



Charles M. Schulz – Sonoma County Airport
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Charles M. Schulz – Sonoma County Airport (STS)

Aircraft Noise Monthly Report

March 2021



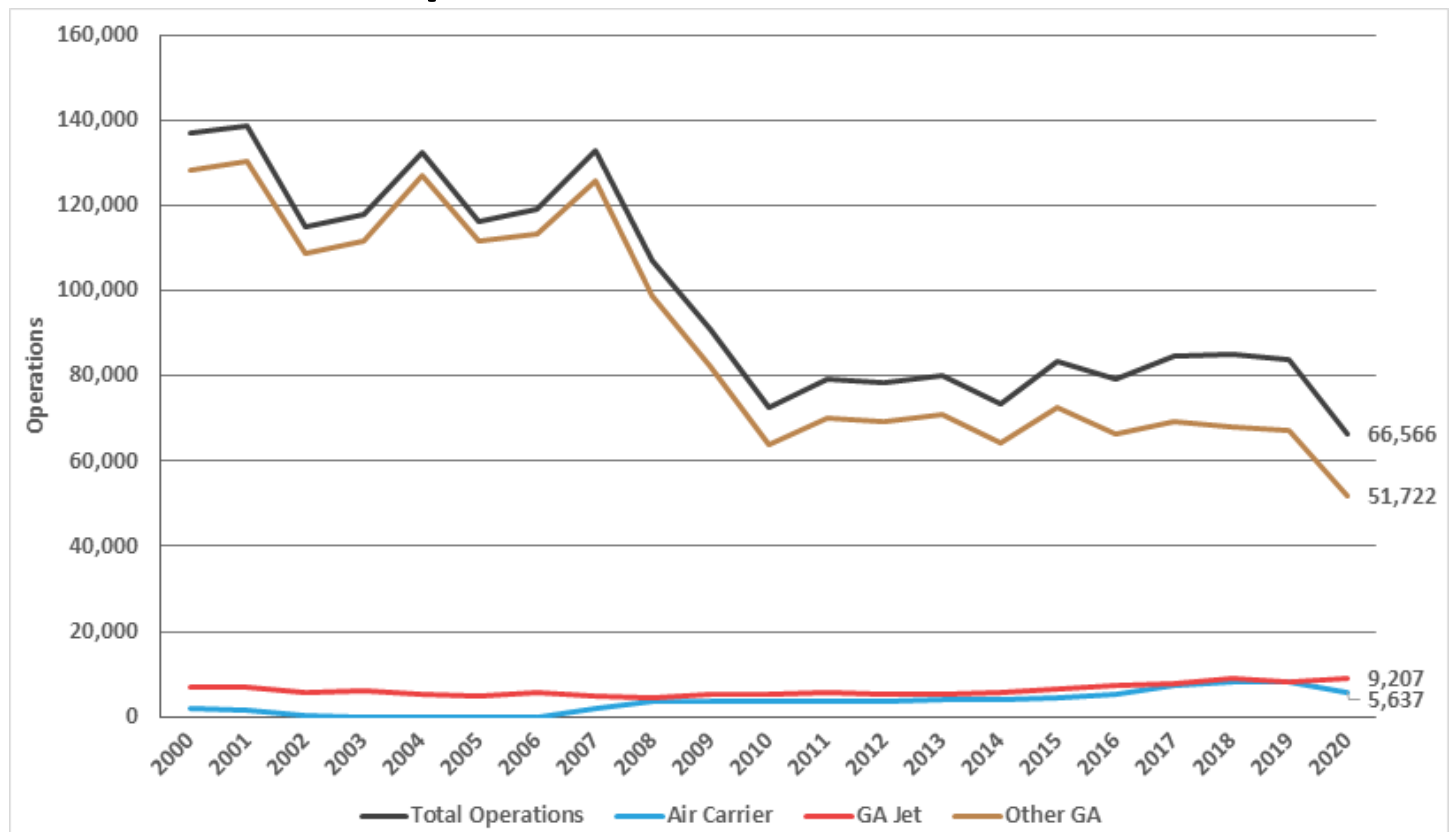
About the Charles M. Schulz – Sonoma County Airport and Noise Abatement

The Airport operates as a self-supporting Enterprise Fund within the Department of Transportation and Public Works and under the jurisdiction of the Federal Aviation Administration (FAA). STS is both a general aviation facility, serving private planes and business jets, and is a commercial airline facility with scheduled air service. STS generates over \$1,300,000 annually in tax revenues, via its users, for Sonoma County and County School Districts.

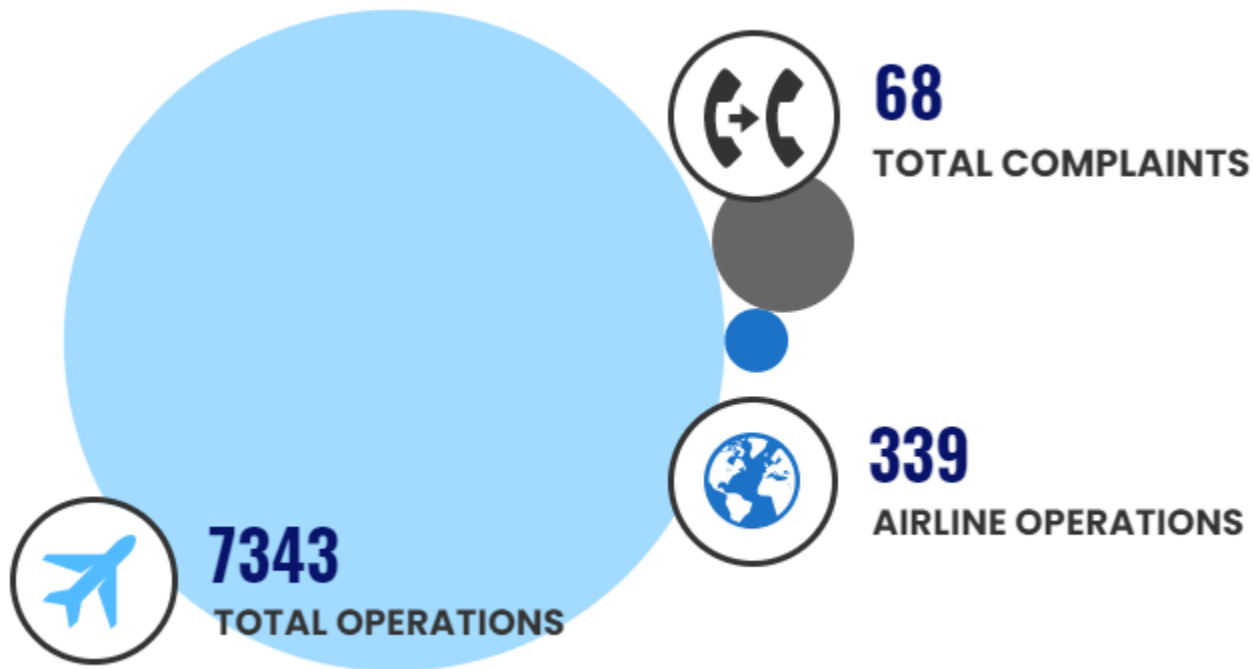
The Airport's current Noise Abatement Program was established in 1988. STS also works within FAA guidelines, to encourage pilots and airlines to fly with consideration of our neighbors in mind. The Airport makes every effort to promote flight procedures that minimize aircraft noise while always maintaining safety as the highest priority. It is the FAA's sole responsibility to develop air traffic rules, assign the use of airspace, and control air traffic.

STS is working with our Aviation Commission and a community advisory group to re-write the Airport's Noise Abatement Guide and associated procedures (to be released in early 2022). Using flight-tracking and noise management software, the Airport also provides monthly complaint reports to pilots and to airlines so that operators can use real data to update flight practices and fly friendly. As more data becomes available to STS staff, additional analysis is performed and included in monthly and annual reports.

STS Historical Operations



This Month's Operations



This Month's Noise Complaints At-A-Glance

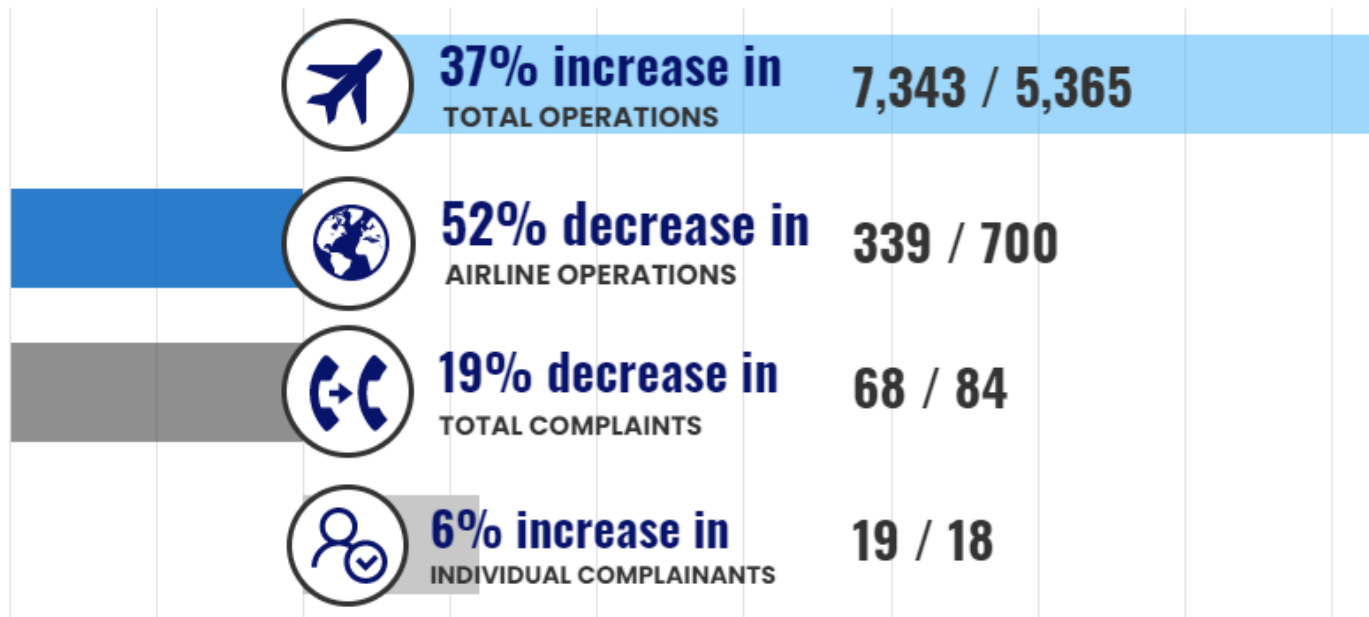
- 68 Noise Complaints received
- 19 Individual Commenters
- 12 New Commenters
- 53 Correlated Operations*
- 15 Complaints that were non-specific, were regarding operations that did not include STS as the origin or the destination (not Airport-related), or were unable to be correlated to a flight track/aircraft



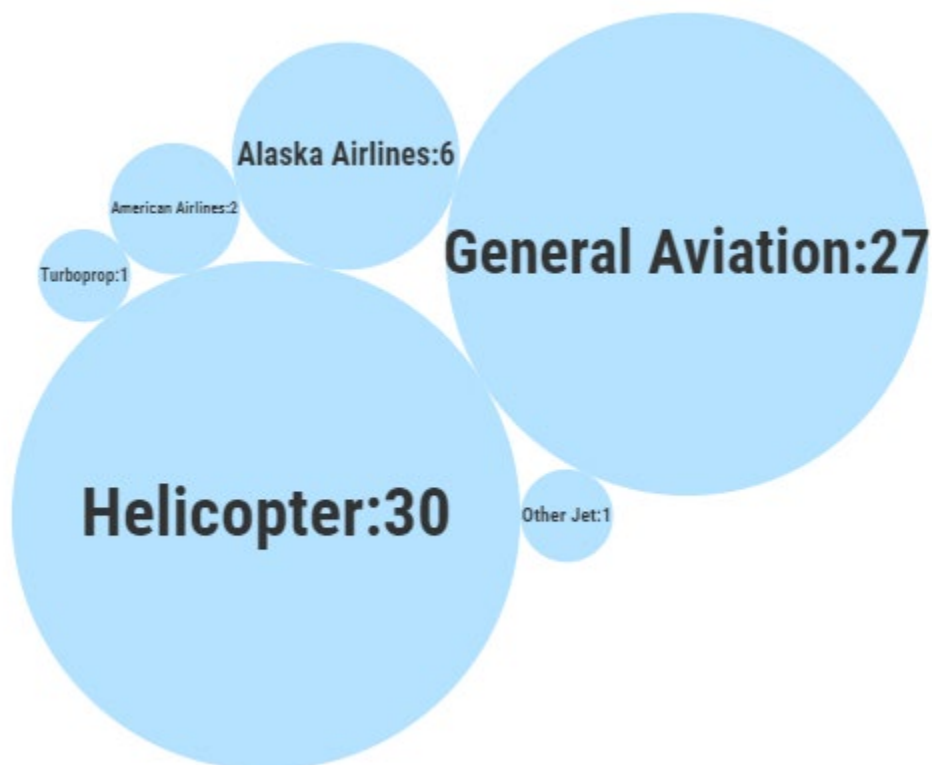
**An Operation is a departure from or an arrival to the Airport. Complaints may be correlated to more than one Operation or may not be correlated to an Operation.*

The Airport received 26 more complaints in March than in February, however, more than half of the complaints received in March (37) were received from one individual commenter. This month, 5 of the complaints received were from 4 commenters located greater than ten nautical miles from the Airport, including complaints regarding operations out of the Cloverdale airport. Only 12 of the 19 individual commenters live within five nautical miles of STS. 7 of the new commenters live within five nautical miles of STS; 6 new commenters live in Santa Rosa, 3 in Windsor, 1 in Sebastopol, 1 in Healdsburg, 1 in Dublin. The Airport received no complaint(s) regarding an airline operation in March, after receiving no complaints regarding airline operations in February. The majority of complaints received in March were regarding helicopter operations and light general aviation (GA) aircraft operations.

What's Changed This Year? March 2021 vs. 2020



Airlines and Operators Identified Through Complaints



American Airlines, and United Airlines operate jet aircraft. Alaska Airlines operations jet and turboprop aircraft.

Aircraft Operated by Airlines at STS

Alaska Airlines

E175 (76 seats)



Q400 (76 seats)



American Airlines

E175 (76 seats)



CRJ700 (65-76 seats)



CRJ900 (76-79 seats)



United Airlines

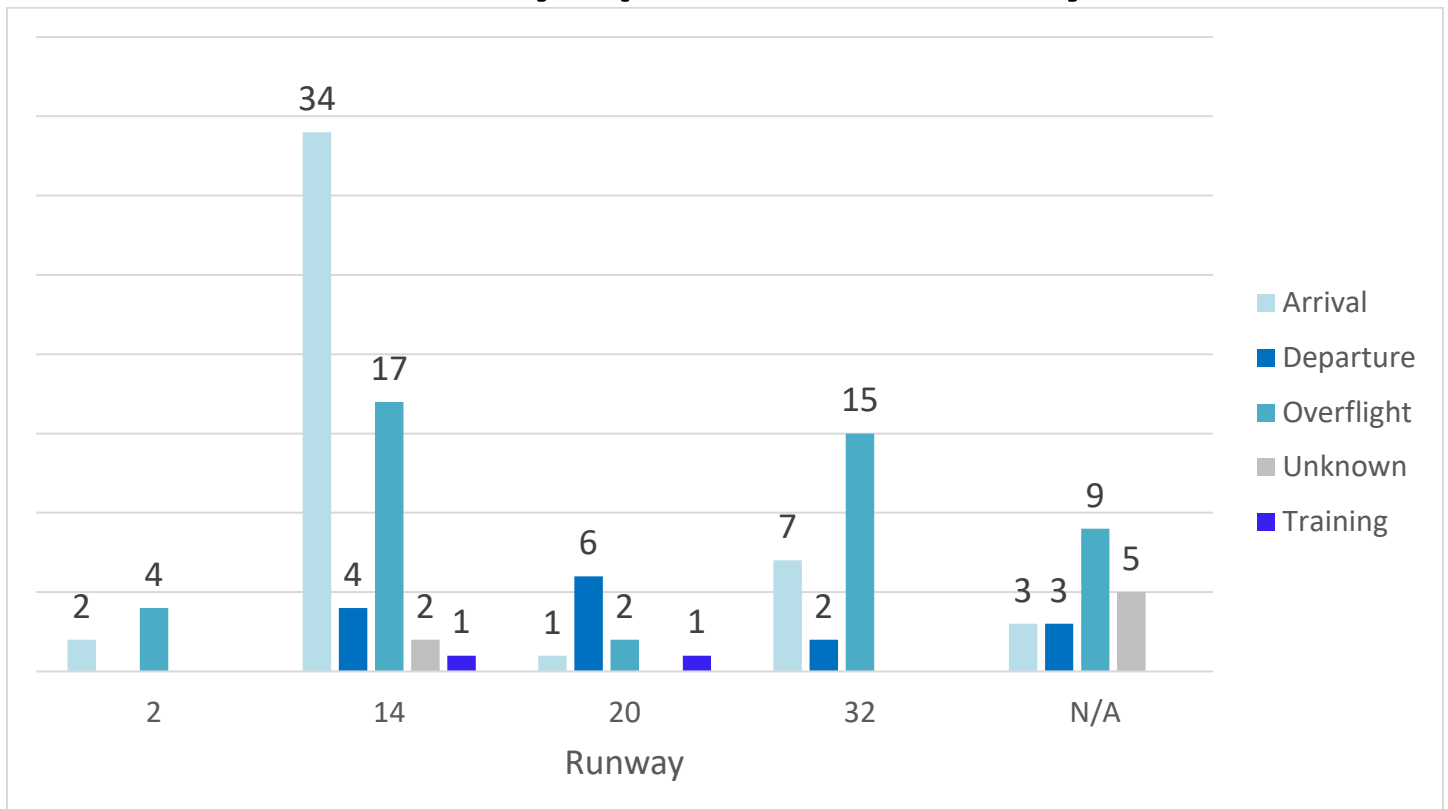
CRJ200 (50 seats)



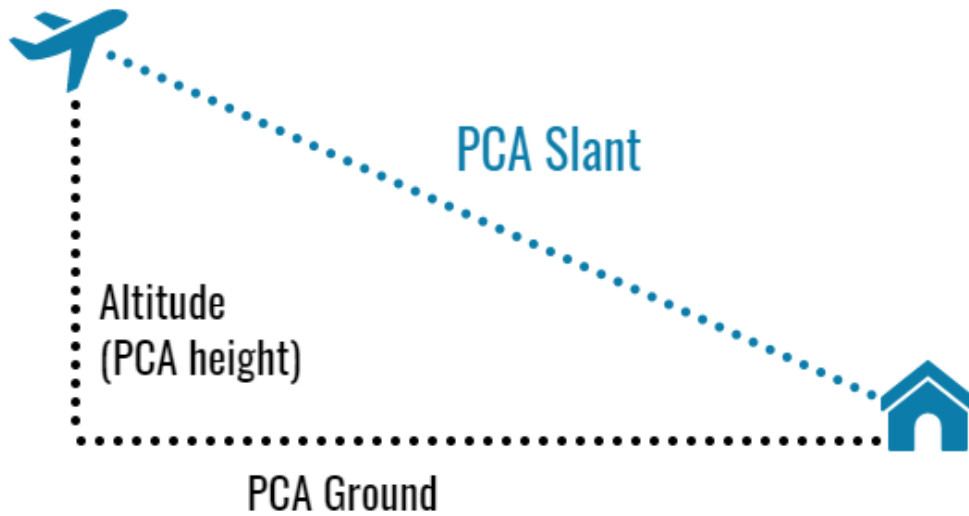
Avelo Airlines 737-800 (189 Seats)



Identified Aircraft by Operation, Runway



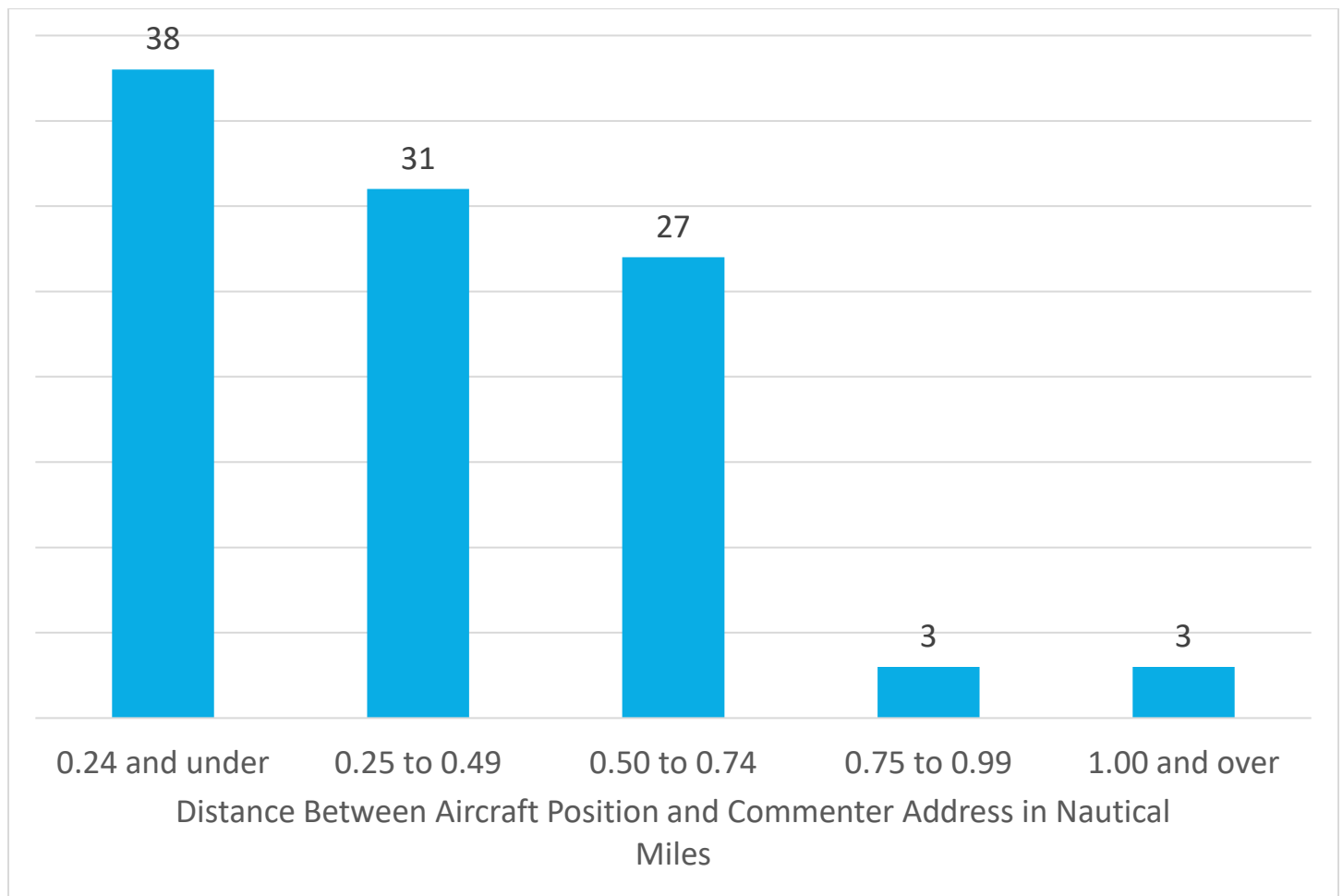
Aircraft Points of Closest Approach (PCA)



There were 60 aircraft identified through complaints made this month with a tracked point of closest approach (PCA). Sometimes called the PCA slant, the PCA is the distance in nautical miles between the commenter's address and the aircraft.

In March, 57% of aircraft that generated complaints were less than a quarter-mile from the commenter's address per the PCA measurement.

Most Aircraft Were Under 0.25 Nautical Miles from the Commenter



Aircraft Altitudes

There were 60 aircraft identified through complaints made this month with a tracked altitude. At the point of closest approach to the commenter's address, the altitude was recorded (in feet). Per FAA aircraft guidelines, except when necessary for takeoff or landing aircraft must maintain an altitude of at least 1,000 feet over populated areas. Helicopters may operate safely at less than the minimum for other aircraft.

Recorded Altitude Range	Aircraft	Recorded Altitude
Under 1,000 feet	43*	121, 146, 151, 196, 201, 216, 226, 251, 296, 371, 471, 476, 506, 526, 546, 601, 621, 671, 706, 721, 736, 751, 766, 841, 846, 871, 881, 886, 891, 931, 941, 956, 961, 971, 976, 981
1,000 to 1,499 feet	11	1021, 1036, 1071, 1141, 1191, 1326, 1381, 1446, 1481
1,500 to 1,999 feet	3	1556, 1886, 1946
Over 2,000 feet	3	2211, 4476

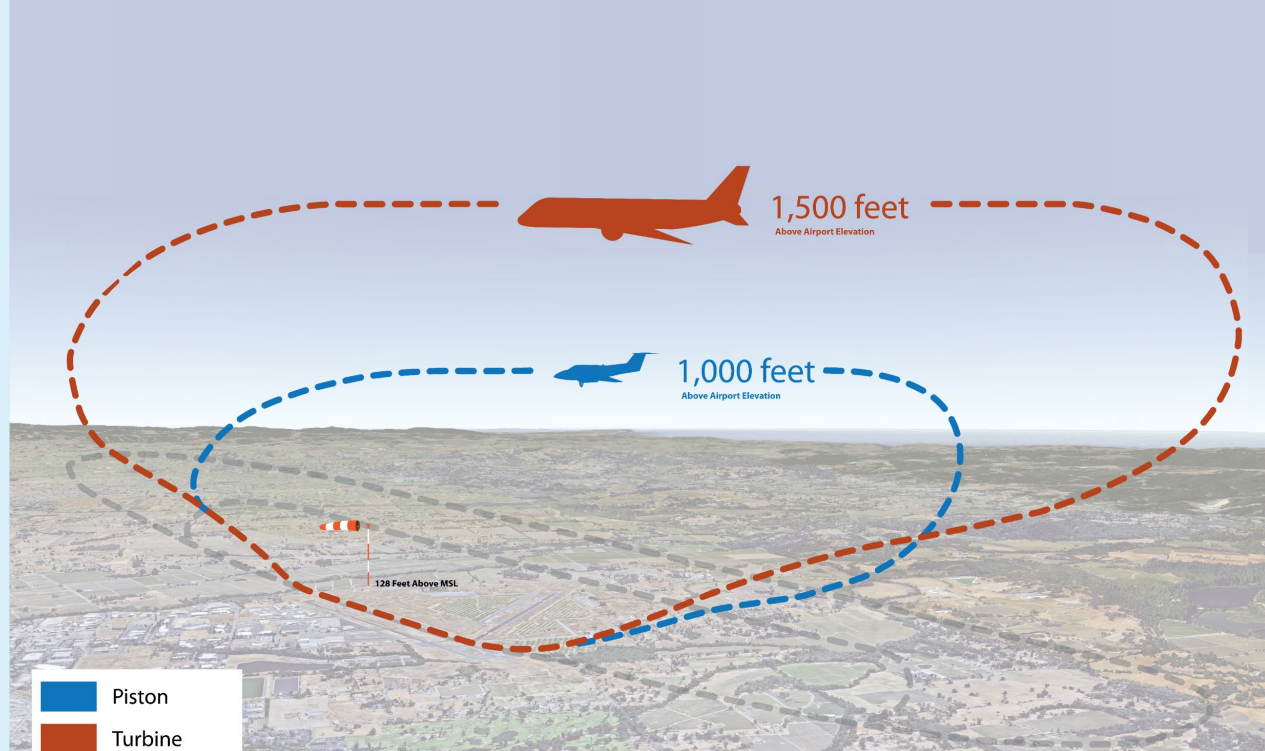
*All aircraft under 500 feet are helicopters.

What are the altitude requirements for aircraft landing at or taking off from the Airport?

The Airport's standard altitude pattern is the highest allowed by the FAA.

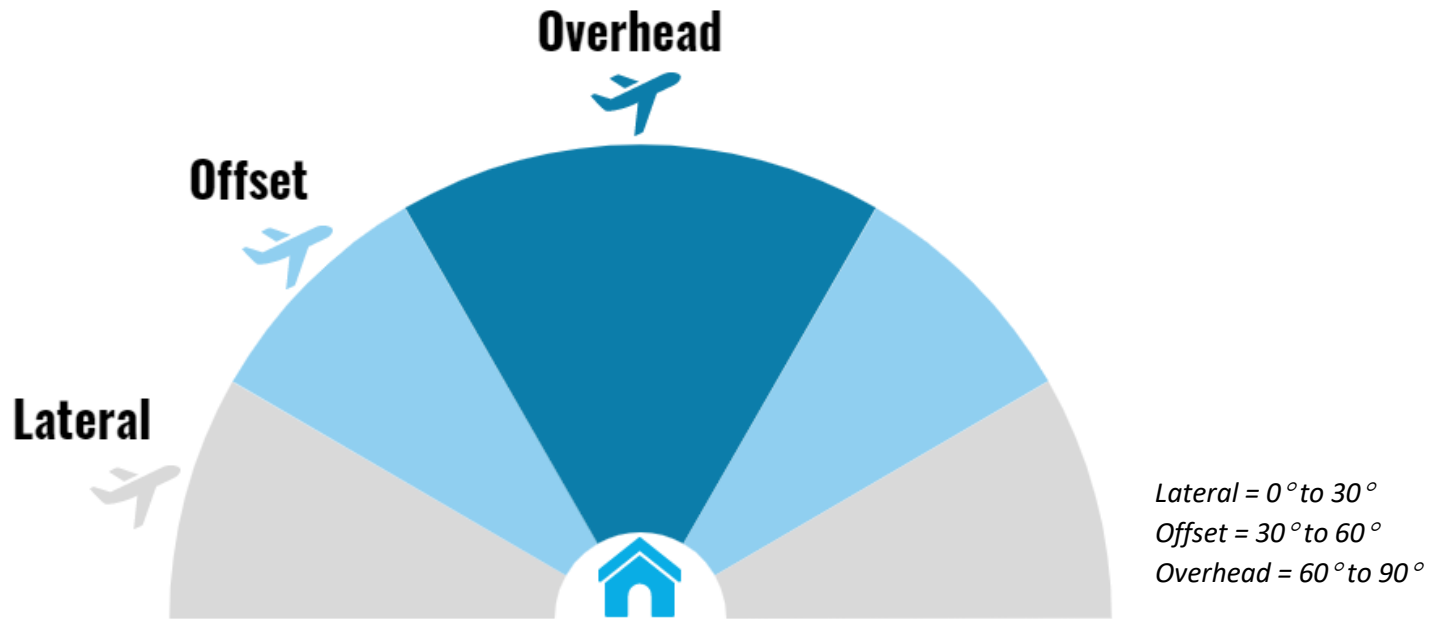
Under FAA regulations, altitude restrictions are not applicable during landing and takeoff. The FAA has exclusive sovereignty of airspace in the United States (49 U.S.C. Section 40103(a)).

Standard Altitude Pattern for STS

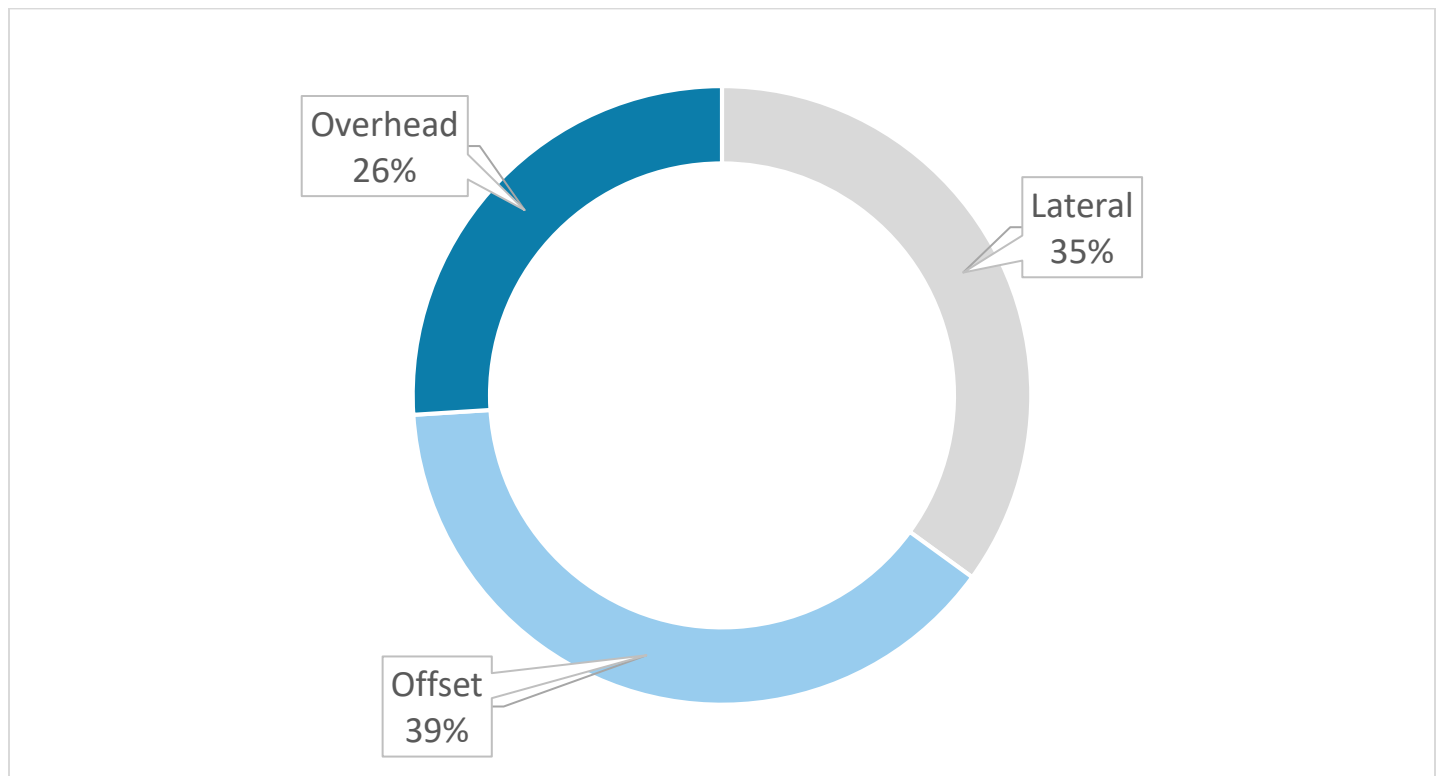


Aircraft Angles

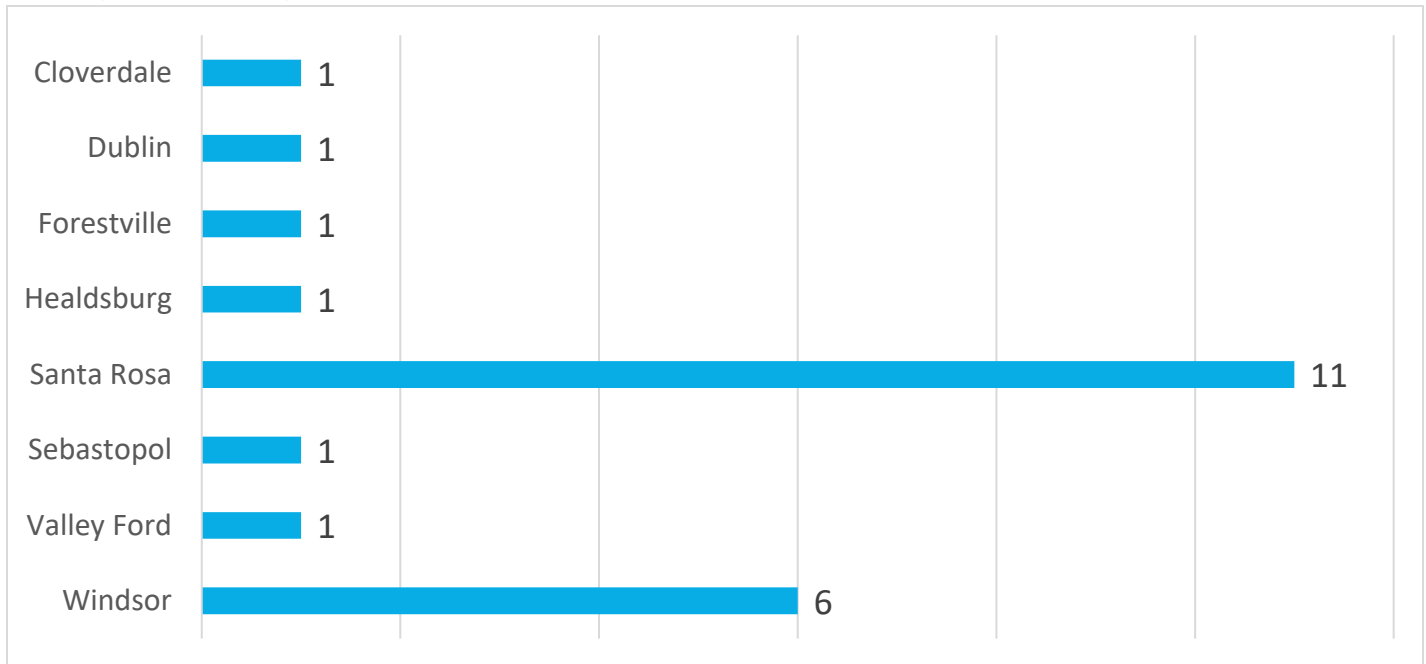
At the point of closest approach to the commenter's address, the angle was calculated. The angle of the aircraft was then categorized as lateral (0° to 30°), offset (30° to 60°), or overhead (60° to 90°).



Most Aircraft Were Lateral at the Time of Complaint



Originating Locations of Complaints

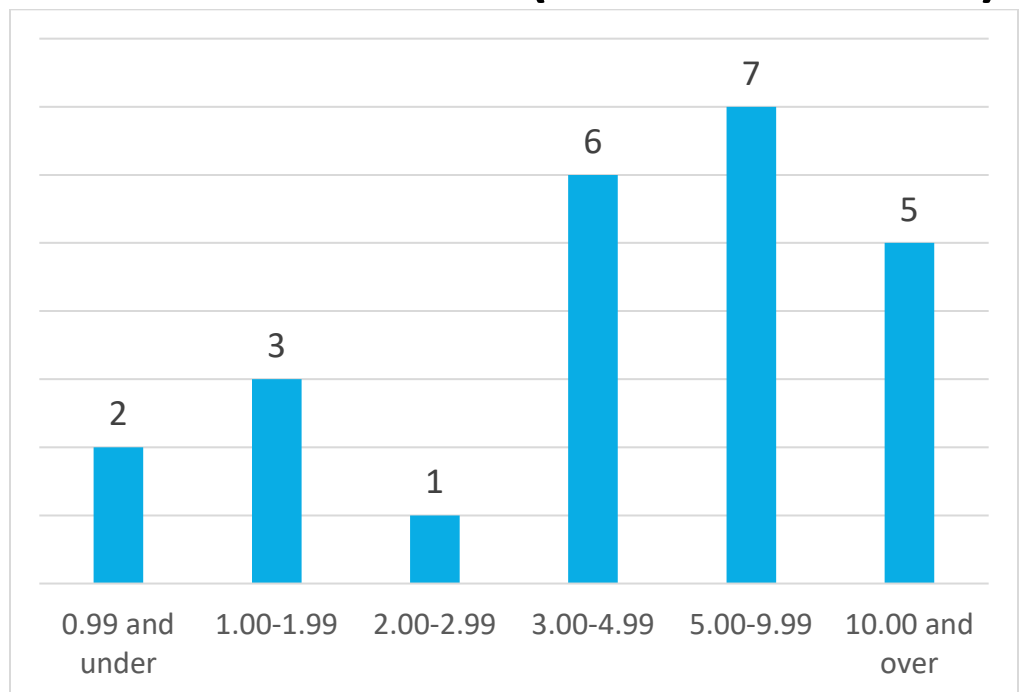


This graph reflects the locations of unique commenters this month.

Why are aircraft flying over my house?

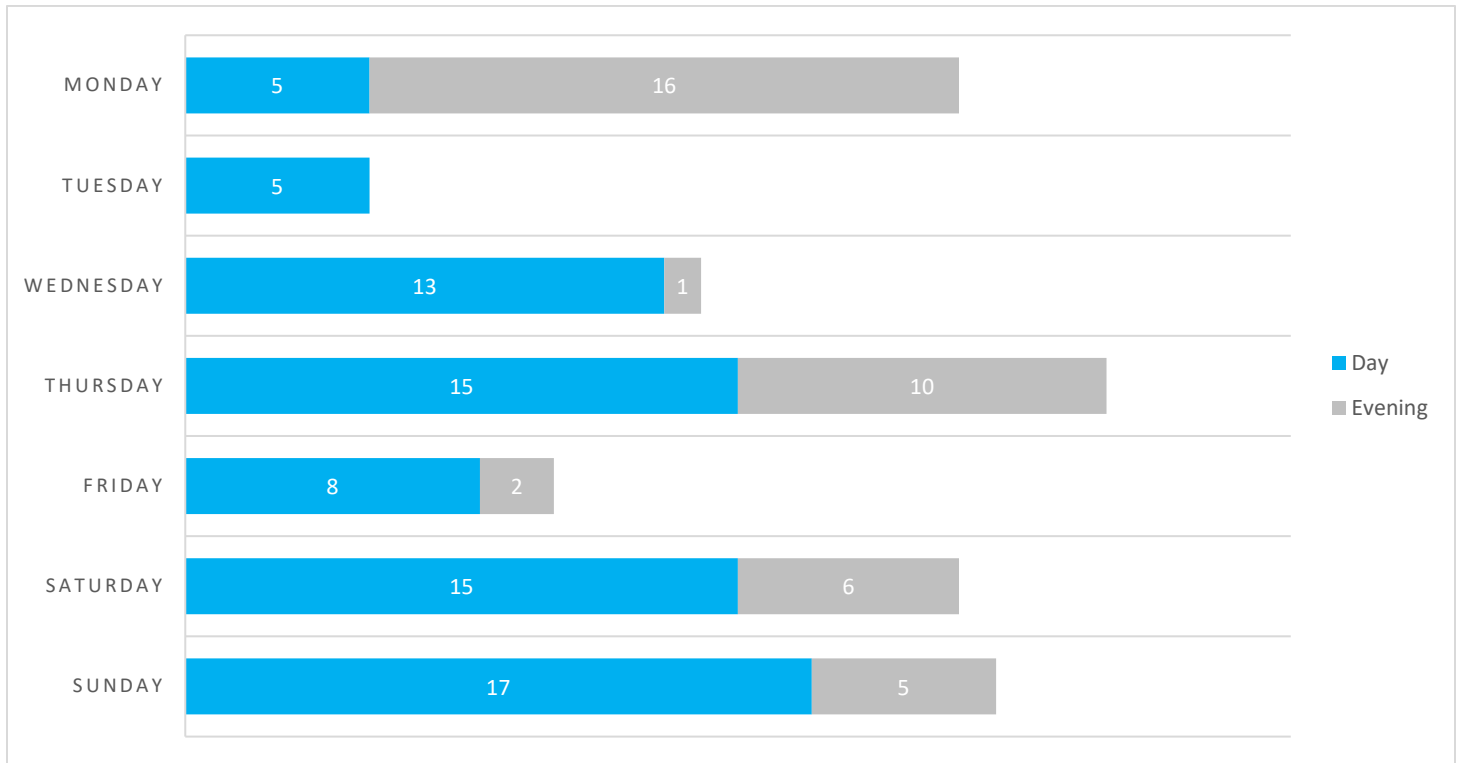
The FAA directs traffic into and out of the Airport. Flights are directed to the safest pattern depending on the amount of air traffic and prevailing winds at the time of arrival or departure. Safety is the FAA's first consideration. However, aircraft can and do fly over all parts of Sonoma County. Sonoma County does not contain any No Fly Zones.

Distance of Originating Complaint Locations from STS (in nautical miles)



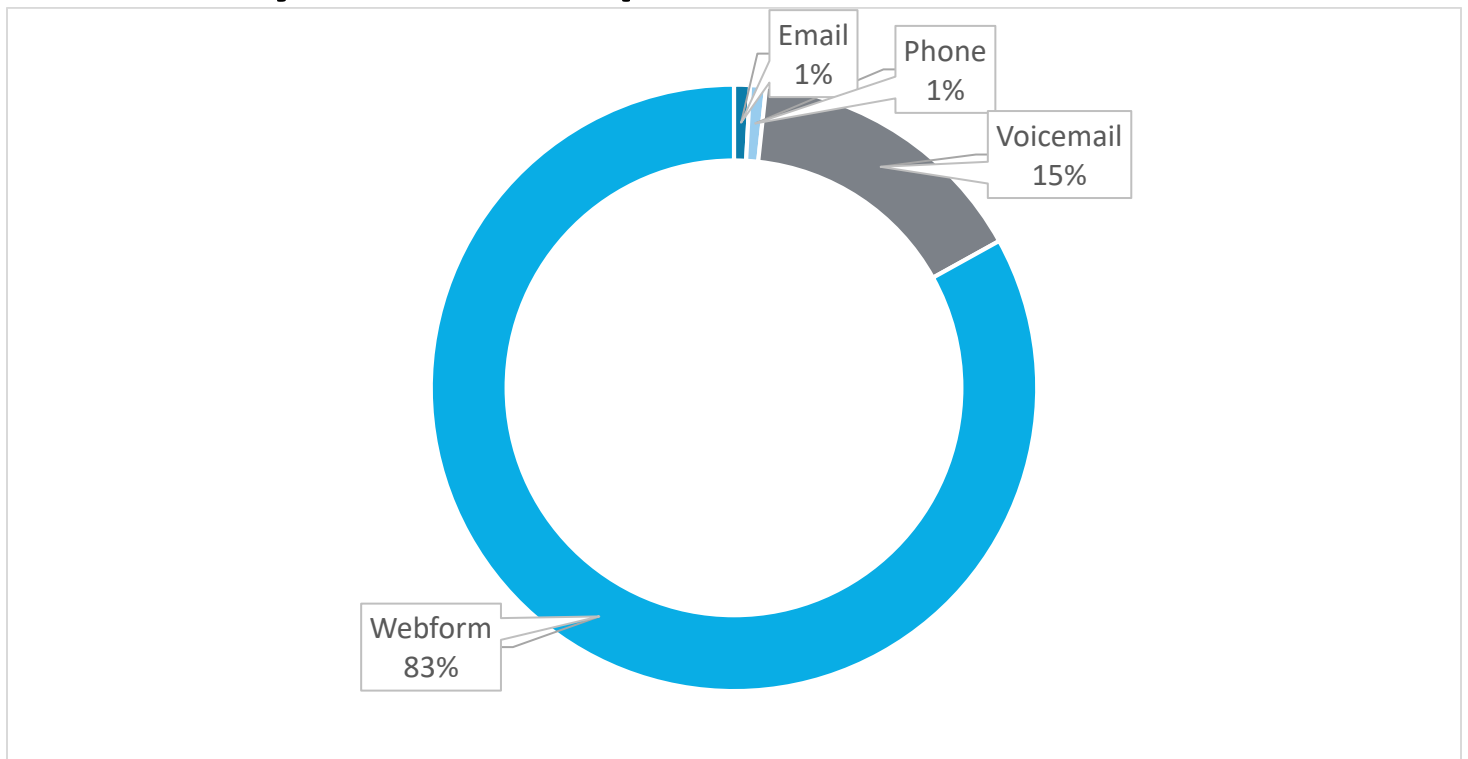
This graph reflects the distance between the Airport and the addresses of unique complainants who made complaints this month in nautical miles (NM).

Days and Times Complaints Were Generated



Day = 7:00 AM to 5:59 PM, Evening = 6:00 PM to 6:59 AM

Method by Which Complaints Were Received



Year-to-Date Operations and Complaints

Month	2021 Total Operations	2021 Airline Operations	2021 Complaints	2020 Total Operations	2020 Airline Operations	2020 Complaints
January	4851	299	34	6244	671	28
February	6788	203	42	6607	648	58
March	7343	339	68	5365	700	84
Totals	18982	841	144	18216	2019	170

Year-to-Date Activities Identified Through Complaints*

Month	Alaska Airlines	Avelo Airlines	American Airlines	United Airlines	Other Jet	Helicopter	Turboprop	General Aviation	Military
January	0	0	0	0	3	11	2	16	0
February	1	0	0	0	2	20	1	13	0
March	6	0	2	0	1	30	1	27	0
Total	7	0	2	0	6	61	4	56	0

*Complaints may be correlated to more than one Operation (arrival or departure from the Airport) or may not be correlated to an Operation or aircraft.

Contact the Charles M. Schulz – Sonoma County Airport

To learn more about Noise Abatement at the Airport or submit a noise complaint:

<https://sonomacountyairport.org/business-and-community/aircraft-complaints-and-flight-traffic/>

Or call our hotline (707) 565-4515

Complaint submission tips:

Provide as much information as possible, including date, time, and, if possible, a description of the aircraft. Include the reason for your complaint.

To submit a general comment:

Visit <https://sonomacountyairport.org/about-sts/contact/>