas/suggestions from local community members to increase our effectiveness in providing the community with meaningful</p>

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<p>9. I attended the first community meeting and was not invited to attend the stakeholder meeting.</p>	<p>information.</p> <p>The stakeholder group is a key element of our outreach program providing the County with the thoughts, opinions and concerns of various segments of the community throughout the development of the <i>Airport Master Plan</i>. The stakeholder group is open to all interested individuals. To join the stakeholder group, please call Mary Gonzalez at: (707) 469-4600.</p> <p>Each individual that attended the first community meeting was invited to the second meeting via a personal phone call and/or email, providing that contact information was given on the sign-in sheet and that it was legible.</p>
<p>10. How does Nut Tree Airport activity compare to other same-sized general aviation airports?</p>	<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. Activity and based aircraft estimates for the Nut Tree Airport of 101,500 annual operations and 201 based aircraft are higher than the majority of general aviation airports, many of which serve much smaller, remote communities.</p>
<p>11. Have you received a copy of the TAFB AICUZ? Will it be factored into plans for the Nut Tree Airport?</p>	<p>No, we have not received a copy of the Travis Air Force Base Air Installation Compatibility Use Zone (AICUZ) study. Yes, this study will be factored into the plans for the Nut Tree Airport and we look forward to the participation of Travis Air Force Base representatives.</p>