

Question/Comment		Response
1	<p>To Whom It May Concern:</p> <p>'We're upset that when we bought our home almost 4 years ago it was very quiet &amp; occasionally we'd hear a plane going overhead but not that often; or if windows were closed &amp; we have good type of windows (surprising how we even how much we can hear those hurry planes so loudly when closed too!), yet we would easily be able to tune it out or ignore it the planes before the larger ones were allowed.</p> <p>Now the planes seem to be flying much lower and we think they are much larger too, with jet engines; &amp; when these are flying over us it literally shook our house each time, although slightly &amp; not like in a big earthquake, yet it was so loudly very noticeable &amp; highly disruptive! We were even told when purchasing the house it wasn't like this and it wasn't like that when we were 1st here for a couple of years or so &amp; the change is an unnerving!</p> <p>I deal with a disability; I've been mainly bedridden 23 years with multiple health issues &amp; major widespread body pain &amp; stress makes it worse &amp; harder for my medication to work! These planes are stressful! Also, my adult daughter has multiple serious health issues as well, although different than mine, she was just in the ICU on a ventilator in the hospital fighting for her life &amp; now home she doesn't need outside stressors + she deals with anxiety too. My husband is dealing with his 3rd bout with metastatic Ocular Melanoma</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the environmental noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



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2	<p>Please consider various approach and take off routes so that no one community is being overwhelmed with constant flight traffic. As it is now, lower Laguna Rd and Graton are extremely affected by the noise of taking off planes! The idea of using the 101 corridor also makes sense. Thank you for your consideration.</p>	<p>With the desire of improving the environmental noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision designs based on specific criteria.</p>
3	<p>I have noticed an uptick in noise and an expansion of hours past 9pm. I thought flights were not allowed after 8pm and am curious what the current rules allow</p>	<p>We understand your concerns about increased noise and flight activity. The airport does not have a curfew. The general plan has a policy statement regarding aircraft noise levels that provides the daytime limit of 83.6dBA (6am to 10pm) and nighttime of 72dBA, per FAA Advisory Circular 36.3H. Our current Airline partners are in compliance.</p>



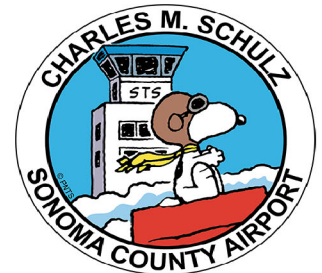
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4	<p>I'm happy to see our little airport being used by so many residents. I've watched it grow over the last 50 years, and i think Sonoma county has really come into its own as a destination and cultural hub in northern California.</p> <p>if i could change anything about the way STS operates, it would be to end commercial flights after 8 PM and to make space for the summer air show that we all loved so much.</p> <p>As we grow, we all need to make sure we are being goon neighbors.</p>	<p>We appreciate your support and long-time connection to the airport. Commercial flights operate based on demand and independant airline scheduling. Community events like the Pacific Coast Air Museum summer air show are valued traditions, and we remain open to discussions about future opportunities that balance growth with being good neighbors.</p>



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<p>5 We are right where the planes are banking at departure, I am learning. We are east of Olivet Road, Olivet Lane, and a lot of hill -- on a hill. So the planes come very close to our abode. So in February there is more activity. And so I have questions about the proper notification of the neighborhood back then about the timing, as well as the number of airplane companies, as well as the number of flights per company. So all three of those things are questions I'd like quantified of how the changes happened since the beginning of the year basically and in the last year. The noise is bad. But worst of all is what comes out of the exhaust of the jets, the larger jets. Especially, I've heard of lead studies on the departure path in Santa Clara County where there was more lead in children. It was documented. And we raise sheep and we have a business selling lamb meat. And so this is a -- my question is about the impact to agriculture. People raising livestock, selling meat. I donate a lot of meat to the local food banks. So this is changing lifestyle, livelihood, economic value. So it's not just lead. My question is also about what's coming out of the exhaust. And really I expect some type of analysis of how it breaks down in the soil. And does it come up in the plants? And how is it -- do the other heavy metals in the exhaust bioaccumulate in beef and lamb, in particular? So this is very scary. That's about it. And I guess this hints at what are the mitigation measures for businesses impacted or put out of business? What are the options for us? I'm part of the farm bureau and I am talking to my neighbors. And this is</p>	<p>Thank you for your feedback and participation. This study is aimed at alleviating noise impacts on our communities as best as possible. The use of leaded fuels is in the process of being phased out by 2030 and none of our commercial carriers use leaded fuels. But, we do hear your concerns. Some of the proposed changes should result in lower emissions. In regards to compensation or legal advice, the Airport does not provide legal recommendations. It is up to individuals to seek their own counsel.</p>



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<p>6</p> <p>Please don't disturb wildlife, peace, solitude and Tranquility people came to west Sonoma County for. We do not need more planes flying over us. The current flight path works very well and is over populated area that is less disturbed by ambient noise</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. Your comments are appreciated and are being considered. With the desire of improving the environmental noise and emissions impact on residents the Sonoma County Airport management has been working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p> <p>It is not the airport's intent to make a change for the sake of change. Additionally, our airport does not discriminate between our residents and we aim to design proposed procedures that adhere to all safety requirements as well as provide a balanced approach to noise/emission impacts on our community.</p>



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<p>7 I live in <b>Freestone</b> in West Sonoma County District 5. And I'd like to begin by just reading five one-line quotes from recent airport commission meeting minutes. January 2023, Hayssen, H-a-y-s-s-e-n, noted that in December, 83 percent of noise complaints were from District 5. February 2023, Hayssen noted that District 5 went from 83 percent of the noise complaints to 91 percent of the complaints. October 2023, Hayssen commented that District 5 accounted for 93 percent of complaints in June, 92 percent in July, and 84 in August. In July of 2024, the most recent meeting, Stout (phonetic) reported that in May 2024, there were 409 noise complaints compared to 68 complaints in 2023. An increase of 501 percent. Hayssen added that 82 percent of May complaints were from the 5th district. June noise complaints increased from 87 to 326. An increase of 275 percent. Before we purchased our home in Freestone, my wife and I actually camped out near the house for 24 hours to assess ambient noise such as dogs or aircraft. We wanted a quiet, rural neighborhood. At that time, there was zero air traffic over Freestone. I am now lifting up a sheet of paper and what I am holding is screen print from the FlightAware website showing one day of recent arrivals and departures at STS. The flights, and I note here multiple fights, are highlighted in orange are commercial flights. As many as seven out of ten of these flights now over-fly Freestone. Often stopping conversation and sometimes rattling our windows, despite being above the requisite 1,000 feet. They wake us as early as 6:00 a.m. and</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the environmental noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



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<p>8 I want to point out that our section of the Bohemian Highway includes the Salmon Creek School and a very active CYO camp that welcomes kids from the inner city to enjoy the calming forest, a peaceful corner of the world that would be an inappropriate choice for future flight paths.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>





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<p>9 Keep the skies about CYO Camp quiet. Please say no to this proposed flight path.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>





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10	<p>I live under one of your proposed flight paths. This is a very quiet community. Being under a flight path would seriously degrade our quality of life and one of the major reasons for living in this area. If we wanted noise, we could live in a more urban environment. Please look elsewhere to route planes, such as further west over the ocean.</p> <p>Thank you</p>	<p>With the desire of improving the environmental noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision designs based on specific criteria.</p>
11	<p>Low flying large planes directly overhead</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>



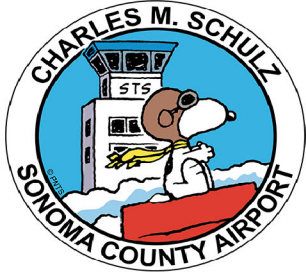
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12	<p>I couldn't get the Zoom that The Press Democrat had provided to work. My concern is that we live approximately at <b>Guerneville and Laguna Road</b> intersection. About a quarter mile from there. And we're getting just a huge uptick in flights going over our house. And so probably I would say a factor of five, five times. And sometimes as many as four planes in an hour coming over our house. And I'm talking about directly over the house. So, yeah. And from what I understand -- I'm a little sketchy on the facts -- but there used to be a flight path that has been changed from the FAA courtesy of some fellow in Seattle, I think it is. And it doesn't really represent the interest of our community. And so I am just one of the many people out there that are in a group, in an action group to see if we can get it changed for the better experience of the community. So that's about it</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Your comments are appreciated and are being considered. With the desire of improving the environmental noise and emissions impact on residents the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>



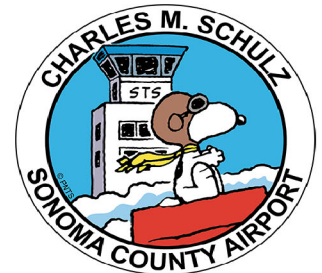
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<p>13</p> <p>The proposed flight path would create regular disturbances for campers at Caritas Creek and CYO camps. Exploring nature should not include flyovers, and the path would detract from the children's experience.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



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14	this would be so disruptive for campers and light pollution. it would be a disappointment if this was used for planes when this is few of many places in the world where pollution doesn't effect the sky and beautiful stars.	The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.



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<p>15 Please do not make a flight path over CYO camp in Occidental, CA. This camp is so beautiful and unique because of the lack of light pollution, which would be disrupted and dampened by a flight path near camp. I worked at this camp for the last 3 summers (only one as a counselor), and I saw the impact that a starry sky has on kids and counselors. It really brings magic to the camp, so please do not build a flight path over the one of a kind sky above CYO camp.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



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16	<p>I have lived on Sweetwater Springs Rd Guerneville for over 30 years. In the last 8 months, I have noticed an increase in low-flying planes coming right over our house. I'm not sure why, but on some nights, a plane comes flying very low over McRae Ridge. Every time this happens, it makes my heart jump with fear. The plane is low and very unnerving. I'm not sure why the flight pattern has changed so dramatically. I have never heard or been informed about the flight change. It has affected a lot of folks in Sonoma County.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths your comments are appreciated and are being considered. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft. The procedures you reference were published solely by the FAA without consultation or input from the County or Airport, nor notification to the residents,</p>



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<p>17 Do not approve RWY 32, we have an outdoor education camp and we don't want chem trails and pollution over our trees!!!!!!</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>





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<p>18 The proposed flight path over a nature camp for Bay Area children would have a devastating effect on the environment and experience of children at camp. Please support our effort to give children this life changing opportunity without planes overhead constantly</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



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<p>19 This will be incredibly disruptive to an outdoor education program (CYO Camp) in the redwoods that lies right in this path! Please spare the children, workers, and wildlife from the noise and light pollution that this will create.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



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<p>20 I have several comments to make. First of all, I want to know how this could slip by without anybody ever consulting the public? What happened to a CEQA study? What happened to - why are we trying to fight this at the local level when we should be going to not only Thompson, who has been disregarding this whole situation? Nobody's gotten a legitimate response from him yet. Just a boilerplate letter. But why aren't we going to Pete Buttigieg? He's the national transportation secretary. And he's a good guy. And we're low podunk people here. And, you know, he would understand that there is a process that needs to take place and the FAA cannot screw with everybody they just feel like screwing with. So in terms of how much time this is going to take and that we have to spend all this time waiting for the arrival s to get handled before we can deal with departures, it seems like these guys are very competent and they're developing a decent plan. There should be some kind of strategy to mitigate so everybody gets what they need. That's a win/win negotiation. But the way we're going about it right now is impossible. And it's never going to get done in my lifetime. And I will go crazy when those planes go over my roof, rattle my glass at all hours of the night and day, no limitations of travel. Unbelievable. Dogs barking, everything, bedlam. Here's the other thing. I want to talk about the fact that we know that Orange County Airport has a sound ordinance, which was grandfathered in and we can't take advantage of that because the federal government has disallowed airports</p>	<p>We understand your frustration and concerns. Flight Procedures are under the purview of the Federal Government and follow Federal Government restrictions. CEQA is a State program and analysis is not required for flight path changes. We are actively engaging with elected officials, including the FAA, to advocate for our community's needs and concerns.</p>



Question/Comment	Response
<p>21 I'm grateful for the workshop today. And I've learned things, but in some ways I'm more confused than I was before. But what I would like to say is that it's the departures that are a problem for -- that is the problem for people in west county and in terms of noise. Not so much the arrival s, the approaches of the airplanes. Seems to be the departures that have -- since this year and maybe a little bit last year, there seem to have been a radical change in the noise level as well as the number of flights, which is having a real impact on peoples' lives. Negative impact on peoples' lives. I think that it's really important for the airport to include the departures in the study, which they've told us tonight is not included at this point. It's extremely important that they include the departures because that's what has gotten people stirred up now. Apparently the first study was maybe done by people in - or triggered by complaints from people in Healdsburg. Well, now the complaints are coming from west county . And so that needs to be paid attention to. Really grateful that the airport is making this effort to try to educate people about all the complexities involved in running the airport and managing the arrivals and departures of the airplanes. Very grateful for that. It's very disturbing to hear that we don't have much control over it because it's more -- that it's the FAA that's in charge. And they kind of acted like they're sort of, like, God. And we may or may not get a hearing. But it's having a -- lifelong residents of Sonoma County who are living here because they live a rural existence and no warning in</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p>



Question/Comment	Response
<p>22</p> <p>This is a nature environment, the flight path will have a negative impact on the wild life. I also want to protect the nature experience that CYO camp provides to 1,000s kids year round. The flight path needs to be moved!!!</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>23</p> <p>I work at CYO Camp, I am opposed to a flight path being created over this facility because it will disrupt the natural atmosphere of camp and the kids experience.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
24	<p>The planes fly extremely low right over our house. They are all way too loud, but the Avelo planes are far louder than the others. It's affecting my hearing and my blood pressure.</p> <p>When we moved here 36 years ago we never imagined the massive increase in traffic. When the airport wanted to expand then Sup. McGuire promised that the flight path would be moved to the west. Despite plenty of effort nothing has ever changed except more and more planes. All I can hope for is that the flightpaths be distributed so that no one has to get all the noise. Spread out the pain.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths your comments are appreciated and are being considered. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p>
25	<p>There has been an increase in aircraft flying over the neighborhood in 2023-present causing an increase in air noise pollution. My concern is will this continue to increase.</p>	<p>This study is being conducted to find ways to mitigate the impacts of already existing flight noise in our County. The proposed changes that are part of this study should reduce noise exposure.</p>
26	<p>So it's a question and a complaint. So the town of Windsor has a 10:00 p.m. curfew, a noise curfew. And we'll get commercial airlines after 10:00 p.m. flying over our neighborhood in the town limits, obviously exceeding the noise ordinance that the town would have. So I guess my question is, is that allowed? And if so, can the town do anything about that? That's it. Thank you</p>	<p>We understand your concerns about late flights and their impact on the community. The airport operates under FAA/Federal regulations, which preempt local noise ordinances.</p>





Question/Comment	Response
<p>27 -I guess I didn't realize there were so many things that are part and parcel to what happens. You know, I mean, I can complain that I think Avelo has dinosaur airplanes and they make so much noise when they're taking off going northbound. And coming in. Well, I don't notice them coming in that much from our house. But, you know, they were talking about how the noise of the plane, it depends on the cargo and the number of passengers and this and that. I just -- I think we are just out of luck where we live because we are directly -- I mean, they fly in, like, 300 feet over our home which is really unacceptable. And the smut and the stuff that's just all over everything we have outside. But it's the direct approach. So we're kind of out of luck. And I note a couple people on the street that have moved -- they moved quite a few years ago because of the airport. And it's just gotten progressively worse. But it's kind of interesting that they let pilots choose certain things that they do. I would think they have to follow the guidelines to the "T." But, you know, he was saying that some of them just -- they don't want to do it that way. But it's just flying so low over a subdivision is just -- it's hurtful. I don't think it's safe. I mean, I've had so many dreams about airplane crashes in the field across the street with the goats. So anyway. I'm just mouthing off. You know, we can only do so much. I would just say, our home value's of a concern because it's something we need to disclose about the activity of the airport to future homebuyers. My big concern is how low</p>	<p>Thank you for sharing your concerns about low-flying aircraft, noise, and the impact on you and the community. Pilots are expected to follow established guidelines and direction provided by the FAA and the Air Traffic Control Tower. Regarding the time of operations, commercial flights operate based on demand and independant airline scheduling. We appreciate the feedback and details of your experience as one of our neighbors. We hope that the proposed changes that are part of this study will reduce noise exposure in your area. To file a report by phone, please call: (707) 544-4787 or use our online web tool: <a href="https://stsgoodneighbor.com/noise-complaints/">https://stsgoodneighbor.com/noise-complaints/</a>.</p>



Question/Comment		Response
28	I have concerns with the flight path flying over CYO camp!	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>29 Please do not allow a flight path over CYO camp In Occidental. This would ruin the experience for children who come here to experience the beautiful redwood forest and get away from the noises of the city</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
30	<p>A flight path above CYO camp would disturb the serenity of the retreat center, where they currently offer a getaway from big city's and noise pollution. Notably, all of their education programs are taught outside and planes overhead would disrupt lesson time as well.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>
31	<p>We have concerns as the airport expands our home will be impacted even more than it is already. The Avelo planes are particularly loud, and we'd love a quieter neighborhood as the airport expands.</p>	<p>Thank you for providing feedback about your concerns and for your participation in this process</p>



Question/Comment	Response
<p>32</p> <p>Subject: Request for Consideration Regarding Airplane Traffic</p> <p>I am writing to express my concerns about the ongoing airplane traffic over my home, which has significantly affected my family's and neighbors quality of life and the peaceful setting we have cherished. We consistently experience the same flight patterns overhead multiple times each day, resulting in noise pollution that disrupts our daily activities and diminishes our ability to enjoy our home environment and wakes us up each evening. The repetitive nature of these flight paths has created a challenging atmosphere, impacting both our well-being and our sense of tranquility.</p> <p>I kindly urge you to consider implementing a rotation in the landing schedule for the aircrafts. By varying the flight paths, we can minimize the negative effects on specific neighborhoods and allow families like mine to experience a more balanced and peaceful living environment. I appreciate your understanding and consideration of this matter, as it would greatly help to reduce the daily disruptions we face. Thank you for your attention to this important issue.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With regard to the balancing of direction from which aircraft approach, this is governed by the prevailing wind direction since it is required for the safety of flight operations that aircraft land aligned into wind to the maximum extent possible.</p> <p>Regarding the flight paths for landing close in to the airport, establishing aircraft for a straight-in approach along the extended runway centerline from approximately 10 nautical miles from the airport when operating under instrument flight rules is an accepted industry practice. This supports flight safety and allows aircraft to configure for landing while conducting a continuous descent that minimizes the use of thrust, thereby reducing noise and greenhouse gas emissions. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will reduce the overall impact of noise from landing aircraft.</p>



Question/Comment		Response
33	The proposed pathway runs straight over an area with endangered wildlife, it would disrupt a peaceful sanctuary for Sonoma County residents and environment.	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. Your comments are appreciated and are being considered. With the desire of improving the environmental noise and emissions impact on residents the Sonoma County Airport management has been working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>



Question/Comment	Response
<p>I was unable to attend the community workshops in early October, but have reviewed the document showing what was presented.</p> <p>why were the plans for runway 14 NOT to include "reduce unnecessary flights over residential areas" which were included in the plans for the other runways??</p> <p>i live in the greater downtown Healdsburg area and have been dismayed with not only the increase of much lower flying aircraft over my neighborhood, but the additional increase of accompanying noise, especially in the afternoons.</p> <p>why is this happening and what will you do to address the issue?</p> <p>thanks for a reply.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p> <p>In this context “reduce unnecessary flights over residential areas” was considered in all flight path designs and refers to a flight that could otherwise be routed over non-residential areas while still conforming with the required safety of flight and considerations for environmental impact and efficiency. Also, establishing aircraft for a straight-in approach along the extended runway centerline from approximately 10 nautical miles from the airport when operating under instrument flight rules is an accepted industry practice. This supports flight safety and allows aircraft to configure for landing while conducting a continuous descent that minimizes the use of thrust, thereby reducing noise and greenhouse gas emissions.</p> <p>Our airport is developing proposed procedures to that adhere to all safety requirements as well as provide a balanced approach to noise/emmssion impacts on our community which focuses on reducing unnecessary flights over residential areas as and when feasible, practical and safe.</p>





Question/Comment	Response
<p>35 we run an outdoor environmental camp for city kids who usually have never experienced this kind of unplugging. having a flight path over our year long camp would affect us majorly in a negative way. people come to our camp to experience nature and hearing planes flying overhead constantly would seriously change our program. please find a different flight path please</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>36 Please reconsider this flight path. It covers sensitive Redwood forests, recreational retreat centers, summer camp, and winter environmental education programs. The noise will be detrimental to the serene natural sounds currently in this area. There are not many places with such a natural sound, and the impact of noise pollution will leave a huge footprint. Please reconsider the trajectory of this flight path.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



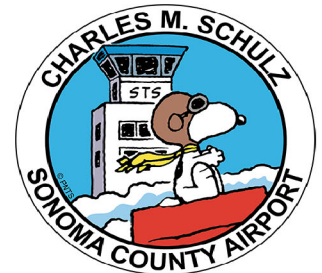
Question/Comment	Response
<p>37 I am a middle school teacher working in San Francisco. Our school has brought our 6th and 7th graders to CYO Camp/Caritas Creek for over 25 years, and I can say it has positively been life changing for our kids. The camp hosts countless "city kids" throughout the year in the beautiful, and peaceful/quiet, Redwoods. An environment they just can't access at home. The idea that their time in the forest would be interrupted by planes flying overhead is devastating. Please consider the effect that flight pattern would have on the thousands of children who attend camp each year. There has to be another way forward. Thank you</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
38	<p>It's important to me to keep air traffic away from the region around Occidental. The environmental science school that serves thousands of Bay area youth through dinner camp and year round school outfit education is operating there. The students deserve their time in nature which is so limited, to be free from noise and light pollution of sky and night sky pollution.</p> <p>These are simple requests, keep the students in the world if nature!</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
39	Please do not allow air traffic over camp. Thank you. Noisy and dangerous	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>40 I am writing to express my strong support for the expansion of air traffic at Sonoma County Airport (STS). As a long-time resident of Sonoma County, I believe that increasing air travel options at STS will bring significant benefits to our region, both economically and socially. The expansion of air traffic at Sonoma County Airport will enhance connectivity to major destinations, making it easier for both residents and visitors to travel. Improved access to air travel will not only facilitate tourism, which is vital for our local economy, but will also create opportunities for business travel, attracting more companies to consider Sonoma County as a viable location for operations and investment. This influx of visitors and businesses will lead to job creation and economic growth, which are essential for the continued prosperity of our community. Moreover, expanding air traffic can improve the quality of life for residents. With more flight options, we can expect reduced travel times and greater convenience for personal and professional travel. This is especially important for those of us who frequently travel for work or family commitments. A well-connected airport would allow us to better integrate into the larger Bay Area and beyond, providing direct access to markets, resources, and opportunities that are critical in today's fast-paced environment. Alaska Air and American Airlines have connecting flights to Mexico, and I used to be able to have more same-day travel options out of STS. Now, the options are very limited because there are fewer morning options</p>	<p>Thank you for your support of the Sonoma County Airport, it is appreciated.</p> <p>We will continue to endeavour to manage the airport to support the population that counts on us for the variety of operations that we support for the local community and the broader audience of air travelers. We remain committed to operations that will meet the highest standards of safety while recognizing the need for a sustainable aviation operation that balances the desires of the surrounding residents and the needs of all airport stakeholders.</p>



Question/Comment		Response
41	Slide 28 - what is an unnecessary flight?	Thank you for your question regarding the Sonoma County Airport review of the approach paths. In this context “unnecessary” refers to a flight that could otherwise be routed in the horizontal or vertical profile to reduce the impact on residents while still conforming with the required safety of flight and considerations for environmental impact and efficiency.
42	<p>My husband and I are residents of the Vintana neighborhood in Windsor 1.3 nautical miles north-northwest of the Charles M Schulz-Sonoma County Airport (STS) and under the final approach course when the airport is using Runway 14 and under the departure path when Runway 32 is in use. Multiple times every day low flying aircraft, commercial and private, fly directly over our home so we are subject to high decibel noise as well as the pollution from the exhaust of aircraft.</p> <p>We appreciate the efforts being made by STS to work collaboratively with the FAA to consider alternate approach and departure paths. In the meantime, we are suggesting that the EPA also be involved in monitoring the jet exhaust pollution levels that are distributed over our homes multiple times each day. We support safety for those in the aircraft but also think it is equally important to consider safety for those of us on the ground.</p> <p>Thank you.</p>	Thank you for your feedback and sharing concerns about emissions. The feasibility study's primary objective is to evaluate if alternative flight path options exist to develop more efficient procedures that could reduce the noise footprint while maintaining the highest level of safety. Some of the proposed changes should result in lower emissions, although emissions have not been a formal part of this particular study.





Question/Comment		Response
43	Please keep the flight paths over populated areas and do not approve the flight paths over rural Sonoma County.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment	Response
<p>44</p> <p>Is this the only route that is viable at this time? Or is it the easy route?</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the environmental noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
45	This would be horrible. I live 1 mile from an airport and it disturbs me at home. I was a camper and counselor at camp for 8 years and I can't imagine getting my nature experience tainted by airplanes.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
46	this flight path would be a great disruption to everyone. the people in this area have done an amazing job in upkeeping the land and taking care of wildlife. this flight path would undo that work.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment	Response
<p>As a "TEPSTER" and pilot, I found the presentation given on October 2, 2024 overwhelmingly void of any substantive technical information, especially as the material conveyed is the result of a year's effort. Is this all the County could offer the public after all that time?</p> <p>Perhaps the presentation was purposely oversimplified for the anticipated audience, but that should not have been the case. More technical information would have been beneficial for all those attending.</p> <p>I was unable to attend this public meeting or the October 3, 2024 public meeting in person due to other commitments. I was able to dial-in for the October 2, 2024 presentation. Had I been there in person, I presumably could have my questions answered during the one-on- one session. Therefore, I am obligated to present my questions below.</p> <p>1. The County has not provided the scope of services. budget and schedule for the Study. This is a lack of transparency on the part of the County. How can we know that the County is taking into consideration the issues that are of most concern to us in a rational and technical matter? Can that material be made available on the Documents page of the website? And in the interest of further transparence, can the Cignus proposal also be made available? The lack of the proposal, and scope of services, and an adequate presentation of</p>	<p>Thank you for the feedback, engagement and questions. This meeting was geared towards the general public and the content provided was presented in a format that was intended to meet the needs of the broadest possible audience. The Cignus agreement with scope of services was provided with the public documentation that was presented to, and approved by, the Board of Supervisors at the August 9th 2022 Board of Supervisors meeting. It is available for review here: <a href="https://sonoma-county.legistar.com/LegislationDetail.aspx?ID=5745169&amp;GUID=57F2AAB5-B38D-4623-A829-312E316B0F0E">https://sonoma-county.legistar.com/LegislationDetail.aspx?ID=5745169&amp;GUID=57F2AAB5-B38D-4623-A829-312E316B0F0E</a>. The Cignus team includes certified procedure design specialists who are former air traffic controllers amosngst other FAA certified entities. In regards to your remaining inquiries and feedback, they have been noted and added to the study. If you would like to discuss any of the technical aspects in more detail, please reach out to the Airport directly at <a href="mailto:airport@sonoma-county.gov">airport@sonoma-county.gov</a> to request a call back.</p>



Question/Comment	Response
<p>4. Mr. Stout mentioned that this Study involves highly technical skills, to which I can attest. He also mentioned that there are eight companies in the USA that are authorized by the FAA to design instrument procedures with minimal FAA review. I do not think that is a correct statement and ask that he reveal the names of those companies. I know of only one such private company and perhaps another. I am fairly certain that Cignus is not so FAA-authorized, but perhaps a member of the Cignus team is.</p> <p>48 5. Will any of the instrument approach procedures be published by the FAA for public use or will the County own, publish and maintain these procedures and provide them to certain aircraft operators that meet the County's criteria?</p> <p>6. Which FAA Orders are being used for the Study? Include the full title and number including that after the primary number (for example 1234.5F) of each Order.</p>	<p>See above.</p>



Question/Comment	Response
<p>49 7. Are the planned instrument approach procedures to be evaluated be RNAV (GPS) LPV, LP, LNAV/VNAV and LNAV, or RNP 0.1, 0.3, 0.6, 1.0 to all four runway ends? I assume that the CAT I ILS will remain for Runway 32.</p> <p>8. Are you aware that not all airline flight crews are qualified to fly LPV procedures? I know of two such major airlines. Along these lines, are the airlines now serving the Airport and the primary general aviation aircraft based at or frequently using the Airport able to fly the procedures you are anticipating to implement with their aircraft and crews?</p> <p>9. Will the Study evaluate alternative approach procedures from the initial approach segment through the missed approach segment?</p> <p>10. How many iterations of the procedure design will be evaluated to take into consideration alternative glide path angles, offset approach alignments, and departure headings and climb rates, among other variables allowed by FAA procedure design guidelines?</p> <p>I have exceeded the word count to continue with additional questions and will post them subsequently beginning with the number 11.</p>	<p>See above..</p>



Question/Comment	Response
<p>This is the continuation of my comments and questions (last numbered 11).</p> <p>12. Will the Study identify the controlling obstacle, including adverse assumption obstacles, for each segment of the approach and departure procedures as to their type, latitude, longitude, elevation and accuracy code to determine the approach minimums and departure procedures? The information presented on October 2, 2024 made no mention of this. It is an important factor in assessing the potential for reduced approach minimums and noise impacts. If the obstacle environment results in approach minimums that are similar to those now in effect, the net result is a loss of Airport operations efficiency and the effective use of the airspace. Pilots will likely cancel their instrument approach in the air in order to clear the airspace behind them for another aircraft and/or continue visually to the runway end. That visual portion of the approach can take on variable flight courses that could conceivably begin as early as the intermediate approach fix (and possibly sooner). This can result in a lessened use of the new instrument approach procedure and its objective to reduce adverse noise impacts, especially in the final approach segment.</p> <p>13. Will approach lighting systems be considered in the analyses to potentially reduce visibility minimums?</p>	<p>See above.</p>



Question/Comment		Response
51	<p>I hope that these questions enable the non-pilot to better appreciate the complexity of the topics that should be thoroughly addressed in this Study and the need for detailed presentations and improved transparency on the part of the County. Again, had the County made the scope of services available to the public, many of these questions would not need to be raised.</p> <p>I look forward to your specific and individual responses to each of my questions. Please do not offend the general public with the response of "thank you for your questions and we will take them under advisement" as you have with other questions submitted earlier. My questions are simple and direct and can be answered with a short sentence or two.</p> <p>Perhaps the issuance of future draft periodic reports should be reconsidered so that the full details of the Study are made available. The last such report was that for the Review of Existing Procedures issued in May 2023. I suspect that a good number of the pilot community is adequately informed to understand the text or, at a minimum, they and the general public can appreciate the level of analysis that was undertaken to reach viable solutions.</p>	<p>See above.</p>





Question/Comment		Response
52	Departure of flights: AS 3360; AS 3441; XP 800; AS 2432; XP 114; AS 3395; AS 3409; XP 814; Any flight that must Bank Left while climbing altitude has been doing so directly over our home and place of business. This is the fourth complaint I have sent in. The area north of our address is rural with very little occupants. These flights bank hard left while climbing and exert the largest amount of Noise while doing so. This is disturbing our home as well as our Place of Business.	Thank you for your input to the Sonoma County Airport review of the approach paths. Your comments are appreciated and are being considered. Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.
53	The ait traffic is plenty for the new period that you have opened. Do not push it too soon....it is annoying enough already. You will need more allies in the future, ...	Thank you for your input to the Sonoma County Airport review of the approach paths.



Question/Comment	Response
<p>As a pilot who is very familiar with the area surrounding STS, I would have to strongly object to proposed change in approach path. The terrain underneath the proposed approach path is heavily forested, hilly terrain that would make any emergency landing due to engine loss virtually impossible. In addition, the winds traditionally flow from West to East along the coast, increasing the dangers of wind shear and significant turbulence due to the terrain. Pilots would be left with virtually no options in terrain that has a high degree of hazard of obstructions especially in low visibility.</p> <p>Hwy 101 provides a far more appropriate approach path, with fewer obstructions, and a much more appropriate path for noise considerations over an established freeway. I would strongly advise against making this unnecessarily dangerous modification.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Your comments are appreciated and are being considered. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p> <p>Establishing aircraft for a straight-in approach along the extended runway centerline from approximately 10 nautical miles from the airport when operating under instrument flight rules is an accepted industry practice. This supports flight safety and allows aircraft to configure for landing while conducting a continuous descent that minimizes the use of thrust, thereby reducing noise and greenhouse gas emissions. It appears that your house is located between the final approach portion of two runways.</p> <p>Given your background as a pilot you can appreciate that to the extent possible, practical and within the safety envelope, aircraft use the 101 corridor and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision designs based on specific criteria. Additionally, our airport does not discriminate between our residents and we aim to design proposed procedures that adhere to all safety requirements as well as provide a balanced approach to noise/emissions impacts on our community.</p>



Question/Comment		Response
55	Airport noise is not only an issue on approaches but is also as big, if not bigger, for aircraft using the 3 RNAV departures. The one with the biggest impact is RREHD1. The noise footprint could be greatly mitigated by moving waypoint RREHD to approximately 38.4N/123.1W. This would avoid built up areas in the vicinity of Occidental, Camp Meeker, Bodega Bay and Monte Rio. I have not consulted TERPS so this is not a firm proposal.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.
56	Question- How do we get the new noisy low flying RREHD departure route (sudden left turn over graton and occidental) moved back to the old route south of occidental, with no sudden left turn, and minimal residential homes. This new route is negatively impacting the lives of 1000s of residents in a very quiet area, and we were NEVER legally informed of this change. Flights are too low, too loud, and too frequent. Can we request a Part 150 study be done immediately?	STS believes that a Part 150 Study has limited applicability to its community at this time and has decided to focus its efforts on those areas outside the 65 CNEL, where most of its noise complaints originate. If you would like more information, please refer to the Q&A Handout from the events on our website: <a href="https://stsgoodneighbor.com/study-resources/">https://stsgoodneighbor.com/study-resources/</a> The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the Federal Aviation Administration we will now also focus on working with the FAA to improve the departure path impacts. Flight procedure implementation and notification is at the sole discretion of the FAA.
57	In 2012 plan- average planes per day forecast for 2025 was <11, How many planes per day are taking off? I am seeing more than 10 daily over the new, un-announced- departure route over occidental	The January 24, 2012 adopted Airport Master Plan, Appendix A has four different scenarios for airline activity. Each scenario has different average daily airline departures forecasted for 2025. Air Carrier dominant low growth 11.01 departures; Air Carrier dominant moderate growth 11.87 departures; Regional Carrier dominant low growth 11.8 departures; Regional dominant moderate growth 12.85 departures. The Average airline daily departures for 2024 was 14.56.



Question/Comment		Response
58	Who will be responsible for compensating residents millions of dollars that will be due to them because of the new noisy low flying RREHD departure route over Occidental. The new route will be directly responsible for a decrease in quality of life in their previously very quiet neighborhoods and decreased property values if this route is not changed? FAA or County or Airport?	Thank you for your engagement. The Sonoma County Airport does not manage Air Traffic. The FAA is responsible for air traffic management. The Airport also does not provide legal advice. Individuals should seek their own counsel.



Question/Comment	Response
<p>59</p> <p>FYI, I'm also an airport tennant and instrument-rated private pilot.</p> <p>You should be aware that RREHD1 departures from RWY14 cause a lot of noise in the Graton and Occidental areas.</p> <p>Exactly what property they overfly depends on when the a/c starts the turn after takeoff, but they typically begin the turn just after crossing River Road.</p> <p>These departures typically overfly Graton between 4000-5000 MSL in a high power climb (according to ADS-B) data, and this is very low and noisy.</p> <p>At Occidental, the a/c are usually around 6-7000 MSL or so and this is still fairly noisy. Quite audible inside a house with the windows closed.</p> <p>Anyway, you mentioned in the presentation that RRHED1 departures from RWY32 are the worst, but you should know that folks around Graton and Occidental areas find departures from RWY14 objectionable as well.</p> <p>It would be very helpful if a/c could climb until passing Highway 12 before turning to the RREHD waypoint on these departures. That would put them considerably higher and quieter.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>60 The airport board and the board of supervisors seem to have lost the plot. People are not coming to Sonoma County because we have convenient air connections to a few places. People live here, and they visit here, because of the natural beauty and the quality of life. If the airport cannot mitigate its impacts, it needs to curtail its operations, not keep looking for a less vocal group of residents to barrage with noise. You seem to be trying to answer the wrong question. The issue is not “what is the best we can do and still satisfy the FAA?” The issue is, “can we operate this airport without diminishing the quality of life in Sonoma County?” When you ask the right question, the answers become obvious. If, for example, Runway 2 approaches can’t be modified enough to satisfy FAA and materially reduce the noise, then close Runway 2. Ditto the other Runways. If the operators cannot substantially reduce the noise levels over the County, they need to reduce their operations. If that disappoints the airlines or other commercial interests, and the economics support it, they will find quieter aircraft or agree to voluntary (Part 150) flight restrictions. Those executives and shareholders don’t live here (and shouldn’t be the constituents you want to serve). If you asked Sonoma County residents and visitors whether they would rather just use the Bay Area airports or whether they would prefer to have a soundtrack of low flying aircraft in their lives, every few minutes, every day, for the rest of their lives, I am sure you know what they would say.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
61	<p>I was finally able to move to my dream property in April of this year. The first few months of living here were wonderful and peaceful, which is something my I very much need in my life. The main reason we bought this property was for the quiet environment. These past weeks have been so stressful with the new flight paths going directly over my back yard. It's extremely loud and very distracting! I work from home and need my peace and quiet. Not only for my work, but also for my mental health. The commercial flights are so low! They seem to be ascending directly over my property. This was not the case when we bought the property in April. Some days I have a plane taking off every 30 minutes! Please please tell me how to fix this.</p>	<p>Thank you for sharing your experience. A change was made in January, 2024 by the FAA that has impacted your area. The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>Runway approaches 14 and 32 as proposed fly directly over the Freestone, Camp Meeker and Occidental areas, which have a substantial number of homes. Occidental and Camp Meeker are already beneath the RREHD departure path. They would now also be sandwiched into a narrow strip between these two new paths.</p> <p>The proposed paths should be located further west over sparsely populated ranchland. To the west of Joy Road, because of the shift to an ocean climate, the land has mostly remained as large parcels, many without residents. From Joy Road to the east are mostly smaller residential lots. I urge Cignus to look at a lot-lines map to appreciate the abruptness of this transition, demarcated by Joy Ridge (about one mile west of Occidental). The approaches as proposed are very close to this transition. Moving them just a few miles to the west of Joy Road will put them over the much less populous ranchland. While they would still be audible the noise impact would be far less.</p> <p>The proposed approach would be a very bad development for the residents. Perhaps the Cignus planners were not fully aware of the number of homes affected, and the RREHD overflight. It would be really unfortunate if, in setting out to improve the noise situation, Cignus made it much worse for us.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>





Question/Comment		Response
63	<p>We are adversely impacted by the new departure route over Occidental that started in February 2024. We are 1000 ft up in altitude and the planes fly directly over our house at a low altitude and disturb the peace and quality of life. This route should be moved further west over less inhabited land that is mostly vineyards, forests and ranch land.</p> <p>The proposed two new landing routes over Occidental must be moved further west before they get started. We have a conservation easement on our property. This is a quiet zone. There are hundreds of people living under these proposed landing routes. Our lives are already destroyed by new the loud, polluting, departure route and it would be unbearable with the proposed landing routes over our homes. Please, I beg of you, move the departure and proposed landing routes west of Joy Road over less populated areas. Please look at parcel maps of this area and consider the impact to the people living on the ground under these proposed landing routes. The new proposed landing routes should be further west of Joy road over less populated ranch land. Please do not make the situation worse by putting a landing route over a more populated area.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
64	<p>I live in west county near Occidental. The amount of noise pollution is getting unbearable. We chose to live out here for peace and quiet. Please reroute the flights. Thank you.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing track. result</p>



Question/Comment	Response
<p>65 I have lived in Occidental for many years. I put up with no cell service, slow internet, long power outages and the expense of country living, because it offered me beauty and quiet. However, since the FAA change of the flight paths earlier this year (RREHD), my previously quiet home now sounds like I am living under an airplane freeway. There are 10 – 15 flights each day flying at a low altitude.</p> <p>I went to the meeting last week in the hopes of understanding what options we have to lessen the number of flights and/or lessen the noise that those low flying flights make.</p> <p>I was shocked to see from the slides that Cignus is recommending that even more flights be directed over Occidental!!</p> <p>The Anal meeting was pretty well attended – and that was from west county residents protesting the current route. We had no idea that the new Cignus plan was to increase the number of flights and noise over our homes.</p> <p>It is unreasonable for us to be placed under three flightpaths: RREHD, and the two new approaches.</p> <p>Our quiet neighborhood is being destroyed with noise. Our property values will be lowered. Why not have the flight paths over already noisy areas such as Hwy 101?</p> <p>Our home density is pretty similar to the south and western parts of Sebastopol or northeastern Santa Rosa. If there need</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment		Response
66	<p>I am extremely concerned about the proposed new flight path over our quiet town, Occidental. Though my zip code says I live in Sebastopol, my home is one mile from downtown Occidental. Most of the people in this community moved out here to the country to get away from city noises. Please do not ruin our peaceful lifestyle without any consideration!</p> <p>I am a massage therapist, healer and meditation teacher. My business and very livelihood depends on the peace and solitude in the area I moved to to attain! Please do not turn our tranquil neighborhoods into a near-landing strip! After already having suffered years of loss due to Covid cancellations, fears, and shut downs, I will not be able to survive any more loss of business! I beg you to reconsider!</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
67	<p>I am already very concerned about the existing number of flights currently flying over our Occidental neighborhood, and now I understand there is a plan to schedule more flights over the area around Occidental. We've already experienced an increased number of flights this year and it has impacted the peace and quiet of our rural neighborhoods. For additional flights to be scheduled is absolutely unacceptable. Please reconsider other options for flight patterns that will not impact the quiet of this area. Thank you</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
68	Please do not add more flight arrival paths over the town of Occidental. Our rural spaces are sacred to the well being of humans and creatures and increasing noise pollution will be detrimental to all. We do not want to hear aviation noise as a constant background noise.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
69	Please please no more flights over Occidental, this is so disturbing, can't at least half be diverted elsewhere	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment		Response
70	<p>In reviewing the data and plans, I must register my objections to the current and future proposed flight paths. We live just outside the town of Occidental, at an elevation of 800 feet. This year has seen a substantial increase in the number of near overhead flights of jets and planes. In an rural area that has little traffic, the noise is quite substantial each time a jet is flying near overhead. If the intent is to modify the fly path in a way to increase the number of flyovers, that will be at the detriment to the many of us who live in this area. Either mover the proposed paths further to the west, over water, or east to where suburbia/city noise provides some cover for the sound of aircraft coming and going. Thank you for the opportunity to provide comment.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
71	<p>SRO,</p> <p>I've just learned about the proposed additional flight paths over Occidental. While my family and I do occasionally use your services and do find them very helpful and convenient, the increased air traffic over our home is already quite noticeable. The most western path travels nearly directly over my family's home. We moved from San Francisco to find peace and quiet to raise our family. While the current traffic is tolerable, the potential of having a fleet arriving directly above our home on a daily basis is unnerving and upsetting to say the least.</p> <p>I am writing on behalf of my family to ask you to please consider sending your planes to the coast or over the 101 where the noise will be less impactful to the residents of our small quiet town. People live and visit here for the tranquility.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment	Response
<p>72 Hello, thank you for the opportunity to voice our comments. My family and I, as residents of Occidental, would like to submit that we are very much opposed to the proposed flight lines over our community. We moved here to raise a family and, given the already quiet atmosphere of our area, your flight lines would deeply disturb our neighborhood and surrounding places which are actually very populated. We propose that the lines are kept over areas that are already poluted by noise or over the ocean to the West. We very much enjoy using your airport and are hoping you reconsider sending your aircraft over our home, for the sake of our children and animals. Thank you very much.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the environmental noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft. Our airport does not discriminate between our residents and we aim to design proposed procedures that adhere to all safety requiriements as well as provide a blanaced approach to noise/emmssion impacts on our community.</p>



Question/Comment		Response
73	<p>I am completely opposed to the new flight plans proposed over Freestone, Occidental, and Camp Meeker. We are small communities that value our quiet and low planes descending for arrivals or ascending from take off will be incredibly jarring to residents. Occidental, alone has over 1200 residents. We are not open space. At the same time, people travel from all over to visit the Bohemian Corridor to enjoy the peace and quiet we offer. We contribute a significant part of the tourism revenue for Sonoma County and the State. This area will lose much of its appeal with load planes traveling overhead. Please find another way to meet the needs of the growing Sonoma Airport.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous descent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
74	<p>Please reconsider the proposed flight paths over Occidental. There are a large number of Seniors that live in the redwoods, at high elevations that would cause the noise from airplanes overhead to be significantly louder than at normal elevations, causing a danger if a number of health issues and relationship issues due to increased hearing loss in these retired folk.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous descent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>





Question/Comment		Response
75	<p>You are assuming this is a low-density area and that flights won't offer much disturbance to very many people. While this is true for many of your properties, Occidental and Camp Meeker are hardly low-density.</p> <p>You are not taking into account the important role many of us play in offering programs to inner-city youth that bring them into nature (away from the noises of the city—like planes). It also appears you are not contemplating the value of local tourism revenue, which will be less attractive with a flight path right over the Bohemian corridor businesses, like Osmosis that offer a quiet sanctuary.</p> <p>Elevations proposed are 5000 feet from sea level, which in many of our cases will actually be closer to 4000 elevation since our properties are already at 700-1000 feet.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
76	<p>I am very concerned about new proposed flight plans over Occidental Ca. Please reconsider these routes. We are a small and quiet community which is why we live in this area.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
77	I am opposed to these flight paths which go directly over my home, and threaten my property values.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment	Response
<p>78 I manage the facilities at a youth camp and retreat center near Occidental. We provide outdoor environmental education and summer camp experiences for children throughout the Bay Area. One of the greatest tenets of our work is bringing these children from their worlds of noise and technology and enveloping them in the serenity of the redwoods. Our program and property are one of many like it in the Bohemian Corridor. It is true the area for the proposed approach procedure is sparsely populated with full-time residents. However, at any one given time there can be upwards of 1000 youth staying amongst these camps with the sole purpose of offering these children an escape from the disturbances and constant hum of metropolitan society. Additionally, a substantial amount of our property sits at elevations of 500-800 feet above sea level. This places the realized minimum altitude of flights with respect to terrain elevation in the mid to low 4000s. I encourage all involved in this process to give ample consideration to preserving the natural tranquility which serves not only the residents of West County but all who come here for shelter and retreat.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
79	We object to proposed aircraft flight plans over our residential area due to anticipated noise.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
80	I have noticed more and more airplanes flying overhead our rural, quiet areas. Please do what you can to keep the noise consolidated to Santa Rosa area. We love the airport, not the noise. Thank you	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
81	This flight plan goes directly over a year-round, environmentally based youth camp. The noise would have a significantly negative impact on the local wildlife so integral to the program, and to the children and staff themselves. Please reconsider and put the flight path elsewhere. Thank you.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment	Response
<p>82 The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the environmental noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
83	<p>I oppose the proposed flight path as it will negatively impact the environment for protected animal species (marbled murrelet) as well as the quality of life in our neighborhood. This area is home to abundant wildlife as well as thousands of residents. We came here seeking refuge from the noise and bustle of urban areas. Putting this flight path over our area will create noise pollution and is inconsistent with the rural landscape.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
84	<p>I object to the two proposed flight departure paths 14 and 32 inwhich Cygnus recommends using the air space above my house and thousands of other families in the West Sonoma County region of Occidental, California. Visitors to the area comment on the peace and quiet here. There is an Old Growth Redwood park here where one can experience true solitude. Several youth organizations in the area provide camping in nature experiences. Regular air traffic over this area will shatter this quiet that so many people enjoy. Please consider finding alternate routes that will not detract from the quality of life in West Sonoma County.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>
85	<p>Please note that moving flight patterns over the Occidental Area is not acceptable to us living in this rural area. Keeping it over areas that have existing noise and existing flight patters needs to happen instead</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that i noise</p>



**CIGNUS**



Question/Comment		Response
86	Please do not put the flight path directly over Occidental.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
87	The proposed flight plans will disrupt everyone who lives under them. Bad for wildlife, avian life and sensitive people. We moved to the rural areas to avoid exactly this kind of encroachment. Please deny this permit	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
88	We run an Airbnb where the majority of our guests come from urban areas like San Francisco, Oakland, and Sacramento to experience the serene quiet of the redwoods. If a flight path is approved over Occidental, I am concerned that we would be unable to provide the tranquility our guests desire and that would impact our business. We chose to live in Occidental to get away from the sounds of planes and traffic.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment		Response
89	Keep our forest chem trail and noise pollution free.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.





Question/Comment	Response
<p>90 I upended my entire life to move farther away from town because I suffer from PTSD and loud sounds cause rolling panic attacks and chronic stress. Many people in West County are here because they struggle with similar issues. Please choose a flight path that does not destroy the rare and beautiful quiet of my area. We are at nearly 1k feet elevation, so the plane sounds are very, very close.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
91	<p>In the hills west of Occidental where we live, there has been a steady increase in the number of aircraft passing over our homes. We are not a "low-density" community, and are concerned about new flight path plans that will be even lower than current levels.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
92	<p>After attending the recent meetings regarding the air traffic noise I am appalled at the new proposals. Currently the departures over Occidental at low altitude are unacceptable and now there is proposed changes in the arrival flight paths. This is not ok. This people in West County area are complaining about the departure path noise and now there is a move to add to this air traffic. Really ???</p> <p>I specifically moved to Occidental with the airport location and flight paths in mind. If people who live in the previous flight paths were complaining and that is what is bringing these changes -it is not right. They bought their homes in a flight path.</p> <p>Please defend the West County way of life and stop any additional flight paths over the Occidental area. In addition advocate for changing back the departures to their old path or in the least demand that planes are at least flying at higher altitude and not buzzing overhead.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>93 I have lived in Occidental for nearly ten years and have never experienced an onslaught of noise as now occurs since flights have been routed over our homes. I wholeheartedly object that the decision makers in this process never consulted the people who would be subjected to this noise and energy intrusion and take into account the impact to our lives. Here is a list of our complaints:</p> <ul style="list-style-type: none"> <li>- First of all, the departure flights fly too low and loudly over our peaceful community.</li> <li>- we object to the change in routing planes to the new RREHD route for the noise pollution it causes</li> <li>- as stated above, homeowners and businesses were not consulted or allowed to provide feedback before the flights started. Our lives were changed dramatically without our consent.</li> <li>- we chose to invest in this community to escape the noise and pollution found in major cities we previously lived in. As seniors, we worry about our health given the stress and pollution foisted upon us not to mention the impact on property values, especially for those living on fixed incomes.</li> <li>- there are alternate routes that can be used as well as higher elevations. The prior routes did not have these harmful impacts.</li> <li>- we understand there are additional changes being proposed regarding approaches and to that we say NO, absolutely not, for the same reason cited above.</li> </ul> <p>We would implore you to please use your authority and</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will address some of your concerns with landing aircraft.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>I am writing to urgently protest the proposed flight paths over Occidental CA. The number of daily flights, and altitude of the flights is already a significant recurring loud disturbance to this area that has shaken our community, as our community is focused on connection to nature and preserving the wild character of West Sonoma County. Flights need to be significantly higher up before they pass over the area; many residents live on the hillsides at an elevation of 700-1000 feet, making flight paths at low altitude a huge auditory disturbance directly over hundreds of homes.</p> <p>The proposed flight paths assume this is a low-density area and that flights won't offer much disturbance to very many people. Occidental and Camp Meeker are hardly low-density, with over 2000 residents.</p> <p>The flight paths and the daily disturbance it will cause to the Occidental community is ignoring the crucial role many of the regions nature camps and organizations play in offering programs to inner-city youth that bring them into nature (away from the noises of the city—like planes). This is a crucial part of the heritage of our region.</p> <p>In addition, these flight paths will significantly impact local tourism revenue in West Sonoma County, which will be significantly less attractive with a daily low flight paths right over the Bohemian corridor businesses, which hosts</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>

94



Question/Comment		Response
95	<p>The new flight path for STS create a quality of life noise hardship for my family and me. The stark contrast between the sounds of wildlife and wind and then the noise of jets is jarring! Given that the prior flight path was above a populated area with more ambient noise, it seems like that route has less impact on the community below. There are a lot of us who live out here- perhaps more than you might be aware of? Please change the flight path back to the long-standing one. Thanks you.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will address some of your concerns with landing aircraft.</p>
96	<p>The sound of the airplanes passing overhead is very loud and disruptive. I don't understand why the flight path needs to change and dramatically increase the sounds of the airplanes in our quiet town. Please do not approve this plan, even with professional consultants regarding the airplanes and flight patterns. Did they consider the residents and the effects of the dramatic increase in sound intrusion?</p>	<p>All of the surrounding topography, residential and commercial make up as well as runway alignment and layout are taken into consideration when designing proposed procedures. We aim to design proposed procedures that adhere to all safety requirements as well as provide a balanced approach to noise/emission impacts on our community. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
97	There are many people living here, we already have the loud departure flight path and the noise would be bad for residents and businesses. The flight paths should instead put where there are fewer people towards the coast or else over the ocean.	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>
98	We have many people living here, we already have the loud departure flight path day and night, and the noise is bad for residents and businesses. The flight paths should instead put where there are fewer people towards the coast or else over the ocean.	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>I am very much opposed to the proposed inbound and outbound flight paths for many reasons. Tourists visit this area to spend time “forest bathing,” walking in redwood groves, and enjoying meals outside, as well as massages and osmosis baths and a popular zipline treetop canopy tours. All are impacted by low-flying planes!</p> <p>There are also up to 4 youth camps in the proposed flight paths designed for urban-living children to spend time away from the loud noises of the city and relax in nature. Impossible to do with the current and the suggested additions of more low-flying jets directly overhead.</p> <p>99 I wasn’t planning on writing in about this until I spent last weekend in the town of Monterey. Sitting out by the pool at my hotel, having drinks at an outside cafe, even whale-watching on a boat (!), I was bothered 2-3x a day by very loud, low-flying planes heading to/or from their local airport. It was truly an intrusive experience when I was trying to relax. Very, very loud and not at all pleasant. When a freeway corridor already exists as well as an empty ocean space, please revisit and change the flight paths.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>





Question/Comment		Response
100	We are very unhappy about the flight noise over our woodland community of Occidental. We were never consulted about these new flight paths. It is unacceptable the amount of noise and daily disruption that has been sprung upon us all. Please change these flight paths	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p> <p>Flight procedure implementation and notification is at the sole discretion of the FAA.</p>
101	Please don't have the flight path over Cyo camp	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p>





Question/Comment		Response
102	Two of the new proposed approaches go directly over occidental and my house and cross over the new noisy rhed departure route going over my house all day long disturbing and polluting our neighborhood that we all moved to for the peace and quiet. Your maps don't even list the town of occidental as if there are no residents there and there are thousands of people living on these routes. Change the routes so they don't go over residential areasv	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment		Response
103	<p>We understand there is discussion of potential new flight paths for Runway 14 and Runway 32 that will pass directly over our home in Occidental, CA. This will be highly disruptive to our ability to enjoy the peace and quiet which was our reason for purchasing this property, and will adversely impact our property value.</p> <p>Additionally, this will pass directly over The Grove of Old Trees, a major tourist attraction where people come from around the world to behold the majesty of one of the few remaining intact old growth redwood groves in the world and the experience of which will be degraded by frequent overhead aircraft flights. This heritage site draws tourists to the area which are important for local businesses.</p> <p>On behalf of the many residents in the area, we implore you to reconsider this plan. Also please be aware that the elevation of properties in this area are at 700-1000 feet above sea level so these flights will be extremely loud and disruptive. Thank you.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous descent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
104	<p>Please reconsider your flight path and altitudes as the new noise pollution causes multiple environmental disturbances and stress. Residential quality of life with the sudden onslaught of the obnoxious and alarming jet engines so low overhead is not what residents agreed to, and is counterintuitive to the reason people choose live on the far outskirts of major cities.</p> <p>Not everyone is geared for noise pollution of this magnitude. Please use your influence to make adjustments that are supportive and considerate of both parties. It's not something we should be expected to "just get used to." There are alternatives.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
105	<p>I am FURIOUS that you don't seem to understand that Occidental is a place where many people live peacefully in a quiet environment. The recent noise created by the new flight plan has disrupted our lives and now you propose three additional routes over our home??? TELL ME YOU'RE JOKING! This is completely unacceptable!!!</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
106	<p>I object to the RREHD route that was started in January with zero warning, and to the two new routes that have been proposed. My husband and I moved to Occidental partly because we desired quiet after 23 years under a flight path in Los Angeles. We arrived in September of 2023 and had a few delicious months of quiet before we started hearing planes. Now we understand that that new flight path (RREHD) was not even communicated to STS. And that two new routes right near us have been proposed that if approved will fill the sky with even more planes. We are extremely unhappy about this and strenuously object. These routes will change the character of Occidental, and may lower property values. The Occidental/Freestone area is not "rural" with hardly anyone there. It is TEEMING WITH PEOPLE under all those trees. Please fly the planes somewhere else. Thank you for listening.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>
107	<p>Many, many families and households live in the area surrounding Occidental. It is a calm, peaceful community with no major or impactful traffic or human noise, unlike Sebastopol. There is not one traffic light; if we hear a car honk or the rare emergency siren, it is NOTICEABLE. This is NOT the case in Sebastopol, even in the close surrounding areas. PLEASE reconsider moving the flight paths from STS over Occidental. It will have enormous, negative impacts on our natural creek corridor- including frogs, who need to hear each other in order to mate- as well as the community of humans. Thank you for your consideration.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
108	Please reconsider your proposed flight path changes as it will bring noise pollution and unnecessary disruption to our peaceful Joy road community. Despite what it looks like from above due to the dense tree cover, we are a vibrant active community not the sparsely populated land you've assumed in these plans. We came here on purpose and settled seeking quiet nature and serenity. Your proposed flight path alterations will radically alter this. Please find an alternative.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
109	It is unacceptable for our community to add additional flight paths over Occidental - it will disrupt the many many residents who live in this quiet area INTENTIONALLY. It will be highly disruptive for those of us that run local businesses that are built on the quiet tranquility of the Occidental area. We urge you to maintain the paths over already developed areas or move off the coast so as not to disturb this area.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
110	this new flight plan puts our community right between 3 flight paths. this is not fair. we are are a community of home owners and don't want our neighborhood turned into the center of that much noise. you may think you have purposed flight plans over rural land but our homes are here. please reconsider and make these flight plans equitable so that one community is not so significantly impacted	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths. We are working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



**CIGNUS**



Question/Comment		Response
111	We object to have airline flights above our property outside Occidental. The noise will be disruptive and intrusive in this otherwise quiet neighborhood. Please reconsider.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
112	Remove your flight path over our peaceful forest.	Thank you for your input. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
113	I would like to speak out AGAINST the proposed flight paths. They are routed directly above Occidental - home to many residents who chose to live here for the outdoors, peace, and QUIET, and destination for many tourists who appreciate those same things. Please route these flight paths over already noisy highway corridors and commercialized, industrial, developed areas, such as over CA-101. Thank you.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment	Response
<p>114 I am writing because I am concerned about the effects multiple plane flights will have on the Camp Meeker, Occidental, Freestone area.</p> <p>There are numerous large outdoor school/camps in the area that will have business majorly impacted. These camps include: Westminster Woods, Alliance Redwoods, St. Dorothy's Rest, Mt. Zion, Mt. Gilead and CYO Occidental. The camps cover roughly 1,200 acres of west Sonoma County. All students in California are required to receive some sort of outdoor education beginning in the 4th grade (per CDE website.)</p> <p>Many schools choose to bring students to west Sonoma County because of its natural environment. Large old growth trees, limited light pollution, varied topography, flora/fauna and water ways all work in symphony to create an environment suited to learning about ecology, forest health, water health, a sense of place and conservation.</p> <p>The centers all operate year round, welcoming students from all walks of life and from every socio-economic background. Many of the children visit from Sacramento, Richmond, San Francisco, Santa Rosa, Oakland and other major urban centers of Northern California. For many students, it is their first time in an outdoor setting.</p> <p>Multiple planes flying overhead throughout the day in the 5-7k ft. above sea level range would be very disruptive to students and the teacher naturalists trying to instruct them.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>





Question/Comment		Response
115	We object to the to new airline traffic plan over our neighborhood in Occidental California. The noise will be disruptive to people and animals.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
116	I believe the proposal for new flight paths over the tranquil West County area of Occidental will be detrimental to the peace and sanctuary that define the area. The current flight paths over Sebastopol combine with what is already a busy semi-urban area. These changes will deeply impact the wildlife and calm for residents and visitors alike.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
117	We live in a quiet, peaceful neighbourhood. It's hard to be outside to enjoy our property when there are airplane flights constantly flying over. Most of us bought our homes here for the serene surroundings. Having airplanes constantly flying overhead is very disturbing. There are more people living in West County than you think. Property values will decline with those added departures/arrivals in the sky over our homes.	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>





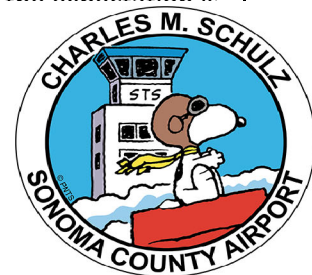
Question/Comment		Response
118	I understand that flight patterns are being changed for the Sonoma county airport and there will be flight paths over Occidental. This is unacceptable to me. I believe we have at least one now. That's enough.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
119	Hello, I have been impacted by the additional air traffic over my home in Occidental. It's really disruptive upsets. The animals who are used to a very calm and quiet surrounding and so this increase sound pollution has greatly impacted my home.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
120	Please do NOT allow flight paths over rural West County. The area is well populated by a community who intentionally sought nature and quiet and airplane noise is hugely disruptive.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment		Response
121	<p>I have lived in camp meeker/occidental for 14 years and the noise from planes has increased in the last year. I bought my property for the quiet. I didn't buy near an airport and where they expect the noise. Keep your low flying noisy planes near the airport where people paid lower prices for their homes.</p> <p>Where was the input from west county residence prior to making these changes?</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Flight procedure implementation and notification is at the sole discretion of the FAA.</p>
122	<p>We object to the recommendation by Cignus to move 2 arrival and/or departure paths directly over us! We will be sandwiched between too many flight paths. We are in a rural area for the peace and quiet. The contrails and noise are already more than we want here.</p> <p>Keep them over Sebastopol or over the ocean.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>
123	<p>Planes should fly over areas like Sebastopol which already have ambient noise from significant road traffic, so residents probably wouldn't hear the planes. The west county, Occidental and west like the Joy Road area are quiet and planes disruptive.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that i noise</p>



**CIGNUS**



Question/Comment		Response
124	The proposed flight change is unacceptable to me. This is more populated than you may realize and having that increased number of flights overhead will change the quality of life we have bought here for. Please consider some other alternatives.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.

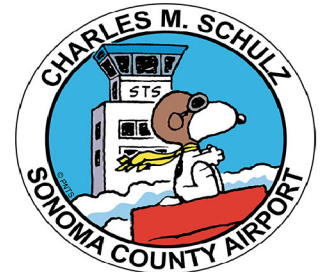


Question/Comment	Response
<p>I was very, very upset to find out that the consultant group Cignus is recommending moving 2 airplane arrival paths for Sonoma County Airport directly over our QUIET, PEACEFUL REDWOOD FOREST and COASTAL PRAIRIE NEIGHBORHOODS in the Occidental area!</p> <p>Over the last year, airline noise above our homes has already been increased without even asking us. If 2 additional flight paths go over the Occidental / Bodega area, it will be a huge disturbance to our quiet, peaceful neighborhoods, and the precious open spaces areas of Sonoma's West County.</p> <p>Many people live in the area below the proposed flight paths. We have SPECIFICALLY CHOSEN this area for the quiet, rural ambiance it offers, and the presence of many animals, birds, and other living things. People who choose to live in urban areas expect noise...we do not, and we treasure the quiet life.</p> <p>Walk in a redwood forest, and you'll realize that it is almost completely SILENT. That is how it should stay. The birds and other wild animals, and the domestic animals will also be impacted. Not to mention that the area above Occidental / Bodega is on the flight path of numerous migrating birds.</p> <p>Airline paths should remain where they are. If an adjustment is needed, they should be moved a) above already noisy urban areas or b) over the ocean. I would also appreciate it if you'd</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous descent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>

125



Question/Comment		Response
126	The increased noise of planes starts to get unbaerable and reduces home values. Can it be avoided?	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
127	I'm very disturbed by the proposed changes to these flight paths. As others have pointed out here in West County, Occidental we have a similar home density as Sebastopol. Not only do we cherish our quiet so do the tourists who are part of the lifeblood of picturesque West County along with our wine country vineyards who also depend on tourists.  Please review your plans and make more equitable arrangements.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
128	As a west county resident it is very alarming the number of planes now flying over Occidental. I am putting my request in that you find an alternate route for these planes.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment		Response
129	<p>Our family purchased land and built our home over 30 years ago when moving from busy SoCal. We understand the pressures of a growing population and have seen first hand many of the impacts on local habitats that sprawl and traffic have wrought. Please do not allow the noise and disruption of many flights per day/week over our community which we will have no way to minimize or mitigate. The very essence of these forests is integrated with their sense of peace and solitude, which are obviously incongruent with the flight path of commercial airliners accelerating / decelerating overhead on the daily. Please work diligently to utilize other routes for this air traffic.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
130	<p>I'm very disturbed by the proposed changes to these flight paths. As others have pointed out here in West County, Occidental we have a similar home density as Sebastopol. Not only do we cherish our quiet so do the tourists who are part of the lifeblood of picturesque West County along with our wine country vineyards who also depend on tourists.</p> <p>Please review your plans and make more equitable arrangements.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
131	<p>The proposed changes to flight paths over Occidental are unacceptable. The peace and tranquility of this neighborhood is why so many people live here in harmony with nature. We have already noted the increase in air traffic, accepting it as part of sharing the reality of having an airport close by.</p> <p>However, after keeping quiet before now we hear that there are plans to make the noise even more significant. I sincerely hope the proposed changes are assessed in light of why people live where they do, versus the lower numbers of people impacted .... Thank you for considering this, and us.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment	Response
<p>I request that those responsible in making the decision on proposed flight paths 12 and 14 redirect those paths so the resulting noise does not impact the greater Occidental area.</p> <p>Most of us live in this area because we value the tranquility it provides. Many of us paid a premium price for that tranquility. That tranquility has already been broken by the airport's new RRDHD departure pattern. The proposed additional two new arrival patterns will shatter our tranquility.</p> <p>There was no due process when the RRDHD departure path was changed. People that are now directly adversely affected had no notification of the proposed change, my wife and I included. Even the notification of the proposed arrival Paths 12 and 14 was not properly noticed.</p> <p>Despite my being well connected with the Occidental area, my wife and I never received a notification about the October 2nd "workshop" at Analay High School. We were notified by a friend.</p> <p>My family and I lived under the approach flightpath of the Long Beach Municipal Airport for 17 years. I was co-director of Airport Control, a community group for about 13 of those years and was on the board of directors of Long Beach HUSH (Homes Under Stress and Hazard) before that. I know how</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p> <p>The Airport also does not provide legal advice. Individuals should seek their own counsel. Flight procedure implementation and notification is at the sole discretion of the FAA.</p>

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Question/Comment		Response
133	As a resident of west county affected by the proposed flight plan changes, I ask the FAA and STS to reconsider. Our bucolic redwoods such as Armstrong Redwood State Reserve and The Grove of Old Trees offer unique serenity to both residents and visitors. As Armstrong rebuilds from fire, it needs more support now to foster renewal not flight paths.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
134	Our family is already suffering from exisiting departure flights all day long directly over our neighborhood here. The already departure flight path is too low, with too much noise already, since our land is almost at 1,000 feet. Occidental is not a low density area! A few thousand inhabitants reside in Occidental, with dense Camp Meeker right next to us. We intentionally chose to live here for a peaceful, tranquil rural environment, which is already shattered by constant departure flights. Yet now the arrival flights are proposed to pass over our area as well. Why are these flights not using low density areas like before? Please redirect departure flights further south of Occidental, and cancel all proposed incoming arrival flights south of Occidental. We request that you seek alternate flight paths in and out of the Sonoma County Airport. We are very concerned!	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.



Question/Comment		Response
135	<p>The proposed flight path changes over Occidental is not good. We are homeowners in that path - please reroute over ocean or keep same where noise will not be noticed ! We will notice! Thanks!</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
136	<p>Please do not add more flight paths over the Occidental / Joy Road area! it already feels like a superhighway with the awful RREHD departure route. We intentionally bought a place away from flight paths, and have been miserable with the recent changes. I used to live under a bad-weather flight path in Oakland, and it wasn't nearly so bad because the aircraft noise just blended in with all the other city sounds. The aircraft noise is incredibly loud in our otherwise quiet (but still fairly dense) residential area.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>
137	<p>The number of planes overhead has increased tremendously. The noise is extremely disturbing. I realize they must have a route, but to fly over a populated rural area that is normally quiet and sought out for that reason is hard to live with. It seems some fly very low, and it seems as though they are falling from the sky. It is very hard on the nervous system. I would hope with increased air traffic, routes could be mapped that would have far less impact to those of us living on the ground.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise</p>



Question/Comment	Response
<p>138</p> <p>Thank you for the informative meeting at Analy High School on October 2nd.</p> <p>A few comments below.</p> <p>The meeting discussed the impact of changes Cignus is proposing for inbound flights using runways 32 and 14 to reduce noise over Healdsburg and Sebastopol.</p> <p>Perhaps inadvertently, the proposed inbound flight paths for runways 32 and 14 appear to actually concentrate, rather than reduce, noise over Freestone, Occidental and Camp Meeker even though these communities have similar population density to western Sebastopol.</p> <p>Although the current study is on inbound flights, the on-the-ground reality is the recent change in outbound flight paths (east-west) also impacts the noise equation, since it crosses the new inbound (north-south) flight path. Leaving Occidental and Camp Meeker in a narrow space between the inbound north-south flight paths, which intersect the east-west outbound path over Occidental and Camp Meeker.</p> <p>In other words all three flight paths are concentrated over our community. And from the maps no other location in the county seems slated to experience this concentration of flight paths and noise.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous descent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment		Response
139	<p>Both the dramatic parcel density and elevation differences can be easily observed on topo maps and parcel maps. Due to water availability the area below and to the west of Joy Road is also far less likely to see significant development over the years due to water availability.</p> <p>We appreciate the work Cignus and Sonoma County are doing on the noise issues, and hope shifting the flight paths west over lower elevations and far lower population densities can be incorporated in the recommendations Cignus will be making to the FAA.</p>	See above.
140	<p>The community forum was very concerning for a number of reasons. First of all the main issue why everyone was there in the first place was that the noise from the departures had increased dramatically since March. We briefly talked about that and mainly talked about the new arrival component. Most everyone was there because of the departure noise not anything to do with the arrival. In addition, the areas that are most affected by the increased noise from the departures will now be also targeted by the arrivals. If you look at the new proposed map, the areas are flying again over West County in the same areas that have been negatively impacted by the new departure routes. so overall, this is a very depressing meeting if you live in West County the new plan shows us getting noise both coming and going from the airport now.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment		Response
141	<p>I can't express enough how disruptive this proposed flight path change is for the 5,000 students that our program hosts annually for week-long environmental education. Our life-changing programing, often hosting students who live in urban spaces, depends upon the ability to retreat from the sights, smells and especially sounds of cities and town. An increase in flights, especially flights that are so low to the canyon we live in, is a knife in the the immersive experience that allows students, some of whom have never been to this type of forest before, to truly take in all that the natural world has to offer then.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
142	<p>Hello, I am writing because I am concerned about the amount of new flights from the STS airport over our area and home in West Sonoma County. We are experience very low jets flying directly over our house, which are very loud and are disruptive to our daily lives and to the wildlife in our area. Occidental is a quiet town and we do NOT like this new flight path and ask that it be changed and to fly more directly over the more populated areas, like Sebastopol or Santa Rosa. Part of the reason why we live out here is because of the fact that it is peaceful and quiet and with this new air traffic flight pattern it is making it much louder and feel like we're in a city. One of my big concerns is that this flight path will become more trafficked with STS expanding its amount of flights and more people flying out of Santa Rosa and I, and our community, do not want this to happen! Please consider taking action to change this flight path so we may get less traffic and do not end up dealing with constant flights over our rural town. Thank you.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment	Response
<p>I live in the beautiful community of Occidental, West Sonoma County, California. There has recently been significantly increased noise from airline flights above us, perhaps from the Santa Rosa/Sonoma airport. The change in flight patterns was done without consulting the airport, the public or the county Board of Supervisors.</p> <p>The airport hired consultants to make recommendations to the FAA for future changes. This group, Cignus, is recommending moving 2 arrival paths directly over us! We will be sandwiched between 3 flight paths.</p> <p>They are doing this, not for safety, but to reduce the noise over Sebastopol by moving the flight paths to a more rural area. You seem to have no idea that so many people live in this area and don't want the airplane noise. It is incredibly disruptive and has already begun changing the quiet and peacefulness of this community. with the new recommendations, it will further turn Occidental into an airline freeway.</p> <p>Please reconsider flying over already noisy areas or move the paths over the ocean. It would be a very minor change for the flights and a huge positive effect to this area, where people moved to for quiet and peace. Plus wildlife and pets are also affected by these serious disruptions.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p> <p>Flight procedure implementation and notification is at the sole discretion of the FAA.</p>

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Question/Comment		Response
144	We have noticed a significant increase in air traffic noise over Western Hills Garden, our three acre botanical preserve off Coleman Valley Road. Our property is a sanctuary where people come for retreat, respite, and healing in addition to enjoy the peacefulness of our biodiverse environment. We are hoping for mitigation of the recent noise increase and no additional airplane routes overhead. Thank you.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
145	This flight pattern would create disturbance to not only the locals that bought houses here for the peace but the environment for many animals that would be displaced from their habitats.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
146	Too many planes flying low. I am located at approximately 1000 feet. Noise level too high too many times during day and night	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created by landing aircraft.





Question/Comment		Response
147	I really do not want additional air traffic over my home. PGE with helicopters is enough. Please re-direct the flight patterns.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
148	There are too many planes flying too low over our west country community. The flight paths need to change!	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created by landing aircraft.
149	There are already too many flights over Occidental. I have lived here for 56 years. This area has always been a calming quiet place to live! The additional flights would create a noisy environment on an area that relies on tourist industry. People move here and pay high prices in order to enjoy this peaceful area without excess noise. I strongly oppose these proposed flight paths. KEEP OUR COMMUNITY QUIET AS IT HAS ALWAYS BEEN!	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.





Question/Comment		Response
150	Please, please do not make flight paths over Occidental and Camp Meeker as this will have a hugely detrimental effect on our quality of life. These are fully populated, quiet, and peaceful communities. Many of us moved here especially for this peace. Please don't ruin what we have here by adding the constant noise of jet engines. Many, many people would be adversely affected.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous descent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment	Response
<p>151 This change is Unacceptable for us. My husband and I scrimped and saved all our lives in order to be able to purchase our home and land southwest of Occidental. We lived in substandard rentals, worked at jobs that we did not like, in order to reach our goal, of living in a QUIET, Peaceful location.</p> <p>My husband rebuilt the house from the foundation to the roof, on weekends and evenings, making it more fire resistant, and energy efficient. I gardened and weeded for enjoyment in the Quiet, and to help remove fuel if a fire were to come.</p> <p>Since the change in flight paths early this year, our Peaceful haven is broken many times a day by loud noise from the flights. Birds have fled from our redwood forest. We have no birds nesting in our garden, as they have done previously.</p> <p>This proposed flight path change is Unacceptable in our air space over our home and the homes of neighbors. The sounds of flights reverberate and frighten animals and disturb and waken us if attempting to sleep. Every time a jet goes over we continue to hear the reverberations from 7 to 9 minutes. It takes a while for our blood pressure to return to normal.</p> <p>We moved here in 2000, in order to live a quiet, healthy life,</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p> <p>Flight procedure implementation and notification is at the sole discretion of the FAA.</p>



Question/Comment		Response
152	The flight path for the ever increasing air traffic should be moved to the east over the Hwy 101 corridor and denser populated areas where there is already noise pollution.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment	Response
<p>153 After going to the Airport Workshop on Oct. 3 at Analy High School in Sebastopol it was clear that the consultants, Cignus, hired by the airport have been captured by the industry. They only care about the airline's bottom line. They claim that they must have the shortest possible routes to save fuel, claiming even though it is only a few miles difference that the fuel savings is very important for the climate. They say the proposed departure routes must go North &amp; then curve South. They have them routed above the tallest mountains along the coast range which puts them much closer to homes on the ground. The simple solution to minimize noise on the ground is to route the planes at the curve straight out to sea &amp; fly over the water where homes will not be disturbed. The consultants say the airlines would not like to go the very few extra miles out to the ocean as it would add to fuel costs. We demand that the rights of the people impacted by airport noise be considered before the fuel costs &amp; convenience of the for-profit airlines. The peace &amp; quiet of those on the ground should always be the most important. The Environmental Impact Statements for landings &amp; take-offs are grossly incomplete. They have used templates from other places and have not adequately addressed the environment around Sonoma County Airport. We in the Occidental area have lived forever in almost complete silence. All we hear is nature. Of course, an occasional private plane or helicopter flies over us. We see a few lights of jets going to &amp; from SFO too high up for us to</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
154	The single flight path is tolerable. However Two additional ones would create a noise hazard in our area as we are already at a 100o foot elevation and planes would be extremely close to ground level.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.
155	I oppose flight paths over the Occidental, Bodega, and Freestone areas. The noise from these flights disturbs the peace and quiet of this rural area impacting the residents and visitors that are attracted to the area for its peaceful parks, hiking trails and accommodations. I would recommend routing the planes over areas that are already noisy due to high traffic and denser population. Such routing creates less of an impact.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
156	Please reconsider moving flight paths over the Occidental, Bodega, and Freestone areas. The noise from these flights disturbs the peace and quiet of this rural area impacting the residents and visitors that are attracted to the area for its peaceful parks, hiking trails and accommodations. Please consider routing the planes over areas that are already noisy due to high traffic and denser population. Thank you!	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment		Response
157	<p>We understand the need for flights from STS and would appreciate any mitigation of the noise that's resulted from this new flight path.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
158	<p>I think there are a few main issues with the proposal:</p> <p>They are assuming this is a low-density area and that flights won't offer much disturbance to very many people. While this is true for many of your properties, Occidental and Camp Meeker are hardly low-density,</p> <p>They are not taking into account the important role many of you play in offering programs to inner-city youth that bring them into nature (away from the noises of the city—like planes)</p> <p>It also appears they are not contemplating the value of local tourism revenue, which will be less attractive with a flight path right over the Bohemian corridor businesses, like Osmosis that offer a quiet sanctuary.</p> <p>Elevations proposed are 5000 feet from sea level, which in many of our cases will actually be closer to 4000 elevation since our properties are already at 700-1000 feet. And that is 1000 feet lower than the flights currently flying over Occidental from the current RREHD departure path which started to be used this year</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>159</p> <p>The proposed new flight paths are a terrible idea for us residents near Occidental. This is a quite rural area, and most of us moved here because of that. Your plan would put THREE flight paths over us at less than 5000 ft. We are already at 1000 ft on the ridge where we live so the real delta is at most 4000 feet. The residents here have consciously a quieter, more nature oriented lifestyle. This threatens to ruin it. I have lived in the Cupertino hills when jet flights were moved over then and it was awful. It is one of the reasons we moved here.</p> <p>These paths should be kept over the areas that already have substantial noise. Such as the 101 corridor. Santa Rosa and the area around it are definitely a city and they are much less impacted by this additional noise.</p> <p>These planes should absolutely not be over rural towns in order to please people in the original or latest flight paths. They chose to live where they did long after the airport was operational and they should live with their choices. Not move their problems to us. You need to stop this attack on our chosen lifestyle.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>





Question/Comment		Response
160	<p>please do not route additional air traffic over our homes in the occidental area. because of the topography, elevation, and general quiet of the area the impact of the frequent noise pollution is dramatically stronger than would otherwise be experienced in less populated areas or areas such as freeways where such sounds already exist.</p> <p>thank you</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
161	<p>Please reconsider your flight paths. West county is a gemstone for the community and for tourism in Sonoma County. I love the airport in Santa Rosa, but please keep the planes flying over places that are already loud, or make sure they fly higher to support the surrounding communities.</p> <p>thank you for your consideration.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
162	<p>What is going on with the air traffic?! I had heard there were temporary re-routings that caused planes over our neighborhood during construction or some such at the Santa Rosa airport, but it seems to only be getting worse. When will it stop? The planes are too early! Too late! Too loud! Too low elevation! Very disturbing to humans and wildlife trying to enjoy a peaceful and healthful life. We live in such a place to be free of noise, disturbance, pollution, etc. Please stop it! Looking forward to the return of our natural air space very soon! Thank you.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Your comments are appreciated and are being considered. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p>





Question/Comment		Response
163	<p>Please do not route air traffic over our small town of Occidental.</p> <p>As a local of Occidental: born and raised, this disturbance would take away from our slice of paradise.</p> <p>I would like you to consider how many people this will affect.</p> <p>Thank you for your time.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
164	<p>I am a paraplegic who has lived here almost 40 years. I'm bed bound and treasure the wildlife, especially birds, that I can hear and see through my windows. I have chronic pain, exacerbated by stress, and the natural world is a great solace. The increase in plane traffic over recent months is not at all welcome. It disrupts the wildlife's natural patterns, and certainly interferes with my enjoyment of this place. The planes are so loud, and too frequent. They are flying so low that really increases the disturbance. Especially in the early morning the planes are a big impact. Can these new interferences please be reversed? Thank you!</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Your comments are appreciated and are being considered. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p>
165	<p>The noise from adding more flights or flight paths over this delicate area near Occidental is not only a nuisance to local residences, but surely will be ruinous to our tourist industry. We have already suffer serious hardship lost of tourist business due to the pandemic, but just as the tourist are beginning to return is a horrible time to introduce yet another hindrance to our recovery.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise</p>



Question/Comment		Response
166	<p>All of my neighbors join me in hating the new route that has obliterated the healing peace that brought us to Occidental in the first place.</p> <p>If this continues, we will have to explore ways to constrain the use of the airport.</p> <p>It is a deadly intrusion that has wrecked my previously peaceful life of tending to my property on a 1,000 foot ridge, and therefore that much closer to the industrial highway going right above my house.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>
167	<p>Please, please, please do not route any more flights over West Sonoma County! The noise is destroying this special place! I am a pilot and appreciate that we all need airports, and there is some amount of airport noise that we all need to tolerate. But no area should have to bear a disproportionate amount of air traffic, and right now it seems like every flight is flying over West County. That should stop!</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
168	<p>I want to call on the Sonoma County Board of supervisors to promptly authorize the airport to retain Cignus to address our objections to the new January 2024 RREHD departure route over our homes. This doesn't need to wait until Cignus has completed the Approaches project. We call for the money and contract to be in place so that Cignus can get going as soon as they can. We want our peace-and-quiet back!</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. We are eager to begin working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>One extremely critical weakness in this whole process is the lack of data regarding actual volume of flights over particular areas. Therefore, the magnitude of changes is not clear. 2 flights in a day is an annoyance, particularly if the are high altitude. 30 flights a day, only 2,000 feet, or less, directly above one's head, is the obliteration of peace.</p> <p>169 So, any actual discussion regarding airplane noise, would require actual data regarding the number of lights, and at what altitude. Without that critical data, it is just going through the motions and wasting time and money;</p> <p>Thank you;</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>The initial objective for this study is to evaluate the potential for alternative flight paths that may reduce the noise exposure for our residents. Number of aircraft, although important, will not affect the initial phase of this process because if the net change of the new procedures is a decrease in noise exposure, then overall exposure will also decrease.</p>



Question/Comment		Response
170	<p>The Approaches 14 and 32 proposals would be very bad for both residents and local businesses in Occidental and Camp Meeker. Lots of people live in this area, and there are many outdoor venues for tourists who come expecting serenity, not aircraft noise. We already have the very loud RREHD departure path with many flights a day and should not have two more paths directly overhead. Approach 32 would be as busy inbound as RREHD is outbound.</p> <p>I know that Cignus wants to design the best paths it can, but it looks like they did not do enough research into the effects of this proposal upon the Occidental and Camp Meeker area. The goal is to reduce nuisance noise for most people, but this makes it worse.</p> <p>There is plenty of space further west with very few homes where the planes could go.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>
171	<p>Thank you for collecting input. I strongly oppose any new flights over Occidental and would appreciate the elimination of ones that have been added within the past year. We purposely moved here because it has been quiet. And because of the quietness, the sounds of airplanes are even more pronounced than when I lived in a city.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment	Response
<p>172 I am concerned that the increased flight frequency and noise from the STS airport will become even greater over rural west Sonoma County from the proposed flight path changes. Many more residents in the 5th District live in unincorporated areas as opposed to incorporated areas such as Sebastopol. What makes sense is to change the arrival and departure flight paths to be limited, or more limited, to the Hwy 101 corridor as well as over the ocean. Also, requiring arriving and departing flights to use noise mitigation flight techniques makes sense. Please help keep the rural west Sonoma county a reasonably quiet place to live.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment	Response
<p>173 The proposed arrival paths 14 and 32 (together with the newly operational RREHD departure path) represent an unacceptable increase in noise and daily disruption to our area. West County is a jewel of Sonoma County's tourism and it's all conducted outdoors: retreat centers, ecology centers, outdoor dining, air b&amp;b's, summer camps, wineries, bike races, hiking, farmers markets and many other kinds of events. And West County is populated by homeowners who have specifically chosen to live here for the peace and quiet.</p> <p>Please look into alternatives before you finalize your report. Consult maps with lot lines that will reveal that this area is significantly populated. Look into what happens here in the towns and surrounding areas.</p> <p>There are large tracts of lightly inhabited pasture lands to the west of Joy Road (and there is also the Pacific Ocean to consider).</p> <p>We have already been negatively impacted by the (unknown to us) implementation of RREHD. This issue will not die down. Two new arrival paths on top of an unannounced new departure path is too much.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment		Response
174	Flights have been over my rural and formerly quiet home. These flights appear to be take-offs from the Sonoma County Airport. The noise and air pollution from these flights have been a frequent disturbance for some time now. I understand that more flights including approaches to the airport are now being considered. Because my property is rural and in ecological zones, its value is being degraded by the impacts of the flights. Please re-route your flights and reduce the number of flights from the airport. Thank you.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment	Response
<p>I object to the new departures flying low and loud over our previously-quiet homes and the new routing of planes to the RREHD route.[]</p> <p>This new RREHD route has brought a steady stream of planes over West County including my home in Occidental.</p> <p>Peace and quiet was a big reason I chose to move to Occidental nearly a decade ago. Now that experience is being taken away with all of these loud, low flying planes over my and my neighbor's homes![]</p> <p>I'm very concerned that the new proposed changes in approaches will bring in additional new airplane noise over our homes in West Sonoma County.</p> <p>This change was done without notifying the people who live under the new noise pathway, let alone including us in the decision-making. Thus our lives have been changed without our consent. The consultant information that was released did NOT give adequate information on the location of these new routes (impacted towns and roads, or altitude). I've been told there are alternate routes that can be used and higher elevations.</p> <p>I ask that you release of an official exact map of this RREHD route as soon as possible.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p> <p>Flight procedure implementation and notification is at the sole discretion of the FAA.</p>

175





Question/Comment		Response
176	<p>Please change the take off path that is right over Occidental. We bought this house out here for peace and quiet. Not to feel like we live next to an airport. We have very stressful jobs, so when we are waking up to loud accenting flights first thing in the morning... and also in our quiet evenings, it's extremely upsetting. Please consider to change the flight path. Thank you.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>
177	<p>My goodness the airplane noise! Up, down, all around! No longer can we hear the hawks, the ravens, the bees and the blue jays. Constant waaaaaahhhhhhhh of airplanes. This new route, and I assume the proposed new route has greatly impacted our way of life that we have had for over 50 years on our property. Negatively impacted. Not positively. We purposely moved to a place for quietness. That has been destroyed. Please rethink the current and future impacts on our community. Thank you.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
178	We live in a rural, and yet not under populated area – – a fact that we believe is underappreciated. We are very unhappy to have the flight paths changed to be more likely to come over our home. We value the peace and quiet of our area and in fact escaped an area that was very noisy prior to coming here a year ago. We also question whether there has been adequate investigation prior to instituting this change. We encourage further study rather than taking actions like those recently Initiated.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. Flight procedure implementation and notification is at the sole discretion of the FAA.
179	our families choose to live out in West County to have privacy and quiet for our children and community – this flight path significantly Disrupts the corridor of natural and beauty that so many of us worked really hard to afford. Please reconsider this flightpath for the respect of our community that has worked really hard to build out here.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
180	Flight pattern has been disrupted and unwanted.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment		Response
181	Really don't like new flight path	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
182	<p>Hello,</p> <p>I am writing because I am concerned about the amount of new flights from the STS airport over our area and home in West Sonoma County. We are experiencing very low jets flying directly over our house, which are very loud and are disruptive to our daily lives and to the wildlife in our area. Occidental is a quiet town and we do NOT like this new flight path and ask that it be changed and to fly more directly over the more populated areas, like Sebastopol or Santa Rosa. Part of the reason why we live out here is because of the fact that it is peaceful and quiet and with this new air traffic flight pattern it is making it much louder and feel like we're in a city. One of my big concerns is that this flight path will become more trafficked with STS expanding its amount of flights and jumore people flying out of Santa Rosa and I, and our community do not want this to happen! Please consider taking action to change this flight path so we may get less traffic and do not end up dealing with constant flights over our rural town. Thank you.</p>	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment		Response
183	We do not like the flight path over Occidental. Thank you for moving it. Thanks!	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment	Response
<p data-bbox="128 199 835 264">To Cignus Consulting LLC and All Involved Local and Federal Government Agencies:</p> <p data-bbox="128 313 835 540">I am writing to oppose the implementation of the proposed new arrival paths to STS, because doing so would route yet more loud air traffic over Occidental. Also, I request a reconsideration of the recently (2024) instituted “RRHED” departure path, which now directs many flights each day directly over Occidental.</p> <p data-bbox="128 589 850 808">1.Occidental is a population center in West Sonoma County with a concentration of residences. It is also home to numerous businesses and nonprofits, many of which rely on tourism. Residents and visitors alike are drawn to Occidental for its formerly quiet, rural character, which is (or was) integral to the town’s nature and economy.</p> <p data-bbox="128 857 850 1190">2.Occidental used to have minimal aircraft noise. Early in 2024, that changed DRAMATICALLY with the imposition of the “RRHED” departure path from STS. Since then, aircraft fly directly over Occidental multiple times a day, often several flights per hour. This frequent and very loud noise damages the community’s quality of life, violating the legal notion of “quiet enjoyment.” I respectfully request that the RRHED flight path be withdrawn or modified to restore the previous relatively quiet skies over Occidental.</p>	<p data-bbox="877 199 1961 500">Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p data-bbox="877 508 1940 613">Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p> <p data-bbox="877 662 1881 695">Flight procedure implementation and notification is at the sole discretion of the FAA.</p>

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Question/Comment		Response
185	Thank you for your attention to this matter. I hope for a thoughtful reconsideration that will protect Occidental's rural character from a further jump in aircraft noise and that will reverse the big jump in disruptive aircraft noise that began, without public notice or dialogue that I saw, early in 2024.	See above.
186	Please change flight path. It's very disruptive. Thank you.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
187	I am against a change that would create an arrival pathway over Occidental.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment	Response
<p>188 My wife and I have made our home on the same property for the past 40 years near Occidental California. We moved here all those years ago from Santa Rosa to get away from the noise of the City. The freeway, the sirens, the airplanes, the noises that the congregation of people in a city create. The highlight of living here is waking up to a nearly silent world not filled with City noise. We hear the birds, we hear the frogs and crickets, we hear a cow bellow in a distant field. These are sounds we look forward to - not City noises.</p> <p>The FAA brought and end to 40 years of peace and quiet when they changed the southbound departure flight paths from STS earlier this year. It is an unbelievable amount of change. We went from the sound of an occasional private jet or a fire response plane to a deluge of flight after flight all day long. Now I wake up to the sound of two full thrust engines no more than a quarter of a mile above us on a bearing directly overhead. The birds that I used to hear are not only drowned out by the whir of jet engines - they are just gone - scared away.</p> <p>The new arrival flights paths being considered in the Approach Feasibility Study would add insult to the injury that the FAA has already inflicted. I do not want another plane anywhere near my home or the homes of my neighbors in western Sonoma County. Keep the plane approaches and departures above the areas where the greatest amount of</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>

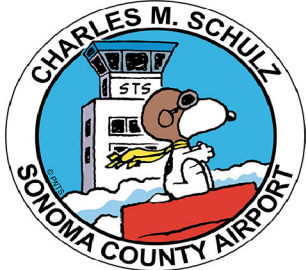


Question/Comment		Response
189	There's been a huge increase in flight traffic overhead. It's completely unnecessary. Loud and obnoxious. I was wondering what was happening. Please reroute flight traffic	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.
190	Very disappointed and upset by all of the airline traffic now. It goes right over my house. Even in the house with the TV on we can still hear it. Occidental is now San Bruno 2.0. Why was done without any study or input from the community? Was this even legal? The value of our property has decreased, will the property tax go down accordingly? We moved here for the quiet, and it is now gone. Please bring back our peace. Thank you	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. Flight procedure implementation and notification is at the sole discretion of the FAA.





Question/Comment		Response
191	<p>I am writing to register my protest of the proposed, increased flight plan from STS over the formerly quiet, peaceful small town of Occidental. I also strongly protest the flight plan that began at the beginning of 2024 which disrupts and destroys the 'quiet enjoyment' of this largely rural town and area of west Sonoma County.</p> <p>I oppose the proposed implementation of arrival plans 14 and 32, as unnecessarily disruptive to the peace and harmony of this rural area. Those of us who live here do so specifically for said peace and quiet enjoyment, which these flight plans greatly negatively impact.</p> <p>Please share the reasoning that would allow this disruption to continue and increase, as to date, no such compelling rationale has been satisfactorily put forth, nor was community notification offered before the flight plan change in early 2024.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p> <p>Flight procedure implementation and notification is at the sole discretion of the FAA.</p>



Question/Comment	Response
<p data-bbox="128 199 835 264">To Cignus Consulting LLC and All Involved Local and Federal Government Agencies:</p> <p data-bbox="128 313 835 540">I am writing to oppose the implementation of the proposed new arrival paths to STS, because doing so would route yet more loud air traffic over Occidental. Also, I request a reconsideration of the recently (2024) instituted “RRHED” departure path, which now directs many flights each day directly over Occidental.</p> <p data-bbox="128 589 850 808">1.Occidental is a population center in West Sonoma County with a concentration of residences. It is also home to numerous businesses and nonprofits, many of which rely on tourism. Residents and visitors alike are drawn to Occidental for its quiet, rural character, which is integral to the town’s nature and economy.</p> <p data-bbox="128 857 850 1190">2.Occidental used to have minimal aircraft noise. Early in 2024, that changed DRAMATICALLY with the imposition of the “RRHED” departure path from STS. Since then, aircraft fly directly over Occidental multiple times a day, often several flights per hour. This frequent and very loud noise damages the community’s quality of life, violating the legal notion of “quiet enjoyment.” I respectfully request that the RRHED flight path be withdrawn or modified to restore the previous relatively quiet skies over Occidental.</p>	<p data-bbox="875 199 1963 500">Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p data-bbox="875 508 1942 613">Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>

192



Question/Comment	Response
<p>193 I am deeply concerned that the FAA has even considered the rerouting of incoming flights over rural residential areas, when there are more appropriate alternatives, such as the Hwy 101 corridor, and business, industrial, or higher-density residential zones.</p> <p>The rural regions west of Sebastopol depend on tourism revenues from the wineries, coastline, and redwood forests—areas known for their pristine environments, free from excessive noise and air pollution. These natural habitats are a significant draw for visitors and play a crucial role in supporting wildlife. Introducing flight paths over these areas would not only disrupt the peace but also pose a serious threat to the local wildlife, which is already strained by ongoing development.</p> <p>To prevent further harm to these ecosystems, I urge the FAA to prioritize flight paths that steer clear of natural habitats and rural communities, where the long-term impact on nature could be devastating.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous descent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment	Response
<p>194 Flying over Bodega Bay and Occidental to reach Santa Rosa/Sonoma County/STS airport is unnecessarily hazardous, requiring pilots to conduct an approach over hilly, obstructed terrain that is heavily forested, providing almost no opportunities to conduct and emergency landing in the event of engine failure. In addition, by requiring aircraft to fly over hilly terrain with a prevailing westerly wind, creates additional hazards due to windshear and orographic lifting.</p> <p>A much more sensible approach would be over highway 101, keeping the prevailing wind on the nose of the aircraft, reducing obstructions and providing a much lower MCA, as well as mitigating potential noise concerns (over a freeway, versus flying over wildlife and natural habitats).</p> <p>I strongly oppose these changes and as a home and property owner, I feel this change would produce undue hazards for the local population as well as aircraft approaching STS.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment	Response
<p>195 I am extremely concerned about the proposed flight arrival approaches in western Sonoma County. I have lived in the quiet rural community of Occidental for over forty years. Like most of my neighbors, I moved here to avoid urban noise pollution and enjoy the quiet of our natural surroundings. We have recently become very aware of the increased flight traffic directly over our home with the departure flights. Plane noises and lights are already pretty frequent throughout the day. It seems very unreasonable for our quiet area to be placed under three flightpaths: RREHD, and the two new approaches. We live just west of the town of Occidental and south of Camp Meeting. We are not, as has been suggested, a low density population area; our home density is pretty similar to, say, the western parts of Sebastopol. The four families who live on our parcel are very concerned that one of the proposed approaches will be low-elevation, and we have homes at up to 1000 ft. Finally, we believe that there are options available to move the paths to the west. Cignus has placed the approach to Runway 2 almost out to the coast. At a minimum, the low-elevation Runway 32 approach could also go there. Thank you for considering these concerns that are shared by most, if not all, of my neighbors in the quiet village of Occidental.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment		Response
196	<p>The FAA's recent changes to force almost all outbound flights from STS to use a new route over the west county is a continuous disaster for residents under these new routes. The sudden, new, disruptions to the previously quiet environment are both physically and emotionally detrimental to the health and well-being of residents that purposely chose to live in a quiet location. Further, this sudden change to the previously well-established flight paths will have a dramatic, negative, effect on the property values under the new flight paths. That an unelected bureaucracy like the FAA could cause such physical, psychological and financial damage to our communities is unconscionable and needs to be undone immediately.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>
197	<p>Please figure out another way to route your planes other than flying directly over Occidental! I moved to the middle of the woods from Southern California for a reason and airplane noise was not one of them. I had enough of that where I lived before. Figure out another way to route your airplanes!</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
198	<p>Our address is Sebastopol, our mail comes from the Sebastopol Post Office. Where we live, Harrison Grade Road is Occidental. Since February 2024, we have been daily subjected to excess, low-flying aircraft departing from Sonoma Co. airport. There was no public notice for this change and the increase in air traffic noise is unacceptable. We're told that soon we will directly be in the arriving approach to that airport. More daily flights departing and arriving directly overhead in what has been a relatively quiet rural neighborhood is unacceptable. We have a small farm and the loud and low-flying aircraft is a daily disturbance. As Sonoma county airport continues to grow, let's share that joy of the convenience and the noise and pollution by deviating the flight paths and not allowing any new traffic to be directly overhead the Occidental corridor.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p> <p>Flight procedure implementation and notification is at the sole discretion of the FAA.</p>
199	<p>I have commented before, but I realized I need to ask why you are looking at changing the two arrival flight paths? Does the FAA require that they be changed? Can we not just keep them where they have historically been flying? People who purchased houses and property under those flight paths knew what they were buying. Whereas, we in Occidental who purchased houses were expecting the environment to be quiet - as it has been until 2024 when the FAA changed the RREHD. Your proposals will add two more flight paths over us!! This is not fair, and why is it even being considered?</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>





Question/Comment		Response
200	<p>The increased flight traffic over Occidental is an annoyance and makes it hard to enjoy our own yard. The planes are very loud and very low.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>
201	<p>The tranquility and natural beauty of west Sonoma county has long been a respite for many. Including visitors, retired persons, and those, like myself, who appreciate living in the peace and quiet outside of our more urban local areas. This is something to be treasured and kept.</p> <p>In the decades I've lived in the area, there has already been a noticeable increase in air traffic the frequently interrupts this tranquility of this unique area. More air traffic would be a mistake.</p> <p>Where I appreciate the access of flights in and out the area, this is an intrusion on our area. A much more appropriate area for these flight paths are the urban areas that already have the associated noises, traffic, and interruptions that should be expected when living in those areas.</p> <p>I ask you deny and preferably decrease the amount of air traffic over more rural west county.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>





Question/Comment	Response
<p>202 It has been proven that the human psyche needs natural sound and time in nature to balance itself. In other cultures it is called “green bathing”. In Northern California, the Occidental area has been a place for returning to nature for generations. The Bohemian Corridor including Occidental, Freestone, Camp Meeker and Monte Rio are home to many Camps and retreat centers, hiking trails and preserves. The proposed flight paths put Occidental squarely in the center of three flight paths. The one flight path now flying over Occidental frequently wakes us up, distracts us from our work in the woods, and has silenced calling owls in the surrounding trees. Please keep these two new proposed flight paths in an area where traffic noise and modern chaos already drown out the quiet. Preserve the remaining places like Occidental where birdsong, and the wind in the trees are available to heal those that come from all over the world to experience and enjoy them.</p> <p>In addition to the harm to the sound environment that would result if three flight paths target Occidental are put into service, there is the commercial loss when the tourists, that form the basis of our town and county’s economy, stop coming. These are the very same tourists that fly into Santa Rosa airport.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



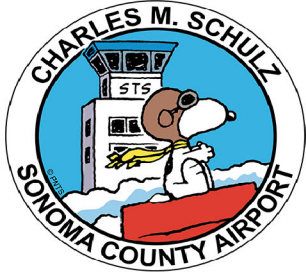
Question/Comment		Response
203	I am responding with the understanding that there is a planned flight path over Occidental and I would like to suggest that the flight path be moved further south to a less-dense populated area.	Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.



Question/Comment		Response
204	<p>To Cignus Consulting LLC and all involved local and federal agencies:</p> <p>I am writing to oppose the implementation of the proposed new arrival paths to STS.</p> <p>I oppose the implementation of the proposed new arrival paths to STS because doing so would route even more loud air traffic over Occidental. Additionally, I request a reconsideration of the recently (2024) instituted "RRHED" departure path, which now directs many flights each day directly over Occidental.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>
	<p>Occidental is a population center in West Sonoma County with a concentration of residences. It is also home to numerous businesses and nonprofits, a great many of which rely on tourism. Residents and visitors alike are drawn to Occidental for its formerly quiet, rural character, which is (or was) integral to the town's nature and economy.</p> <p>Occidental used to have minimal aircraft noise, and businesses were established and residences purchased with this consideration. However, early in 2024, the amount of aircraft noise substantially changed with the imposition of the "RRHED" departure path from STS. Since the imposition of RRHED, aircraft fly directly over Occidental multiple times a day, often several flights per hour. This frequent and very</p>	



Question/Comment		Response
205	<p>Currently, new arrival paths are being proposed, identified as “Arrival Path 14 (proposed)” and “Arrival Path 32 (proposed).” According to the maps provided to the public, Path 14 would send additional air traffic very near Occidental, while Path 32 would send additional flights directly over Occidental. I urge you to reconsider these proposed paths and to not place additional noise burdens on Occidental or any similar population centers -- especially those that were built in reliance of a quiet and rural character.</p> <p>It is completely unclear what factors lead to or are leading to the changes to the STS departure and arrival paths that were long in place prior to 2024. What aims were served or would be served by redirecting STS traffic so as to burden Occidental or other West Sonoma County population centers with new, frequent, loud, and disruptive aircraft noise? Why are the aircraft unable to use the flight paths that have long been in place?</p> <p>Thank you for your attention to this matter. I hope for a thoughtful reconsideration that will protect Occidental’s rural character from a further jump in aircraft noise and that will reverse the big jump in disruptive aircraft noise that began in early in 2024, seemingly without any public notice.</p>	<p>See above.</p>



Question/Comment	Response
<p>206 My address is 1.7 miles west of the village of Occidental at the ridge where Joy Road hits Coleman Valley Road and it is at a height of approximately a thousand feet. And so that would be my primary point that I want to bring up, is that I moved there 20 years ago to be peaceful and have actually built a Buddhist retreat sanctuary for meditation. I just finished that two years ago and all of the sudden I have truly a conveyor belt of the large commercial jets flying directly over my house primarily at an altitude of 3,000 feet. Because I joined Flightradar on the internet so I could track these planes. They're at 3,000 feet. We're at 1,000. So these planes are only 2,000 above my head. They're commercial aircraft. And we are on the edge of Coleman Valley itself which is a two-mile long subalpine valley. And it's very narrow. So consequently, you have these jets coming in only 2,000 feet above this narrow valley. And I would imagine these jet sounds ricochet and reverberate inside narrow valleys. And then I would also say that based on what they were showing inside there, they were saying that they're trying to keep these airplanes away from residential areas. We are a residential area. Occidental is a residential area. It's feeling like we are being made a sacrifice zone for the airport. And that's unfortunate. And it would just be better if there is another way to it. And I thank you for your time. Appreciate it</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment		Response
207	<p>So I am a resident on Joy Road in Occidental. And due to changes in departures, there is now a constant flow of aircraft going directly over my house and all my neighbors in Graton, I believe. And the noise is just unbelievable because we live in a peaceful area and now we have airplanes going over our house constantly all day long. And I also just attended the meeting today. And apparently you're also going to put arrival -- you're proposing to put an arrival path over our house. So I am not sure how you're going to do that with two. Yeah, one will be higher than the other. But all you need to do is go two miles north or two miles south and you won't be going over residential areas in that area. You are basically going to make people have to move for their peace of mind. I just retired and I'm putting up with this now</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>208 Couple things. Due process. Normally a project like this would fall under CEQA, C-E-Q-A. California Environmental Quality Act of 1970. And I headed a group called "Airport Control" in Long Beach, California, with respect to the Long Beach Municipal Airport back in the 1980s and first half of the 1990s. I was also on the board of directors for another big organization called Long Beach HUSH, H-U-S-H. Meaning Homes Under Stress and Hazard. And I found out just this evening, I was asking Supervisor Hopkins for who the lead agency is for this particular project. And unfortunately she told us that it appears to be the FAA. And I don't know who the responsible agency is. I don't know if that comes into play anymore. But Linda Hopkins basically feels that the FAA trumps the state law with respect to environmental issues, which is a shame. Because this project definitely falls under CEQA guidelines. You have a public entity, in this case even the FAA or if it's a city, Oakland city of council, or if it is the -- and/or the Sonoma County Board of Supervisors. You have a public agency making a discretionary decision. Meaning it's not ministerial. And it is a project that could have potentially significant environmental impacts. So it satisfies all three criteria for falling under CEQA. And CEQA is not a paper tiger. And as far as significant effect, to determine whether the project is significant effect, I'm quoting now from CEQA law. Quote, " Significant effect on the environment," unquote, is defined by the CEQA guidelines as, quote, "A substantial or potentially substantial adverse change in any of the physical</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p> <p>Regarding the departure paths, we are initiating the next phase review of published departure paths recently brought into use by the FAA. We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>We put up with that. We realized that we were -- we had no problems nor should we because we knew what we were getting into. But then all of the sudden they wanted to increase the number of flights from six to 24 in one jump. We fought on this. We managed to have six to go seven. And the next step was 15 when the FAA took control. It dropped back to 13 because United Airlines pulled out. I checked a couple weeks ago the current status at Long Beach Municipal Airport. They now have 41 commercial flights a day. All flying over on approach and on take-off -- on departures residential areas. My concern is that because of the airport terminal modification -- expansion. That's exactly what triggered it at Long Beach. Was actually the expansion of the terminal itself.</p> <p>209 What we're looking at right now I'm afraid may only be the beginning. Because now what I saw on this presentation involves both not only departures, but also approaches according to what Jon said in his presentation, on the PowerPoint presentation, I'm very concerned. But there is one mitigating factor. This is the second part. It will be brief. One thing that could be done to somewhat mitigate the situation is actually a two-step process. Use a steeper take-off incline. Like what has been done at John Wayne Airport in Orange County for decades. And I know that because I actually flew out a few times and the pilot explained it upon take off. Coupled with moving RRDHD1. Richard, Richard, Delta, Helo (phonetic), Delta one, departure path to -- that departure path, to move that north. So it crosses Bohemian</p>	<p>See above.</p>





Question/Comment	Response
<p>210 I live in Occidental. This concerns the two approaches for 14 and 32. Now, those approaches both either pass directly over Freestone, Occidental, and Camp Meeker like, spot on. And that would 32. Or in the case of 14, 14 passes about half a mile to a mile west. And that's going to impact all those people. Because especially in the case of 14, that is every arrival coming in from Southern California. On given days it's coming on that path. And the thing is that the land use just to the west, just a few miles, completely changes. In fact, it transitions to, oh, ranches and large dairy operations and so forth. Whereas, around Occidental and Camp Meeker, it's pretty small lots. It's surprising how close it is. It's pretty dense. So I was really hoping the Decosfo (phonetic) to just shift those two paths, both the 14 and the 32 four, five miles off to the west to just avoid flying directly over Camp Meeker and Occidental. And I thought it would be impossible because I saw these little weigh station marks and thought -- but Patty explained. There are these two weigh station points and the lines are drawn between them. So I thought there was some rule that said, "Well, gosh darn it, this is exactly where the flights have to go and they shall not budge." But apparently that's not the case. So I very strongly urge that they simply -- and this is particularly important for 14 because 14 is quite low. It's only at 5-, 6,000 feet elevation over Camp Meeker and Occidental. And also, important point, there is this land path, nature reserve. The grove of little trees on Fitzpatrick at 1,100 feet elevation. It's this wonderful grove that was</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the overall noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving impacts for as many County residents as possible, while maintaining the safety of operations. By developing procedures starting at a higher altitude and creating fixed continuous decent paths, the expectation is that it will better manage vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created.</p>



Question/Comment	Response
<p>211 I have been attending CYO and Caritas Creek camps since I was five years old and I am now seventeen. I have been informed that they plan to have planes consistently flying over their airspace which causes me much concern. The moving and healing powers of these organizations stems from its rural, tranquil atmosphere. These aircrafts would cause undue stress and distraction that campers come to escape. With most campers coming from large cities, camp is a place to ignore the noise and bustle of these highly populated areas. It's imperative that this atmosphere is preserved and kept in its glory. Please consider this when making your decision. Thank you for your time and have a wonderful day.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>212</p> <p>Move the flight path away from the redwoods! Away from the day camps and summer camps!</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>213</p> <p>As a former camper, camp counselor and now parent, CYO camp is nature getaway which allows campers to be one with nature. Having a noise disturbance of a flight path takes away from the beauty and serenity that makes this place so special to so many people. There are so few places left like this, please don't take it away!</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>214</p> <p>No flight paths over camp! Ruin the experience for many children and families. Enjoying nature and getting a break from the city</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>215</p> <p>I work at CYO camp, and have been working here since 2019. The work is life-changing for kids, and kids learn to engage with nature and each other in a super powerful way. I can't imagine working here with constant noise, as sometimes the most meaningful moments can happen in silence. Plane noises would ruin this space!</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>216 I have lived here for 20 years and also work onsite at CYO Camp and Retreat Center. This camp is almost 80 years old and welcomes over 10k guests annually. I cannot imagine the impact on the experience of our guests who come to camp for 2-7 days to escape the city and all of the noises and stress that go along with cities. Having regular airplane noise would directly impact their experience. We would likely lose clients and the business would suffer. We enjoy living and working here in large part to it being peaceful and quiet. This proposal would lower the quality of life for everyone who lives in the area and have a negative impact on the lives of the 100s of thousands of people who enjoy visiting the area to "escape" the city every year. There has to be another option.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>





Question/Comment	Response
<p>217</p> <p>CYO camp and Caritas creek provide a very important non urban experience for the youth that attend. Many of the campers/school kids have not been in the woods/forest, away from the sounds of the city. A flight path near camp would be a terrible shame. As the students study and learn in the outdoors, I can only imagine this disappointment when a plane flies by while doing a silent sit or learning activity of how animals hunt and the noises of the forest.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>





Question/Comment	Response
<p>218 The flight path over Occidental to Guerneville will have a detrimental affect on campers at several large camping organizations in the area that provide outdoor education and camping experiences to students often from urban/suburban cities that do not have access to nature regularly. These programs run year-round and will compromise the very few opportunities children have to be in a quiet, peaceful, nature setting. Please reconsider this flight path! Access to nature is CRITICAL for our youth and these programs provide a unique experience! - A former camper and bay area native</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>219</p> <p>I am closely connected to CYO especially Caritas &amp; other programs in Occidental for youth. I have been to the camp many times &amp; believe that the noise &amp; distraction of planes overhead often will not be good for the children &amp; staff who will be subjected to this major change in environment. A peaceful experience in the woods needs to be protected especially for our youth.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>220 As someone who lives in a flight path, I have noticed a major uptick in air traffic going over our home, even late into the night. There is a proposal that would send flights over the CYO youth camp, which would make achieving goals of the camp much more difficult and possibly negatively impact revenue. It's bad enough to have these flights over our neighborhoods. Let the kids have someplace where they can fully immerse in nature without these large planes.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>
<p>221 As an instrument rated pilot based at KSTS, and a resident under the existing 14 approach, the proposed approach would be a dramatic improvement!</p>	<p>Thank you for your support of the Sonoma County Airport. It is appreciated.</p>



Question/Comment		Response
222	<p>Thank you for the presentation, and appreciate the proactive procedural review. My concerns were that how do they know that this new approach will change the behavior of the pilot, given that clearly it didn't work in the last few years, but hearing that the procedures are the key to changing commercial pilots flight path and behavior addressed that. I appreciated the presentation as a long time resident of Windsor - and a fan of the airport, which I use a lot. I look forward to not having my indoor zoom meetings or outdoor conversations interrupted by the intense noise! I deeply hope the FAA accommodates these thoughtful changes.</p>	<p>Thank you for your support of the Sonoma County Airport and the activities that we are undertaking. Your comments are appreciated and we would like to reiterate our commitment to operations that meet the highest standards of safety while recognizing the need for a sustainable aviation operation that balances the desires of the surrounding residents and the needs of all airport stakeholders. We believe the pilots will adhere more to these new procedures because there is also a voluntary 'fly quiet program' that is also being developed to promote a more collaborative approach to noise sensitive operations.</p>
223	<p>I would like to see how we can avoid having all the flights coming directly over our home in Graton.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will address your concerns. However, establishing aircraft for a straight-in approach along the extended runway centerline from approximately 10 nautical miles from the airport when operating under instrument flight rules is an accepted industry practice. This supports flight safety and allows aircraft to configure for landing while conducting a continuous descent that minimizes the use of thrust, thereby reducing noise and greenhouse gas emissions.</p>



Question/Comment	Response
<p>224 We've owned our home since -- exactly 22 years. And we are big supporters and we use the airport. But it's just become more and more problematic. With being in a quiet community where you could normally hear a pin drop, we consistently hear aircraft flying back and forth over our home. Whether they are taking off or landing. But it's a consistent flight path directly over our home in a town very concentrated with a couple thousand people in our community which is in the middle of Sebastopol. Graton is a town surrounded by Sebastopol, as you know. So we're right in the heart of this. And whether the planes are coming or going, it's just becoming, you know, problematic and a nuisance for us with the amount of noise. But we love the airport. I just wish there was another way that they could come through and land and take off. That's me. Because from the graphs they showed, it looks like we are directly under the air flight path. And it's been noticeable in the last two years. It's like every time I look up there is a plane and there is noise. So it's a big problem where we -- exactly where we live . Right. And I don't know if people called your attention to the fact, like, up in Healdsburg and Windsor and maybe things were originally up there, all the flights. And then things got shifted to our area. the airport. But it's just become more and more . They complained. And now they're over our area. Yeah. So now they're coming over here. And that's not fair. I don't know if they can be split up where we get half the amount of the planes and they get half the amount of the</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the environmental noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>225 I live in Seb unincorporated, so closer to Graton. Planes are flying overhead LITERALLY every 5-10 minutes. It is sad, as this used to be a quiet neighborhood for children, animals, adults alike. What problem were you trying to solve for that re-routed SO MANY LOUD planes over our skies, and why is that problem being offloaded to our area? I do not mind being a part of the solution, but we went from a few planes to every few minutes starting at 6:30am. There has to be another solution or a way to SHARE the burden rather than putting this all on a small community, presumably because we have fewer numbers to complain. Please be transparent about what is happening, why this happened, what was the pattern before. We literally paid for homes, rented homes due to the peaceful nature, and now this is being completely disrupted of no fault of our own. There are literal costs to this change in flight patterns, hundreds of thousands for each of us. How can this be legal? And with no notice and with no idea why the change. We're not going to go away.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the environmental noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>

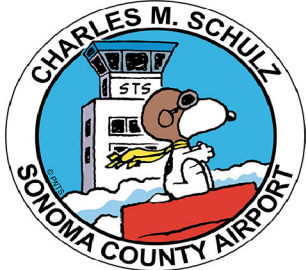


Question/Comment	Response
<p>226</p> <p>Why did I move to the bucolic country side?</p> <p>It now feels like I chose to be next to an urban airport.</p> <p>In the 54 years I have lived in Sonoma county there has been growth—that is inevitable . But in the last few years we now have commercial and private jets right through downtown Graton, our one block town. I can see the details on the planes they are so low. While the planes are flying you can't talk and be heard outside while inside my windows rattle.</p> <p>The late night flights of FedEx and others actually wake me up from a dead sleep. We have seen the flight pattern map (decided by the FAA) where planes land and depart over our house. specially the private jets are worse. Please reroute planes over</p> <p>Highway 101 until they reach altitude.</p>	<p>With the desire of improving the environmental noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision deigns based on specific criteria.</p>





Question/Comment		Response
227	<p>STS noise changes</p> <p>I have been following airplane activity on apps from my home in Graton for several years and have noticed a change lately. The change is that many commercial aircraft are taking off to the south and immediately turning west, going over my house at less than half a mile altitude.</p> <p>I recall from years ago that the general plan indicated that the 101 corridor was called a noise and growth corridor, saving areas to its east and west from both noise and growth.</p> <p>It seems to me that if south departures were to fly down this 101 corridor for just a few more miles, say between Sebastopol and Petaluma, before turning west, they would gain altitude and thus reduce noise. Maybe this is a previous route that went over Two Rock area.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Your comments are appreciated and are being considered. Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>





Question/Comment		Response
228	Airplanes flying directly over my house are very loud and annoying. Many times a day.	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Your comments are appreciated and are being considered. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p> <p>Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>229 Please consider the noise pollution of the new flight paths over west Sonoma county. The air traffic has really increased and the noise levels are terrible. Please route planes over more urban and noise polluted areas such as the 101 corridor instead of despoiling the natural beauty of West Sonoma county. Thank you.</p>	<p>With the desire of improving the environmental noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision designs based on specific criteria.</p>



Question/Comment		Response
230	<p>STS noise changes</p> <p>I have been following airplane activity on apps from my home in Graton for several years and have noticed a change lately. The change is that many commercial aircraft are taking off to the south and immediately turning west, going over my house at less than half a mile altitude. I recall from years ago that the general plan indicated that the 101 corridor was called a noise and growth corridor, saving areas to its east and west from both noise and growth.</p> <p>It seems to me that if south departures were to fly down this 101 corridor for just a few more miles, say between Sebastopol and Petaluma, before turning west, they would gain altitude and thus reduce noise. Maybe this is a previous route that went over Two Rock area.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. Regarding the departure paths, we are in the process of initiating the next phase review of published departure paths recently brought into use by the Federal Aviation Administration (FAA). We will now focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment		Response
231	<p>We live between Grey St. in Graton and Occidental Rd. along Atascadero Creek. Over the past year or so the amount of planes going over our house on approach or takeoff has increased significantly. We believe that we are being impacted more than other areas and we hope that you are able to re-rout some of the flights to other runways.</p> <p>We also object to the number of and loudness of the private jets that arrive and depart during the Bohemian Grove encampment. Does anyone monitor these planes to determine whether they violate the day and night dBA limits in the Sonoma County General Plan?</p>	<p>Thank you for the feedback and your participation. The General Plan ensures compliance with federal noise standards by referencing takeoff noise levels published in FAA Advisory Circular 36-3E (or its most current version). These standards define how noise is measured at the source, but may not directly reflect what you experience at your home.</p> <p>The Federal Aviation Administration (FAA) defines significant noise exposure as 65 dBA using the Community Noise Equivalent Level (CNEL) metric. CNEL measures the average noise level over a 24-hour period, with additional weight given to evening and nighttime noise. This means individual flights may exceed a threshold at a point in their flight, but the 24-hour compliance is still maintained.</p> <p>The Airport's 2012 Master Plan and Layout Plan Narrative Report calculated noise levels using this FAA guideline and the studies show that the majority of the current and future 65 dBA CNEL noise contour falls within airport property or affects only a limited number of homes.</p>



Question/Comment	Response
<p>232 We have lived near downtown Forestville for nearly twenty years. During the last few years we have seen and heard more and more commercial planes flying low and creating lots of noise, and just lately, even at night. It's obnoxious and disturbing. We understand planes have to fly, but it seems like a disproportionate number of flights are over this populated area when they could just as easily be routed over the more rural areas, vineyards, etc. If this is all because Windsor and Healdsburg complained, that's not fair, each town should have to put up with its share of noise, and flight patterns should be routed where there are fewer residents as much as possible. Thank you.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>233 Like so many others, I have noticed an increase in low flying jets directly over my house ramping up for the past year or so. It has progressively gotten worse to the point I would hear and see as many as 10-12 low flying jets in a single day. I understand it has to do with a change in flight paths, directed by the FAA after a feasibility study conducted by Cignus. The thing is, I never heard of the study or the public meeting to air concerns by those of us who might be impacted, so I had no way to voice my concerns.</p> <p>I wasn't able to make the meeting tonight, but I am hoping the flight path can be altered, and in the meantime, that planes can be diverted south of my heavily populated neighborhood. Even a couple miles would make a huge difference. There's a lot of open, mostly Ag land between us and the 101. Also please consider asking pilots to increase their altitude before flying anywhere near our quiet forest community. Right now they're flying over at about 3500 ft. Too low and too loud. I can actually see the airline logo. That's way too low.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the environmental noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p data-bbox="128 199 861 537">We are long-time members of the Sonoma County Wine Industry, active supporters of Sonoma County Conservation and Open Space organizations, and business educators and advisors. We have lived in the Forestville area for over 40 years. For the past 27 years we have resided on Russell Lane, off Orchard Lane, off Anderson Road in Forestville, behind the El Molino High School. We are members of the Upper Anderson, Orchard and Russell Neighborhood Watch and extremely active in community fire mitigation efforts.</p> <p data-bbox="128 583 861 691">As you know, our community, Forestville, has a grammar school, high school, academy, herb school, several outside dining establishments, and a Michelin-rated restaurant.</p> <p data-bbox="128 737 861 959">Over the past year we have seen and heard more commercial flights than ever before. The approach pattern appears to have changed to right over our peaceful neighborhood with an almost hourly, deafening roar during peak times. Although we appreciate the value to Sonoma County business these flights enable, we must object to the current flight patterns.</p> <p data-bbox="128 1005 861 1227">These flights are low, loud and spew pollution on our hard-earned, preserved, and maintained bucolic and quiet neighborhoods! We continue to pay ever-increasingly high parcel taxes as one of the perceived costs for this tranquility. Lately, that peaceful enjoyment of life has been shattered by increased commercial air traffic and apparently new</p>	<p data-bbox="875 199 1963 727">Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths, and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>

234



Question/Comment		Response
235	I've noticed an increased air traffic that makes it hard to have a conversation. I believe that we should not stifle tourism but its making it hard to have a quality of life. Please mitigate to help us preserve WHY people come here.	Thank you for your feedback. The proposed improvements that are part of this study should reduce noise exposure.
236	Please do not add more flights to the current flight path over west sonoma county. These flights go right over my house, and are loud and disruptive. This flight path is new, and degrades the quality of life of our rural community.	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p> <p>It is not the airport's intent to add or reduce flights over any given area. The airport does not control the scheduled flights (Airlines control their schedule) nor do we control how the aircraft are routed within the airspace - that responsibility falls under the FAA. Additionally, our airport does not discriminate between our residents, and we aim to design proposed procedures that adhere to all safety requirements as well as provide a balanced approach to noise/emission impacts on our community.</p>





Question/Comment	Response
<p>237</p> <p>When the planes go over our house in Forestville , It's so loud it echoes kind of shakes our house we live by Spear market</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
238	Flight path seems directly over community, dramatically increased, and much lower elevation.	Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.
239	<p>The use of route RREHD means we now get a LOT of noise where once it was an occasional nuisance. I understand that a group called Cygnus is studying flight paths to and from STS and urge them to recommend a return to the pre-January status.</p> <p>Noise is a serious form of pollution that has a deleterious effect on health. It is an external cost for the airlines and airport but born directly by those of us subject to it. Did the FAA perform an environmental impact study before requiring RREHD?</p>	Thank you for your input to the Sonoma County Airport review of the approach paths. Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.



Question/Comment		Response
240	<p>Please reconsider any flight paths over Occidental. We moved here 40 years ago to enjoy peace and quiet in this beautiful rural area. The increased noise of air traffic is truly startling to hear. The only air traffic that has been this loud in the past has been fire planes. To be reminded on a daily bases of fire has been very hard to take.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>
241	<p>I have lived in my house for almost forty years. Obviously air traffic has increased in that time, but until very recently it has not affected me to the degree that it now does. The increased noise is disconcerting and annoying. I find it hard to understand why traffic patterns aren't flown over less populated regions. Please take this feedback as a request to reconfigure your takeoffs and approaches. There is a large portion of the population that is not as excited about increased as Jan Stout is.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p> <p>Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment		Response
242	I think it is irresponsible to be flying planes low over rural areas causing so much noise pollution. We come to the countryside to avoid noise and it is very unfair to be flying over our heads when the prior flight paths were over highway 101 where there is always so much noise the plane noise wouldn't even be noticed. The routes need to be put back to over the highway 101 where they will not be a nuisance. Especially for those of who live on the hills the noise is even worse because the planes fly even closer because they have not gained sufficient altitude and at all hours of the day and night too! I find it very disruptive and unnecessary to change the flight paths like you have.	Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the impacts of noise and emissions from landing aircraft.
243	I've noticed an increase in flight traffic in my neighborhood and am not happy about the new sonic pollution. Please revert flight patterns to what they were previously.	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>



Question/Comment	Response
<p>244 To start, I don't know anybody who knew about that initial meeting. It just seemed so disingenuous. It was a bad start for my awareness of what was going on, the changes at the airport. And we do get really loud jet noise over our house in <b>Forestville</b>. Luckily my neighbor let me know about this. But I think this was advertised more. But the whole -- the fact that most of us didn't know about it. That we could have commented. This was an initial meeting in the fall that they kept alluding to in this meeting. And I don't know anyone who went to it, any of my neighbors, anybody who is unhappy with what's going on with the jets overhead. I did appreciate their presentation, you know. I have come from a long line of pilots. I get it. But it's just how it started, you know. And I'd like to know what the criteria are for judging something. That it's okay to change runways. And I know working with the government, with the feds, with the FAA I know is a nightmare for everybody. And I understand it. But I don't like what happened about the communication. It was bad. And it looked -- made them -- made everybody involved look bad. So I was mad. So thank you very much</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths and we regret that you have not found the consultation process to fully meet your needs. Be assured that our intention has always been to conduct an open and transparent process, as exemplified in the public notices and meetings have been conducted to date.</p> <p>We will continue to endeavor to manage the airport to support the population that counts on us for the variety of operations that we support for the local community and the broader audience of air travelers. We remain committed to operations that will meet the highest standards of safety while recognizing the need for a sustainable aviation operation that balances the desires of the surrounding residents and the needs of all airport stakeholders.</p>



Question/Comment		Response
245	Hi! As a resident of camp meeker, there has been an increase in planes flying overhead recently, and i am opposed to the plans to add even more routes in our area. We moved here for the peace and quiet, and adding more routes will be a much larger disruption to the community. While we are lucky to have an airport nearby and am supportive in general of this access, other routes should be explored that don't make it so concentrated in one area.	Thank you for your input to the Sonoma County Airport review of the approach paths. The desire of improving the noise and emissions impact on residents by the Sonoma County Airport requires that we work with the FAA to develop flight paths that can be assigned to aircraft to meet these objectives, while maintaining the safety of operations. By developing fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.
246	I am objecting to the RREHD path that was started in January without any notification or consideration of the needs of the people on the ground. This new path and its low altitude has turned previously quiet homes into an airplane freeway that intrudes on all of our days and negatively affects our quality of life.	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations.</p> <p>The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>247 We in Occidental already hear a lot of airplane noise. Please don't schedule more flights right over Occidental and Camp Meeker!</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>





Question/Comment	Response
<p>248</p> <p>Rather than sending the flights approaching or departing from the airport over Occidental, Camp Meeker and the west county - areas of protected parkland and natural quiet - it would be prudent to route the planes over the already noisy populated corridor of Sonoma County. This would avoid the more serious environmental impact of noise pollution and consequent effects on the surrounding wildlife habitats which is an endangered resource in Northern California. Please consider a more urban area for the Schultz Airport flight paths.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>





Question/Comment		Response
249	We live in the Redwood forest for the beauty, peace and calm it offers - adding more noise with more flights will just further negatively impact our community	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the impacts of noise and emissions from landing aircraft.</p> <p>The additional approach paths do not mean more flights over a given neighborhood, it simply aims to provide aircraft a safe way to approach the given runway at the airport with least thrust thereby reducing the overall noise footprint. The schedule of flights is not driven by the airport - it is driven by the airlines.</p>



Question/Comment	Response
<p>250</p> <p>Please stop flights from flying over my home. I moved to the forest for peace and beauty. This has got to stop. It is unacceptable. Objections to this flight path will only increase. Find another route.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>251</p> <p>There has been a huge increase in air traffic noise over our area in the last few months. Why can't flights travel over the ranch and farmlands south of us instead of over areas such as ours with quiet neighborhoods? I don't understand the rationale for recent and proposed changes to flight paths. Who listens to the affected residents? There hasn't been a word from the FAA reaching out to us!</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>252</p> <p>Camp Meeker is not low density! St Dorothy's Rest is set up for RESPITE for inner city kids and retreat participants. Increased flight paths would destroy the peace of residents and denigrate the purpose of Sr Dorothy's Rest. Opposed to increased flight paths in Camp Meeker!</p>	<p>With the desire of improving the noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision designs based on specific criteria.</p>



Question/Comment	Response
<p>253 Him I'm writing to ask that these two new routes not go directly over the Camp Meeker/Occidental area. Airplane noise (and thunder, the rare times it happens) echo's loudly through the hills here, unlike anywhere else I've lived. It's already disruptive, and with the proposed new routes, will become much worse. This is only a few miles from the coast, it would make sense to send those routes over water rather than over us. Regardless, wherever you send them, please don't disrupt the living conditions here further by placing them in the proposed position which is directly over the Bohemian Highway area and its many residences. Thank you so much.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
254	<p>I live in Camp Meeker and am concerned about these new proposed flight paths over our area. If it helps lower greenhouse gasses, that's good. But if it's simply to mitigate noise for Sebastopol or Healdsburg, then I oppose the change. We're just starting to gain steam out here on a lot of new open space/parkland and routing a bunch of air traffic over it runs contrary to the whole project. People in more urban areas choose to live with more noise, they can handle it.</p> <p>Thanks for your time</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the impacts of noise and emissions from landing aircraft.</p> <p>Our airport does not discriminate between our residents and we aim to design proposed procedures that adhere to all safety requirements as well as provide a balanced approach to noise/emissions impacts on our community.</p>



Question/Comment	Response
<p>255</p> <p>I bought a house in Occidental/ camp meeker specifically because the lack of noise, traffic and to get away from urban noise. Now planes fly over my house 6+ times a day. It will effect the value of my property. People who buy property near an airport buy knowing that flights will be part of their future. 20 years ago, when i moved here it was to escape exactly this type of disturbance</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. The Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the impacts of noise and emissions from landing aircraft.</p> <p>Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>256</p> <p>We are concerned that the proposed new paths for 14 and 32 would now be above our community. This would increase unnecessary flights and noise over our residential community.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>





Question/Comment		Response
257	I have concerns about the impact additional flights over the Occidental/Camp Meeker area will have. The change to STS' departure path has had a considerable negative impact due to the increased noise in what had previously been a very peaceful woodland environment.	Thank you for your input to the Sonoma County Airport review of the approach paths. Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.
258	We are disturbed by the increase in flight noise and would like new flight paths away from our neighborhood to be added	<p>With the desire of improving the noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision designs based on specific criteria.</p>



Question/Comment	Response
<p>259</p> <p>To reroute over us solely for noise pollution reduces equity of environment. Sebastopol is the wealthiest city in Sonoma. To reduce their noise and increase ours is inequitable.</p>	<p>With the desire of improving the noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision designs based on specific criteria.</p>



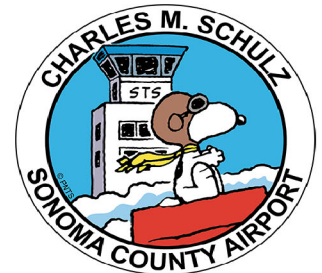
Question/Comment	Response
<p>260</p> <p>This flight path change directly impacts poorer communities. Instead of going over businesses (The Barlow in Sebastopol) where rich people have the luxury of galivanting, the planes will fly over my peaceful and quiet community where hardworking people live. This alteration in flight paths is discriminatory and disgusts me.</p>	<p>With the desire of improving the noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision deigns based on specific criteria.</p>
<p>261</p> <p>The new and proposed flight path changes are disruptive to our community and are a nuisance that impacts our property values and enjoyment of our homes and neighborhoods. This area has had considerable investments by local, State, and NGOs to preserve open space and ecological treasures. Planes constantly overhead diminish the value of those investments which will reduce outdoor tourism, causing further damage to our local economy- which depends on tourism.</p>	<p>Thank you for your comments and participation. This study is being conducted to find the best way to manage noise impacts on our communities. The proposed improvements that are part of this study should reduce noise exposure.</p>



Question/Comment	Response
<p>262 I am greatly concerned and very annoyed at the changes being made to reroute air traffic over our communities. We purchased our home in a rural area to be away from the noise of the big city we grow up in and worked ( San Francisco). Instead of birds, frogs, etc., we are serenaded by air traffic departing Santa Rosa airport from early morning to night. To make matters worse, the new feasibility study wants to redirect air traffic over our communities to facilitate landing! The low flying aircraft can be heard through out our home even with double pain windows, heavy insulation and television on. The noise is louder than planes flying out of San Diego over Point Loma or hotels directly across from the San Francisco Airport. We just traveled and stayed in those areas. The noise has also lowered our property value. Who wants to hear planes all day? The planes need to fly higher and out from the coast. Increasing airlines and routes that fly over West Sonoma communities with its increased noise levels are a disservice to our communities and public looking forward to enjoying the new parks and recreational facilities the West County can offer.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the impacts of noise and emissions from landing aircraft.</p> <p>We will continue to endeavor to manage the airport to support the population that counts on us for the variety of operations that we support for the local community and the broader audience of air travelers. We remain committed to operations that will meet the highest standards of safety while recognizing the need for a sustainable aviation operation that balances the desires of the surrounding residents and the needs of all airport stakeholders.</p>



Question/Comment		Response
263	I just wanted to comment on the increased noise pollution out here in Camp Meeker due to changed flight paths. I understand there are numerous safety and other variables involved, but just wanted to put forth my preference for trying to track current and future traffic over more urban areas or at least following areas of heavier ground traffic so that the quiet forested areas of west county (like here in Camp Meeker) could remain less polluted by air traffic noise. Thank you for your consideration.	Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the impacts of noise and emissions from landing aircraft.
264	Will unsettle the wildlife in camp meeker.	Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the impacts of noise and emissions from landing aircraft.
265	As a homeowner and resident of Camp Meeker, I would not like more air traffic overhead. It disturbs wildlife and our quiet life in the forest. I do not think Sonoma County Airport should grow in size or activity, as our ecosystem is very special and increasingly rare. Thank you for your time.	Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the impacts of noise and emissions from landing aircraft.



Question/Comment	Response
<p>266 I am writing to request an immediate halt to flight traffic above West Sonoma County, specifically the Occidental area. This is precious open space that is a home or stopping point for various animals, including endangered animals like the Spotted Owl or migrating golden eagles, and a slew of migrating butterflies. The extreme noise pollution is directly effecting the lives of these animals, particularly in the Bohemian Ecological Preserve. It is far more sensible to use flight routes over areas that have already been impacted as opposed to expanding impacted areas.</p>	<p>With the desire of improving the noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision deigns based on specific criteria.</p>



Question/Comment		Response
267	<p>Hi! I understand we have more air traffic, but the low flying take offs over our community are quite jarring and really just disturbing the peace. We chose this area for a reason- quiet (decades ago) so if what I'm hearing is true- that airlines are trying to save fuel by flying low over our community during take off I'd feel quite upset and would not be supportive of the airline and probably the airport itself if that were the case. I am hoping we can get together on this and find a smart solution. Again- not opposed to air traffic per se, but also not ok with being on the receiving end of corporate greed.</p> <p>Thank you,</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>
268	<p>I do not wish to have more air traffic over the Occidental/camp meeker areas. The noise levels are very disruptive and loud.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the impacts of noise and emissions from landing aircraft.</p>



Question/Comment	Response
<p>269 To whom it may concern,</p> <p>I am writing today to complain about the new flight path above Camp Meeker/Occidental/Russian River. We are a rural community whose biggest industry is tourism. The noise from air traffic is not only surprising it's also sorely out of place for us. Our area is sought out the world over for the environment, imagine traveling all the way here from a city to marvel at ancient redwood trees or hike one of our many park trails and you can't even speak to someone standing next to you because the airplane traffic is too loud. This doesn't make sense for us, we are not a community next to a freeway. Air traffic noise has historically never existed here. These loud and low flying planes not only disturb the peace of myself, my neighbors and our entire community but they also threaten to deprive us of our greatest natural resource- the tranquility of nature. We were not consulted nor did we agree to this change. We love the airport but we kindly ask it to be a good neighbor and redirect air traffic to its previous pathways and at the very least do not add more going over us.</p>	<p>With the desire of improving the noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times (and the safety of the aircraft requires precision designs based on specific criteria.</p>





Question/Comment	Response
<p>270 We have started waking up early in the morning to aircraft going over our heads. Our house is double -paned windows. It is -- we have good insulation, et cetera. We have lived there since 1967. I actually was young when I moved there. And we raised four kids, whatever. The noise now wakes you up starting at about 6:45. In that range. You hear them coming over. You hear them coming over. You hear them coming over. I would say that now sitting outside, I hear more airplane music (sic) than I do -- noise than I do birds. It never was like that. And it's not as though -- it's no longer enjoyable to sit out on our porch with a "Hmmm, hmmm, hmmm" overhead. We also hear little aircraft. Must be a One Ray (sic), but we also hear more of what I would call individual crafts, where we never heard them before. Any time we heard aircraft before, we were worried about there being a fire or there being something happening that, you know, they needed aircraft to see in the wooded area. Now it's, like, no. Just aircraft on aircraft. And that's it. Thank you</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p> <p>Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>I have attended meetings recently regarding the increase in air traffic directly overhead. Since then, the traffic has only increased rather than decreased. Unfortunately, I will be out of the country for the next meeting but want to voice my concerns about the plane traffic overhead.</p> <p>We have been told by airport officials that the flight pattern is not what STS has recommended but the airport has no control if the pilot wishes to use GPS and go outside the recommended pattern. What airlines have chosen to ignore this? Surely, the airport has some control over the airlines using its facilities. I also understand that perhaps a feasibility study has been instituted by the airport to submit to the FAA?</p> <p>271 Can you please let me know the status of this situation? Thank you.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
272	<p>Thanks for inviting input. The airport will become more and more favorable over time, leading to potential more flights/yr. Inevitable. Given flight paths can impact occupants lives and housing values, the frequency of use of all paths (North, South, East, West) should be equally used - only fair. Thus, I recommend a cap on the number of flights/day as well as a time for those flights (i.e., only from 8:00 am to 9:00 pm.) Only fair to the citizens of Sonoma County who live here.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Regarding the balancing of direction from which aircraft approach, this is governed by the prevailing wind direction since it is required for the safety of flight operations that aircraft land aligned into wind to the maximum extent possible. As for a cap on the number of flights per day, we will continue to endeavor to manage the airport to support the population that counts on us for the variety of operations that we support for the local community and the broader audience of air travelers. We remain committed to operations that will meet the highest standards of safety while recognizing the need for a sustainable aviation operation that balances the desires of the surrounding residents and the needs of all airport stakeholders. The Airport is not in a position to cap the number of flights per day per FAA regulations.</p>
273	<p>The new flight pattern comes south from the airport and then turns West and jets have frequently been flying directly over our farm and over Green Valley Road. Not in the pattern shown on the video. They are in full climb cycle and very loud. They also now have flights leaving at 6:00 a.m. which is most disturbing. I don't understand why these aircraft don't fly South over Hwy 101; an already noisy corridor, and then turn West over Petaluma or further south in more urban corridors. This is a nuisance and is "IN VIOLATION OF OUR RIGHT TO QUIET ENJOYMENT". West County is a rural community that does not deserve this kind of treatment. Please correct the situation as it gets worse each month with the added flights.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the Federal Aviation Administration we will now also focus on working with the FAA to improve the departure path impacts. It should be noted that the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate.</p>



Question/Comment		Response
274	Why can't we change the elevation that they are required to take off at? The speed at which the planes get to 10k feet is very slow as a passenger and a resident, it feels like that could resolve a lot of the issue we're having.	Thank you for your input to the Sonoma County Airport review of the approach paths. The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RRHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts. In addition, these conceptual designs leverage NextGen technologies that could maximize altitude, reducing fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing and takeoffs that overfly certain populated areas at low altitudes today.
275	Will filing a class action lawsuit against the FAA help to move this process along? Will filing a request to reduce property tax bill impact the state to push for more immediate changes?	The Airport is a division of the County of Sonoma Public Infrastructure department and does not provide legal recommendations. It is up to individuals to seek their own counsel.
276	It would be nice to have a listening session with the airlines and pilots so they see faces of our community, that Sonoma County has vibrant rural neighborhoods affected by noise from increased activity at the airport.	Airlines and pilots are aware of the noise concerns and study, and we are actively seeking their input on revised designs. However, their operating protocols follow procedures assigned by air traffic controllers, typically designed and published by the FAA. We have raised noise concerns with airlines, but without specific required guidance approved by the FAA in place, gaining compliance is unlikely.
277	We've farmed in west Sonoma Co. for 40 years and the noise factor of low-flying departing flights has negativity impacted our farm. I understand that the FAA is making changes and establishing routes to "benefit" all of the greater Bay Area. But the sudden increase of departure noise over RREHD path stems from what? Increase in Bay Area air traffic? Increase in Sonoma County airport carriers? How will this be addressed as more flights are being added to Sonoma Co. airport?	Thank you for your question regarding the Sonoma County Airport review of the approach paths. The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.



Question/Comment	Response
<p>278 I have now lived in Graton for three years and the air activity is getting worse and worse. On Sunday, 9/29, I counted 7 planes in an hour during the afternoon. Most are low flying private planes but at least two were commercial. The noise is constant. In addition, we frequently get low flying helicopters too. Within the last two weeks we had one evening where a helicopter was doing circles above our house. I checked the "Flightradar24" app and saw that same helicopter had made circles above areas of Rohnert Park, Santa Rosa, and then moved to Windsor after my house. My point is just that I moved to a more rural area so I could enjoy peace and quiet, not constant air noise. The amount of planes coming and going is terrible.</p> <p>BTW, for feedback, I have now attended two of your meetings. The first one I attended remotely and was really frustrated that there was no mechanism to offer feedback via an online breakout session since all breakouts were in person. This time, I attended in person and I was again frustrated. The presentation lacked key details like smaller city names, major HWY and road names on maps and details on what runways were for commercial or private. (Although in all fairness I am affected by both types so not sure how much it matters.). It looked like the proposed changes for runway 2 will go right over my house but hard to tell without city and street names. I assume these lack of details is intentional so we can't see exactly where the new routes will be. Seems</p>	<p>Thank you for your input and we regret that you didn't find the consultation process to fully meet your needs. Be assured that our intention has always been to conduct an open and transparent process. Regarding specific landing paths, establishing aircraft for a straight-in approach along the extended runway centerline from approximately 10 nautical miles from the airport when operating under instrument flight rules is the industry practice. This supports flight safety and allows aircraft to configure for landing while conducting a continuous descent that minimizes the use of thrust, thereby reducing noise and greenhouse gas emissions.</p>



Question/Comment	Response
<p>279 I would like to make it known that the noise coming from the Santa Rosa Airport departing flights going south flies directly over my home at a very low altitude and has made life in our quiet country/rural community practically unbearable. We cannot go outside and enjoy a quiet afternoon or work in our garden or going to hike without having loud airplanes noise interrupting our surroundings . The noise starts around 7:00 a.m. and continues until 9:45 p.m. Most days there are about 12 to 15 flights going overhead. I do not live by the airport, I am about 15 mi away so I would not expect to be interrupted by air traffic noise. This is something new that started back in February of 2024 and I would like to have this issue addressed as soon as possible. I would like to know why they made the change to the flight current departure flight path. I'm hoping that if they've changed it once then they can change it again. Not only is this affecting our quiet rule community, I'm sure this is affecting our property values as well. Thank you for listening and I hope to see a change and an improvement soon.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts. It is our understanding that the change to departure procedure was made by the FAA independently to allow for aircraft departing STS to more easily integrate into the larger Northern California Airspace system.</p>



Question/Comment	Response
<p data-bbox="128 199 856 418">We strongly support adjusting current aircraft ascent and descent routes from Sonoma County Airport to mitigate very significant noise impacts from low level jet traffic making turns over our home. From a more general perspective, we believe that current routes are detrimental to tourism and health and well-being pursuits in West Sonoma County.</p> <p data-bbox="128 467 716 496">Typical Noise Sources Near Our Home of 41 Years</p> <p data-bbox="128 545 840 686">Our West Sonoma County home is in a rural area populated by orchards, vineyards and woodlands. For decades it had been relatively quiet. Following are typical noise sources in our area:</p> <p data-bbox="65 704 111 734">280</p> <ol data-bbox="128 737 863 1073" style="list-style-type: none"> <li>1.Guerneville Road e.g., regular and commute traffic produces steady and relatively low volume noise, occasionally punctuated by vehicles with illegal exhausts and rarely by middle of the night “side shows”.</li> <li>2.Agricultural activities, e.g., tractor, wind machine and mechanical harvesting, which tend to be seasonal noise sources.</li> <li>3.Bohemian Grove jet traffic. A minor annoyance because it only involves around four days per year.</li> </ol> <p data-bbox="128 1122 716 1151">An Abrupt Big Change to Daily Airport Departures</p> <p data-bbox="128 1200 852 1229">Departing planes, including large jets, started turning west at</p>	<p data-bbox="875 199 1940 341">Thank you for your support of the Sonoma County Airport and the activities that we are undertaking. We remain committed to operations that will meet the highest standards of safety while recognizing the need for a sustainable aviation operation that balances the desires of the surrounding residents and the needs of all airport stakeholders.</p>



Question/Comment		Response
281	<p>Remedy</p> <p>We believe that the problem can be effectively addressed by interactions with the FAA. We believe that the problem has occurred due to changes in flight routing made by the FAA in the last few years that were focused on major control centers such as Oakland, CA (ZOA). The changes did not take into account some of the unique aspects of Sonoma County and the effects that air traffic have on the natural setting and population. We believe that the FAA is a high-functioning, essential organization that just needs input about our very local situations regarding this problem.</p> <p>We strongly support the studies being pursued by the Sonoma County Airport and its consultant Cigna. We believe that the FAA is an essential and effective organization and that engagement with the FAA should result in flight procedure adjustments that will mitigate our concerns.</p>	See above.





Question/Comment		Response
282	<p>Why We Think the Problem Can Be Resolved to the Benefit of All</p> <p>The Sonoma County Airport is in the Santa Rosa Plain, a wide area with low topography, particularly in the N-S direction. This should make continuous descent and ascent procedure easy to accomplish in most situations. It would also eliminate the need for noisy low altitude turns during ascent.</p> <p>Eliminating 40-50 degree turns at low altitude during take-off would also appear to increase safety.</p> <p>West Sonoma County is a:</p> <p>Thriving agricultural region.</p> <p>Thriving tourist region (Occidental, Russian River, the Coast, Dry Creek, etc.)</p> <p>Thriving Health and Well Being Region.</p> <p>World Class Restaurant and Hotel Region.</p> <p>All of the above rely on aesthetic experience, which is greatly benefitted by maintaining low ambient noise.</p> <p>Continuous ascent and descent procedures would also likely lower fuel consumption and engine emissions, further benefitting our area and the global environment.</p>	<p>See above.</p>



Question/Comment		Response
283	<p>This is a general complaint about the significant increase in the number of jets taking off over the Graton area on a daily basis. Or maybe it's the takeoff flight path that has changed....? I am very sensitive to noise and thought I had found a peaceful place to retire. However the decibel levels are so high I cannot hear my TV, converse with my husband, nor talk on the phone when the jets fly over. Some days it seems every other hour. The very early (around 7am) flights startle me every morning. And the late night (9:30pm, 10:30pm) flights just seem unnecessary. Can the takeoff flight path be revised? Can the airlines' schedules be bundled closer together so these events happen less frequently? Sadly, this is not the peaceful area of vineyards it used to be a short time ago. And I fear property values will reflect the noise pollution impact as well. I am hopefully optimistic this STS Approach Study is in progress!!! Thanks for your consideration, Concerned West County Resident.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The changes you are experiencing are a direct result of the new RRHEAD departure procedure instituted by the FAA recently. To that end, regarding the departure paths, we are in the process of initiating the next phase review of published departure paths recently brought into use by the Federal Aviation Administration (FAA). We will now focus on working with the FAA to improve the departure path impacts.</p>
284	<p>Enjoyed the meeting last night, it was very informative. I've been watching air traffic on ADS-B, and when commercial flights depart from Runway 14 to the RREHD waypoint, they are very noisy going over the Graton area and west of here. I have experienced upwards of 12 flights per day.</p> <p>I have a sound level meter, and these flights register between 64 to 70dB A-weighted. Hopefully, noise in this area will be addressed along with departures from Runway 32.</p>	<p>Thank you for your input. Regarding the departure paths, we will be initiating the next phase review of the 2024 published departure paths recently brought into use by the Federal Aviation Administration (FAA). The proposed improvements that are part of this study should reduce noise exposure.</p>



Question/Comment	Response
<p>285 I have been negatively impacted by the increased airplane traffic from Santa Rosa airport not only at my home, but more importantly out in the rural and open spaces and hiking trails of Sonoma County. These new flight paths and increased number of jets have greatly affected the peace and tranquility of the Sonoma Coast and regional and state parks. It seems counterintuitive to me to have flight paths that go right over some of the remotest areas of our county when we already have a noisy and highly trafficked 101 corridor that can more readily absorb the air traffic noise and disturbance. People of this county highly prize their quiet and tranquility and though this is affecting "fewer" of us because it's in less populated areas, I would hope the wider impact to the environment and to the open spaces at our parks would be of concern and importance.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
286	<p>The planes fly over Sebastopol for both approach and landing. This is disruptive and noisy.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. Regarding the flight paths for landing at the airport, establishing aircraft for a straight-in approach along the extended runway centerline from approximately 10 nautical miles from the airport when operating under instrument flight rules is an accepted industry practice. This supports flight safety and allows aircraft to configure for landing while conducting a continuous descent that minimizes the use of thrust, thereby reducing noise and greenhouse gas emissions. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will alleviate some of the current noise exposure over Sebastopol and address your concerns.</p> <p>Regarding the departure paths, we are soon initiating the next phase review of published departure paths recently brought into use by the Federal Aviation Administration (FAA). We will now focus on working with the FAA to improve the departure path impacts.</p>
287	<p>Really grateful that a study has been commissioned to address The change in flight approach implemented by the FAA. I am hopeful that noise abatement can be achieved along with a better flight plan and that an alternative can be agreed to by all parties. One area with limited discussion at the Analy presentation were solutions that can be implemented by STS on the ground. For example Changing the runway direction along with the proposed flight paths. Has this been considered along with the altitude changes and the air paths? What about looking at John Wayne as a model for approaches? I think it's worth looking into and providing visibility to the concerned public. Thank you.</p>	<p>Thank you for your input and questions about potential runway changes. With regard to changing the runway direction, this is governed by the prevailing wind direction. It is required for the safety of flight operations that aircraft land and take off aligned into wind to the maximum extent possible. Because of this, changes to runway orientation are not feasible.</p> <p>The procedures at SNA do not meet today's design requirements for operations. They were in place before the Airport Noise and Capacity Act of 1990, so unfortunately following that model isn't feasible.</p>



Question/Comment	Response
<p>288 I attended the presentation at Analy High School and now better understand the technical criteria being used to establish flight paths. I have several comments. To a certain extent they apply to both the arrivals and departures (though I know there will be a separate process for the latter). Moving flight paths to less populated areas means moving them over ridges. I'm sitting at 940 feet above sea level. So the planes are closer and louder than they would be if the paths followed the valley floors. In these less populated areas, there is very little ambient noise, so the aircraft noise doesn't go unnoticed. I'm aware of every plane that goes overhead. There is a parade of them every morning starting shortly before 7 am. In the urban areas I find myself much less aware of them. Putting the flights out where "no one will hear them," reminds me of the out-of-sight-out-of-mind pollution of the ocean. Those who live in the far western parts of Sonoma County accept being far from services, on wells and septic, often with no curbside trash pickup, driving dirt roads that wear out our cars, and longer drives to hospitals and schools, all because we value peace and quiet. So I hope that the STS team and consultants will look for ways to reduce impacts on our area. Thank you for the opportunity to comment.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. The desire of improving the noise and emissions impact on residents by the Sonoma County Airport requires that we work with the FAA to develop flight paths that can be assigned to aircraft to meet these objectives, while maintaining the safety of operations. By developing fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>



Question/Comment		Response
289	Why the flight paths can't follow 101 I have no idea. That would make so much more sense to me.	Thank you for your input to the Sonoma County Airport review of the flight paths. Regarding your question of why aircraft cannot follow the 101 corridor - aircraft do follow the 101 corridor in some cases to the extent possible, however, during the final approach to the runway, establishing an aircraft for a straight-in approach along the extended runway centerline from approximately 10 nautical miles from the airport when operating under instrument flight rules is based on safety and to maximize the effectiveness of proposed procedures. This supports flight safety and allows aircraft to configure for landing while conducting a continuous descent that minimizes the use of thrust, thereby reducing noise and greenhouse gas emissions.



Question/Comment	Response
<p>I just found out that we will be sandwiched between 3 flightpaths. I noticed that the noise and traffic overhead have increased. Trust me.. I lived in the South Bay with endless flights overhead before moving up to Sonoma country. It is one of the biggest treasures to have a quiet environment. Please know that my neighbors and I are very upset over the proposed flight paths.</p> <p>We live here for a reason, we love the quiet.</p> <p>Please find a different solution that does not impact our lives this negatively!</p> <p>290</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
291	<p>I'm concerned about what I recently learned is a shift in proposed flight paths over directly over our quiet rural neighborhood. This would interfere with our and our many neighbors right to the quiet enjoyment of our property. Please consider shifting those path over corridors that already have noise such as more populated areas or areas with freeways or over the ocean. Thank you!</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. The desire of improving the noise and emissions impact on residents by the Sonoma County Airport requires that we work with the FAA to develop flight paths that can be assigned to aircraft to meet these objectives, while maintaining the safety of operations. By developing fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft. Our airport does not discriminate between our residents and we aim to proposed procedures that adhere to all safety requirements as well as provide a balanced approach to noise/emission impacts on our community.</p>





Question/Comment	Response
<p>292 I live in West County, which is an area west of Sebastopol, 2 miles from Occidental. The RREHD has made my previous bucolic and quiet life miserable. From 6:30 AM to sometimes 10 PM there are large commercial jets roaring overhead, under 1,000 feet. I have sometimes 10 flights per day. I bought my house in 2004 for its pastoral, quiet nature; we have many different bird species; clean air; peace and quiet. We would not have chosen that location if it was directly in the take-off and landing path of the STS airport. Our lives have been turned upside down since the beginning of this year. We were never notified of this change in flight paths, nor given the opportunity to comment on or oppose it. There are thousands of residents in the West County area, despite what it looks like on the map. Unlike the city of Sebastopol, West County is so quiet and absent of the ambient noise of roads or neighborhoods that the sound of the aircraft is even more stark and abrasive. The planes wake me up every morning, screaming overhead before dawn. It upsets my well-being and children. My husband has problems sleeping, and this is negatively affecting his health. It also affects the value of my property significantly!</p> <p>We have now come to learn that Cignus plans to recommend two alternate landing paths (proposed 14 and 32) that go directly over our house and intersect with RREHD DIRECTLY over our house. This amount of flight traffic, so low overhead, is unreasonable and untenable. My home is at an elevation of around 1,000 feet! These landing routes should</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>I've noticed a significant increase of flights over my home. I see from your plans that this will only increase. As there are less congested areas both north and west of Occidental and vicinity, You'll note that even your own diagrams show the 'green' areas apart from the streets and housing that the new trajectories transit.</p> <p>I respectfully ask that you reconsider your flight paths.</p> <p>293</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft. Proposed designs are taking into consideration all possible routings while considering safety and the usage of such routes.</p>



Question/Comment		Response
294	I find the increase of traffic at the airport is all too easy to hear at my home. I have heard about areas down south where planes are not allowed to run full power up till they are over the ocean. Please consider this in your report.	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents, the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>



Question/Comment		Response
295	To many flights over our house	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. The number of flights has been consulted and reviewed and is identified in our Airport Master Plan that is publicly available.</p> <p>With the desire of improving the noise and emissions impact on residents, the Sonoma County Airport management is working work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>
296	I support for more local flights to STS airport to shorten flight times and reduce road traffic to surrounding airports.	Thank you for your support of the Sonoma County Airport, it is appreciated.



Question/Comment	Response
<p>297 I have lived at my current address for over 34 years and have noticed more recently how increased aircraft traffic has been flying over my location more frequently than ever before. This is completely unacceptable, especially since there was no apparent input from the residents affected by this rerouted traffic. The routing decided, by an independent consultancy firm, should have at the very least reached out to the residents most likely to be affected by their recommendations. That never occurred. The West County is far more populated than I suspect the consultancy firm had anticipated and having said that a lot of us came of age in the late sixties and you know how we changed things back then, perhaps our youthful energies need to be recalled and put to good use again! At the very least a public forum should be scheduled to address our concerns and alternative air routes considered before we have to permanently suffer the audible indignities of aircraft climbing into the sky from Sonoma County Airport. Has the Highway 101 corridor been considered for example?</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
298	I cannot help but notice the loud, low flying jets from the Santa Rosa Airport. I do not appreciate the noise and pollution and neither do my neighbors. I did not get to vote on this new route and do not approve.	Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.



Question/Comment	Response
<p>299</p> <p>We do not want planes fly over our houses with all those noises , it will destroy unique environment of our area . Please move the routes over non populated areas.</p>	<p>With the desire of improving the noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision deigns based on specific criteria.</p>



Question/Comment	Response
<p>300</p> <p>I don't understand why the approach to the airport can't be over the 101, where there is already noise and pollution and development.</p>	<p>With the desire of improving the noise and emissions impact on residents, the Cignus team in coordination with the FAA have developed flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crews would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>These proposed procedures keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions. These paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes, if implemented by the FAA, will address several concerns relating to arriving aircraft noise.</p> <p>To the extent possible, practical and within the safety envelope, aircraft use the 101 corridor, and it is our intent to keep aircraft to the extent feasible away from residential areas. However, this is not possible at all times and the safety of the aircraft requires precision designs based on specific criteria.</p>





Question/Comment	Response
<p>301 Since RREHD my life stress level at home has been greatly increased with the noise from departing commercial and corporate jets flying over my house over a dozen times a day. I live in between Graton and Occidental within a 30db environment. When the jets fly over the db level increases to 60db which is a 1000 times louder. I have to pause my conversation with my neighbors because we can't hear each other. The birds stop singing.</p> <p>You talk so much about what is out of your control. But you can control the direction the planes use the runways because wind is so light at STS.</p> <p>Please Default to using runway 32 heading north except when the wind makes it unsafe to do so.</p> <p>And stop flying roaring jets over my house.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With regard to the balancing of direction from which aircraft depart, this is governed by the prevailing wind direction since it is required for the safety of flight operations that aircraft land and depart aligned into wind to the maximum extent possible.</p> <p>The Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p> <p>The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>302 Ever since changes were made to RREHD flight departures in Spring 2024 from STS (Schultz) Santa Rosa Airport our quality of life has been severely impacted. Suddenly, we had over a dozen commercial and corporate jets thundering over our house daily. The Graton/Occidental area is normally very quiet with extremely low sound levels and these departures raise the decibels from 30db to 60db which is one thousand times louder thus greatly impacting our health and well-being. The noise of these jets relative to the normal quiet countryside is jarring and nerve-wracking.</p> <p>This flight path change was made without any public notice whatsoever.</p> <p>Graton is a town of nearly 2000 people. Why not move these over a less populated area further north? Or, back to the Santa Rosa/Rohnert Park corridor that is already noisy? These RREHD departures need to be re-routed over either:</p> <ol style="list-style-type: none"> <li>1. An already busy and loud area like the 101 corridor</li> </ol> <p>OR</p> <ol style="list-style-type: none"> <li>2. Far further north of Graton and Occidental.</li> </ol> <p>These flights are coming</p> <ol style="list-style-type: none"> <li>1. Too close to Graton/Occidental</li> </ol>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With regard to the balancing of direction from which aircraft depart, this is governed by the prevailing wind direction since it is required for the safety of flight operations that aircraft land and depart aligned into wind to the maximum extent possible.</p> <p>The Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p> <p>The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



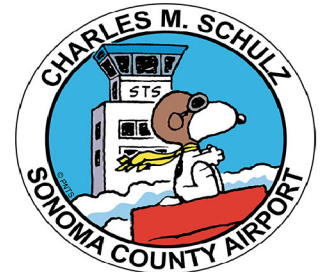
Question/Comment		Response
303	<p>This is a jarring and unacceptable change to our quality of life. This can NOT continue.</p> <p>Do whatever is necessary to change this. If it needs a new study similar to the Approach Study, do a Departure Study.</p> <p>When you or Cignus do any more studies make certain to identify the towns such as Graton on the maps!!! It was an utter waste to show flight paths without appropriate ground landmarks of impact.</p>	<p>See above.</p>



Question/Comment	Response
<p>304</p> <p>Please no more flights over west Sebastopol and Occidental area. This disruption is horrible. We do not live near the airport. We live in the country because we crave quiet. No more. Time for residents in other areas to take their fair share. Make the jets climb higher and divert them away from west county. Please help</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
305	We live pretty much right under the RRHEHD departure for runway 14 - frequent departures, occasionally combined with traffic directly overhead on right downwind for runway 14 (sometimes at the same time) makes airplane noise very impactful. A lot like living on the right downwind departure for runway 30 at San Jose before Stage 3 (Boeing 727's). Isn't there some way to spread these departures out over several miles? You have some unhappy neighbors.	Thank you for your input to the Sonoma County Airport review of the approach paths. The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.
306	I would like to offer a suggestion to go with my concern over the West County noise factor related to the new RRHEHD DP. Which is - Fly runway heading until 5000', then right turn on course. This would utilize the Highway 101 corridor until reaching a reasonably quiet altitude.	Thank you for your input to the Sonoma County Airport review of the approach paths. The initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.
307	The new flight plan that has already been imposed has loud aircraft flying over my home. The noise from these aircraft is imposing on our quality of life here in the West County. The flight path that is being imposed is totally unacceptable. Change the existing ones back to their previous paths.	Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.



Question/Comment		Response
308	<p>When I look at the map I see that all three flight paths go very near my home, which is at the top of Furlong Road. People in this area should not be getting triple the dose of noise and distraction. Triple. Surely there can be paths over less habited places. There are 170 houses on Furlong alone.</p> <p>Plus I'm noticing these recent flights on the existing path are quite a bit lower than in the past. sometimes it's so loud, I fear the plane is looking for a place for an emergency landing.</p> <p>Occidental town is considered to be a quiet get away, so I'm sure they don't appreciate being inside all three paths. Does no one on this planning agency live in this area. Please speak up if you do. Thanks for the comment opportunity.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p>



Question/Comment		Response
309	<p>10/14/2024</p> <p>To whom it may concern</p> <p>Subject: Request for Rerouting Flight Paths Away from West Sonoma County</p> <p>Hello,</p> <p>I hope this letter finds you well. I am writing to express my strong concern regarding the recent decision to reroute air traffic over West Sonoma County, and I urge you to consider alternative flight paths that would help preserve the peace, safety, and environmental integrity of our community.</p> <p>As residents of this beautiful area, many of us chose to make our homes here specifically for the tranquility and natural beauty that West Sonoma County offers. The quiet environment is essential for our well-being, especially for those of us, like myself, who have specific health issues that require a peaceful living situation. The introduction of low-flying aircraft over our homes not only disrupts this peace but also poses numerous challenges to our health and quality of life.</p> <p>Additionally, I have recently noticed black soot accumulating on my outdoor furniture, patio, vehicles, and hot tub cover, which I have never witnessed before—even during the Tubbs and other local fires in the past. This soot not only detracts from the enjoyment of my home but raises serious concerns about air quality and potential health risks associated with increased aircraft activity.</p> <p>In addition to the personal impacts, it is important to</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment	Response
<p>Alongside these species, West Sonoma County is also home to others. Protecting these endangered species is of utmost importance for biodiversity and ecological health in our region.</p> <p>The introduction of frequent low-flying aircraft brings both noise pollution and jet fuel pollution that can severely affect these species and their habitats. Disturbances from the noise may disrupt breeding patterns, foraging behavior, and overall habitat utilization. Furthermore, the deposition of pollutants can have detrimental effects on plant health and water quality in our local ecosystems.</p> <p>Moreover, the fire danger posed by low-flying jets in an area that is already prone to wildfires cannot be overlooked. A single spark from an aircraft can ignite dry vegetation and pose a substantial threat to our homes and the surrounding natural landscape. In light of the increasing frequency of wildfires in California, this concern is more critical than ever. Residents should have a voice in decisions that directly affect their community. A lack of community engagement in the rerouting decision undermines the democratic process and can lead to discontent and opposition among residents. Encouraging open dialogue and considering community feedback can pave the way for beneficial decision-making. The increased aircraft activity may violate local noise regulations or environmental regulations aiming to protect sensitive areas. We have a group looking into any</p>	<p>See above.</p>

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Question/Comment	Response
<p>Part 2 or 2</p> <p>Consistent low-flying air traffic can lead to decreased property values in residential areas. Potential homebuyers may be deterred from purchasing homes in neighborhoods under flight paths due to noise disturbances and perceived health risks, leading to long-term financial impacts for residents.</p> <p>I kindly urge you to reconsider the newly established flight paths and explore alternative routes that would avoid residential areas and sensitive ecological zones. Protecting our community's peace and quiet, as well as preserving the natural environment, should be paramount in your decision-making process.</p> <p>Thank you for taking the time to consider my concerns. I sincerely hope that you will advocate for rerouting the flight paths away from West Sonoma County to safeguard our residents, our health, and our precious ecosystem. I would appreciate any additional information on this matter or the opportunity to discuss it further.</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>

311



Question/Comment		Response
312	<p>I have lived in rural west Sebastopol area since 1968. Recently it seems that flight paths have been diverted so that I feel like I live next to an airport, plenty of noise pollution from low flying (relative to our house which is at about 600 foot elevation) jets taking off or landing. Why aren't the jets flying along their normal routes? It seems like flights going to/from Los Angeles should be using the north/south runway, instead of flying west, just to go over our neighborhood.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p>
313	<p>The loud and low increased air traffic noise is a health hazard. Myself and my neighbors are seniors, and we cannot sleep during the day due to constant, LOUD air traffic noise. Sleep deprivation has caused health concerns and stress.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p>



Question/Comment	Response
<p>314 I've been living in Occidental for 35 years, one of the best features of where I live is we have no road noise, and at night, we have no light pollution, everyone talks about it, everyone adores the rarity of our environment, The new flight paths coming out of Santa Rosa go directly above my house, they are so low and so loud you have to stop talking and wait till they fly by, please reconsider these flight paths, please be more creative with changing the environment of small localities, The impact of all these low flights over my house every day is having a terrible negative change in my quality of life in Occidental, thank you</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p>
<p>315 I have noticed how loud the sky as been more recently. I live in the country to get away from city noise and this is very Disruptive to our everyday life.. I don't want to live in the city I was raised in Los Angeles by LAX airport and we could not even talk having dinner if I wanted that I would've stayed there!</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p>



Question/Comment		Response
316	<p>We've lived in our home for 42 years, and we moved here for the rural character and the quiet of the countryside. It has been anything but quiet since you changed the flight path and you sent planes directly over our home so very frequently! I know you did it because there's so many people in Healdsburg and Windsor who complained, but we are also very unhappy, and I do believe that there are less populated areas that you could choose to fly over, than our collection of homes between Sebastopol and Occidental. Please take this into consideration. We feed the wild birds, and they get very upset when the planes fly over us so loudly and so close.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p>
317	<p>I've lived here 8 years and all of a sudden I hear loud disturbing planes going directly overhead. No notice. What is going on?</p>	<p>The FAA changed flight paths in 2024 and aircraft are moving in areas that had less activity before the change. The Approach Feasibility Study is aimed at reviewing these changes and alleviating impacts on our communities as best as possible.</p>



Question/Comment	Response
<p>318 Dear STS Airport Management:</p> <p>I am very interested in attaining a better understanding of the decision making process that determines approach and departure routes. In recent months there has been a large increase in the frequency of departing flights that go right over our house near Thomas and Green Valley Roads north of Sebastopol.</p> <p>I attended the workshop at Analy High on 10/2/24, and came away with a better understanding of the overall process, but this event was majorly disappointing to me and my neighbors because we discovered the STS was focused on arrivals rather than departures. Departures are our problem. These will not be addressed, we were told, for at least another year or two. I personally find this unacceptable.</p> <p>I would like to receive a phone call from a knowledgeable person who can help me understand how we suddenly (after many years of acceptable jet noise levels) find ourselves, without our consent, bombarded much more frequently and loudly, No one let us know this was going to happen. These frequent jet engine-driven disruptions go beyond annoying; they damage the environment and threaten our health.</p> <p>As a physician I know of many studies that have overwhelmingly, conclusively shown that jet noise is</p>	<p>Thank you for your feedback and participation. The Approach Feasibility Study kicked off prior to the 2024 Departure changes - this new change in flight paths has caused the majority of noise concerns in your area. The review of the new departures is being included in the study, but information was not as extensive at the public meetings due to the later introduction of the departure changes. The Approach Feasibility Study is aimed at reviewing the departure changes as well as arrivals and alleviating impacts on our communities as best as possible. Some of the proposed changes could result in lower emissions, although emissions have not been a formal part of this particular study. We hope that you found the call back from our team helpful.</p>



Question/Comment		Response
319	We did not have noise pollution from the airport until last year. Would like to see the planes fly a different path.	Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.



Question/Comment		Response
320	<p>Thank you for the opportunity to submit comments.</p> <p>Every day, multiple aircraft fly directly over our house and neighborhood, several at altitudes that appear to be &lt; 500 ft. Our house is about 413 ft above sea level. Helicopters occasionally fly and circle over the neighborhood. I have heard that some vineyard owners fly over their fields to assess their grapes. I don't know if this is true but it seems ludicrous to me.</p> <p>While I understand the need for PGE to assess for potential fires, the best solution would be to bury the power lines. The PGE helicopters are the least of my concern.</p> <p>My husband has a recording studio and sometimes he needs to stop recordings while planes pass over head, despite the sound proofing of the building.</p> <p>We've lived at the same address for 13 years and the number of flights and noise have increase dramatically.</p> <p>I've started recording the flights which begin early in the morning (around 6-6:30am) and start to subside around (9:30-10pm). I simply can't capture them all, however, to date, I've recorded at least 24 over an 8 hour period, averaging 3 per hour. As you can imagine our lives are being severely impacted by the incessant noise and rumble of the many</p>	<p>The flight patterns flown by aircraft on arrival and departure to the Sonoma County Airport are controlled based on the assigned responsibility to different parts of the Federal Aviation Administration (FAA) and not the STS Airport. These assignments are made with the primary objective of maintaining safety for all air operations. The airspace directly overhead the Airport up to 2,500 feet above sea level and with an approximate five nautical mile radius around the center of the Airport is controlled by the FAA personnel in the Air Traffic Control Tower at the Airport. The surrounding airspace outside of this area is controlled by the Oakland Terminal Radar Area Control Center. Within both areas the FAA personnel have the discretion to assign the aircraft to specific flight paths or to allow flight crew to self-navigate for landing.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport has retained Cignus Consulting to work with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can utilize them to better manage vertical and horizontal descent paths that reduce the levels of noise and volume of emissions created.</p> <p>In addition, these new proposed designs leverage NextGen technologies that reduce fuel burn thereby reducing the probability that the flight crew would desire to fly discretionary paths for landing that overfly certain populated areas at low altitudes today.</p> <p>At this point the Cignus Consulting team has drafted proposed flight paths, consulted on them with the public and coordinated their acceptability with the FAA. Final submission to the FAA for review, approval and publication is the next step in the process to influence the air operations in the vicinity of our Airport.</p>



Question/Comment		Response
321	<p>We've just read that in the last few days STS has added more flights to non-stop hubs. We are strongly opposed to adding more flights and building parking structures to accommodate the increase in passengers.</p> <p>We are becoming increasingly exasperated and angry and dread the moment we hear the first plane of the day. Your data show Sebastopol has the highest number of complaints of towns in the area. We hope you take ours and others' feedback with serious intent to mitigate the situation affecting many us living in Sonoma County.</p>	See above.
322	<p>We moved here in west county 20 years ago for the peace and quiet. Current flights and proposed flight paths will destroy and are destroying that peace. Please reconsider routes where there is already a great deal of noise from roadways.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p>





Question/Comment	Response
<p>323 I am concerned that the jet take-offs from STS will adversely impact my neighborhood. I live in a rural area and specifically chose to live here because of the quiet nature of this location. When I purchased my house not that long ago, I spent a lot of time listening for road noise because quiet was a high priority for me. I thought that I was far enough away from the airport to not have to worry about plane noise. I came from the SF Bay Area where the town of San Carlos was terribly impacted by an increase in private jet air traffic. My feeling about air traffic is that it will only increase over time and get noisier and noisier. Let's be honest there are too many wealthy people who fly everywhere so this issue is only going to get worse. I also want to flag that my understanding is that Healdsburg complained about air traffic and Healdsburg is a very wealthy area compared to Occidental and Camp Meeker which are some of the poorest areas in Sonoma County. I worry that we are being expected to put up with increased jet noise because we don't have the resources to pursue legal action.</p>	<p>It is not the airport's intent to add or reduce flights over any given area. The airport does not control the scheduled flights (Airlines control their schedule) nor do we control how the aircraft are routed within the airspace - that responsibility falls under the FAA. Additionally, our airport does not discriminate between our residents, and we aim to design proposed procedures that adhere to all safety requirements as well as provide a balanced approach to noise/emission impacts on our community.</p>



Question/Comment		Response
324	<p>Keep flight paths from flying over rural West Sonoma County. I urge you to keep flights flying over already noisy areas or move them out over the ocean. Thousands of families live the West County -- in the flight paths you're proposing. Sebastopol population is 7,700 residents. Unincorporated population of West Sonoma County is 34,839 as of 2016. This means that 27,100 residents reside in the rural West County -- far more than live in Sebastopol. Don't add more flights over 77% of the population of the West County.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p>



Question/Comment	Response
<p>325 We have enjoyed living for almost 50 years in the home we built here between Graton and Occidental. Our neighborhood is quiet; often the loudest sounds are the calls of the crows and hawks. In recent years, sometimes jets would fly over our place, always at a high altitude, with minimal noise. About six months ago, the flight pattern of jets taking off from STS changed. Now there are more planes, they fly low, and the noise from them is tremendous. They all follow the same path, appearing over the NE corner of our property, and flying diagonally over our property, heading SW. Many fly directly over our home. This starts at 6:45 am!</p> <p>We enjoy gardening, tending fruit trees, and spending time on the patio in good weather. Imagine trying to have an outdoor dinner on an evening like last Monday, when jets roared by, close overhead, at 5:00, 5:10, 5:30, 5:40, 6:35, 6:40, and 6:45!</p> <p>I have two suggestions to make regarding this situation:</p> <ol style="list-style-type: none"> <li>1. My understanding is that the FAA has ordered planes that have to circle before landing at SFO to fly over Sonoma County, using the airspace which was previously used by planes taking off from STS. Please work with the FAA to reclaim that airspace for the jets using STS, so that they can reach a high altitude as soon as possible after take-off, diminishing or eliminating the noise heard on the ground.</li> </ol>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p>



Question/Comment	Response
<p>326 I am a resident of West Sonoma County who attended the Approach Feasibility Study Workshop at Analy High School on October 2, 2024. I was impressed by the presentation from Cignus Consulting.</p> <p>As a commercial pilot with over 34 years of experience, including 30 years with American Airlines, I have flown thousands of arrivals and departures worldwide, from small aircraft like the Cessna 152 to larger aircraft like the Boeing 777. Drawing on this experience, I offer the following perspective.</p> <p>The proposed CDA (Continuous Descent Approach) procedures are well-designed, practical, and reasonable from a pilot's perspective. However, could the REEVR to FROSH leg of the proposed RWY 14 procedure and the STS21 to STS12 leg of the RWY 32 proposed procedure be shifted farther west over the ocean? This adjustment would help reduce noise for residents, as the ocean's natural sounds would help mask the aircraft noise.</p> <p>That said, I have serious concerns about the current RREHD departure procedure. While I understand that departure procedures will be revisited in 2025, and I appreciate that Cignus Consulting may collaborate with the FAA, the current design has significant flaws that compromise safety. Although not dangerous, per se, the procedure could and should have been designed with greater safety in mind.</p> <p>Requiring large turbojet aircraft to execute a 90-degree turn at just 500 feet AGL is problematic. Industry</p>	<p>Thank you for your support of the Sonoma County Airport, it is appreciated.</p> <p>We are working towards having routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, recognizing that these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p> <p>Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p> <p>Your comments and experience brought forward with the questions are appreciated and are being considered.</p>



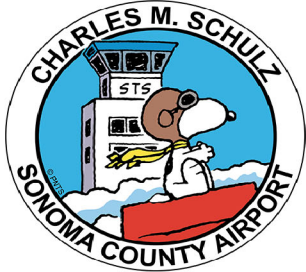
Question/Comment	Response
<p>These guidelines reflect a broader commitment to safety during takeoff and the initial climb phase. It is concerning that the FAA would disregard its own established recommendations in this instance.</p> <p>The RREHD departure procedure is also deeply flawed from a noise perspective, particularly in the context of Sonoma County's rural environment. Unlike major metropolitan areas such as Los Angeles, Atlanta, or New York, where residents are accustomed to constant city and aircraft noise, West Sonoma County is a peaceful area with much lower baseline noise levels (32 – 35 dB). The sudden, intrusive noise of arriving and departing jets has severely impacted the tranquility that many residents value and chose the area for.</p> <p>327 Historically, in the 80+ years of Sonoma County Airport's operation, only a few jet aircraft per year flew over West Sonoma County. However, with the implementation of the RREHD departure, nearly every southbound flight transitions above the area and disrupts this noise-sensitive, rural community.</p> <p>This departure procedure not only degrades the quality of life for many Sonoma County residents but also, as previously stated, poses safety concerns. A redesign is essential to improve air travel safety, reduce noise across Sonoma County, and preserve the peace and quiet that West Sonoma County residents cherish. Sonoma County is not a bustling urban center; its arrival and departure procedures should reflect that reality.</p>	<p>See above.</p>



Question/Comment	Response
<p>328 2nd portion of submission: of KSTS have a Flight Management System (FMS) on board, allowing them to execute complex departure and arrival procedures precisely. For example, the current RREHD RNAV departure could have been designed to enhance safety while minimizing noise for most residents. It is unclear why such a solution was not adopted from the start, but it is essential that this oversight be corrected. Multiple viable options are available to address and improve this flawed procedure, and the precedent has already been set. Numerous airports across the United States have successfully implemented RNAV noise abatement departure procedures in response to community pressure to reduce the impact of air traffic on residential and rural areas. A partial list of these airports includes:</p> <ul style="list-style-type: none"> <li>•Aspen/Pitkin County Airport (ASE) – Colorado</li> <li>•Jackson Hole Airport (JAC) – Wyoming</li> <li>•Providence T.F. Green International Airport (PVD) – Rhode Island</li> <li>•Palm Beach International Airport (PBI) – Florida</li> <li>•San Diego International Airport (SAN) – California</li> <li>•Palm Springs International Airport (PSP) – California</li> <li>•John Wayne/Orange County Airport (SNA) - California</li> </ul> <p>These airports have implemented noise reduction procedures to mitigate the impact on surrounding communities. For instance, John Wayne/Orange County's STAYY FOUR and PIGGN THREE RNAV departures are two examples of sophisticated departures that reduce noise by guiding aircraft</p>	<p>See above.</p>



Question/Comment		Response
329	I think the new airline routes over West County and Occidental are a poor choice. They would bring awful noise to a peaceful enclave. I vehemently vote NO	Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.



Question/Comment	Response
<p>330 I object to the departures flying low and loud over my previously-quiet home.</p> <p>I object to the change in routing planes to the new RREHD route, and with lower flights, which is strongly impacting my life. []</p> <p>I object that this change was done without even notifying the people living under the new noise pathway, let alone including us in the decision-making. Thus our lives were changed drastically without our consent.</p> <p>The low flying planes departing the airport are extremely loud and disruptive in such a natural setting with so many wild animals. It is loud enough to wake my family and stop all conversation while we wait for the plane to leave the area.</p> <p>There are alternate routes that can be used plus the option of higher elevations. The prior routes did not have this kind of harmful impacts.[]</p> <p>I am concerned that the new proposed changes in approaches will also bring new airplane noise over our homes in West County.</p> <p>The consultant information didn't give adequate information on the location of these new routes. For instance, the maps</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts. Please be assured that our intention has always been to conduct an open and transparent process. Owing to the difficulty in both showing the full flight paths and the level of fine detail that may be desired, this was one of the objectives of having personnel on site that were available to consult during the in-person workshop portion of our outreach program.</p>





Question/Comment		Response
331	The amount of air traffic over our house is ridiculous. The planes are low and loud.	Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.



Question/Comment	Response
<p>332 This comment primarily raises issues of concern to West County residents. Airplane noise has become an issue in Sonoma County and is becoming worse as the Sonoma County Airport is seeing more commercial jet operations. Increasing the noise problem for West County, in January 2024 the FAA changed both Approach and Departure Routes, responding to earlier concerns from high-density housing areas, including Windsor and Rohnert Park. The new Departure route RREHD1 daily sends a significant amount of air traffic climbing at noisy high-power settings, directly over highly populated, West County rural residential areas. These include Graton, Green Valley Road, Harrison Grade Road, Occidental, Camp Meeker, Freestone, and surrounding areas. Changing the take-off route heading by a few degrees to the north, crossing the coast just North of Sereno Del Mar would avoid crossing this area at low altitudes and high-power settings, hence reducing the repeated, daily noise nuisance for hundreds of residents.</p> <p>The airport has engaged consultants to make recommendations via a “STS Approach Study”, to be followed by recommendations on departure procedure changes, per a public meeting held in Sebastopol in October 2024. West County residents (including the Author) have significant concerns about the consultant review process, content and recommendations. Key amongst these is the fact that they are working on out-of-date approach information, not taking</p>	<p>All procedures being reviewed and evaluated are the most current, implemented and utilized procedures by the FAA and Airlines. The FAA, Air Traffic Controllers as well as air traffic procedure design specialists are all involved in the design review. Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RRHED departure developed by the FAA in 2024 we are now also focusing on working with the FAA to also improve the departure path impacts. The proposed changes that are part of this study should reduce noise exposure.</p>



Question/Comment	Response
<p>333 My quiet and peaceful home has been greatly impacted by airport noise this year. I have weekly spiritual meetings at my house, usually outside, and we can't meditate or hear each other speak with the air traffic noise overhead. I can no longer talk on the phone outside, where my reception is best, when an airplane is flying over. The quiet peacefulness of my neighborhood and property has been greatly changed over the last year, so much so that for the first time in 25 years I am considering moving. This is my dream home and it no longer feels like a place I can live if the airplane noise continues. As a real estate broker I am also aware of the negative impact this will have on my property value. I never used to hear the planes engines gearing up to fly on the runway now I hear that loud engine roaring into gear as well! I signed up years ago to be notified of any airport changes and no notifications have been forthcoming nor any public comments about how this is affecting our ability to enjoy our homes. We need our quiet peaceful homes back, which is why most of us moved here to begin with!</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p>



Question/Comment		Response
334	<p>The extreme noise of aircraft coming over or near our house has intensified over time. I'm told the FAA has changed the flight patterns in our area, but it seems to me that STS has a say about the flight patterns. Out going aircraft go over our house on their way to Bodega Bay and then to areas south of us, but I'm also seeing incoming aircraft approaching from Bodega Bay coming over our house as well. There must be a less populated area to the coast these planes could be diverted. Please consider other routes for incoming and outgoing planes.</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today</p>
335	<p>Living in the flight path:</p> <p>Unfortunately the Sonoma County Airport seems to be making the fight path for many departing flights directly over our house between Graton and Occidental Ca. All indications from the board seem to indicate they prefer to blame the FAA for routing decisions, whereas local airport representatives have shown THEY favor a continuation of current routing over our house, a situation of ever increasing noise. In addition, INCOMING flights passing over our air space continue to increase at an alarming rate.</p> <p>While the FAA has authority to enact long term regulations lasting for the foreseeable, local input through airport representatives should have interests of local communities considered. We strenuously object to the flight paths currently in place and threatened long term for the future.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. The county or the airport has not developed any procedures yet that have been adopted by the FAA. The departure procedure you are referring to have been developed and implemented by the FAA without any discussions with the Airport which is within the FAA's purview. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p> <p>Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>336 I appreciate our local airport and have used it several times in the past. We bought our home in unincorporated Southern Sebastopol in 2014. We paid a premium to live in a rural area, away from the city, with clean air and quiet. At that time I never heard any overheard flights. Maybe 5 years later when outside I would occasionally hear and plainly see commercial flights directly over my property. In approximately the past 2 years these flights have significantly increased. They are affecting the quality of our life as they are very loud and we hear them at all times of day, even while indoors. The planes are so low we can see the emblems on them and they are frequent (sometimes as many as 4 within a 30 minute window). If I purchased a house in Santa Rosa I would expect and accept noise, it comes with the territory. Not in west county. Where can we go to get away? I'm also very concerned about the impact of pollution. I am requesting that this flight path be re-routed over densely populated urban areas where noise and pollution is expected. I am also requesting that if this route remains in use that the plains fly higher so that the impacts are lessened. Please consider minimizing the changes in quality of life, impacts on pollution, and changes to value of property due to airplane traffic when planning routes. Thank you.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft.</p>



Question/Comment	Response
<p>337 CALL TO ACTION. I'm writing to strongly object to the new and LOW RREHD airplane route. It started about Jan./Feb. 2024 and goes DIRECTLY OVER MY HOME!! I ask that strong action be taken to quickly reverse this change, either through this current Cignus process and/or in a new one quickly established and funded by the Board of Supervisors. Or any other action that will work! This is WRONG to suddenly take away the peace and quiet of our homes!</p> <p>NO PERMISSION. This change was made done without the participation or permission of those of us strongly impacted by the change. Even the airport says that it was surprised when it happened, learning about it not from the FAA but from the increase in complaints! AND It's not just that the path is NEW but also that it's so LOW, increasing how LOUD it is.</p> <p>MOVING THE AIRPORT INTO OUR LIVES. The roaring scorching vibration of this new jet freeway has changed our quiet homes AND COMMUNITIES into something like an airport zone. But we're not near the airport. Intentionally! I moved to this area 30 years ago for the quiet, and evaluated the noise picture before buying my current home. As did many others. I bought a quiet home, not one under a busy airport route. Which likely will get busier!</p> <p>IMPACTING ALL MY LIFE. This routing change has taken away</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p>



Question/Comment	Response
<p>338 BIRDS QUIETED. One of the reasons I bought this place was because there were so many birds, chirping and hopping around and making nests. I'm right near a bird flyway. I figured that, if the birds were happy here, so would I be. Now I hear them a lot less often. I think they've left because they too find it a less health place to be.</p> <p>HARM TO LOCAL ECOSYSTEMS AND WILDLIFE. We value our natural areas and wildlife in this area. But airport noise is known to threaten wildlife, which is already strained by ongoing development and drought.</p> <p>REDUCED PROPERTY VALUE. I know that this has reduced my PROPERTY VALUE. It's no longer the quiet home that many would value, but one that sounds like it's right near the airport! And moving is no solution. Even with all the energy, cost, and upheaval which that would entail -- the route could just be changed again to my new location. As long as this can be done randomly, our right to peace and quiet has been taking.</p> <p>MORALLY WRONG. And frankly, I consider this change morally wrong. Just as if someone built a physical freeway next to people's homes without permission or compensation.</p>	<p>See above.</p>



Question/Comment	Response
<p>COMMENT #2</p> <p>CALL TO ACTION. I'm writing to strongly object to the new and LOW RREHD airplane route. (continued)</p> <p>HARMFUL TO ECONOMY. I also think the new and LOW RREHD airplane route is also harmful to our local ECONOMY, including TOURISM. Many people come to rural West County, as we did, to get away from the urban industrial impositions on our bodies and health. To be able to relax and feel and hear nature, and bring that healing into ourselves. Tourists come to bicycle, visit the shore, enjoy the redwood forests, see the abundant wildlife, go nature camps, have bucolic weddings. But now all these activities could be impacted -- and the people offering the related products and services. Word could spread. "For some reason, it didn't feel as peaceful to go there this time."</p> <p>FAA PATTERN OF HARM. The FAA is changing routes like this all around the U.S. and impacting other people and communities. And people are objecting. That is not democracy! We should not have to suffer for an industry to profit or for some abstract routing decisions that don't consider let alone consult with the people on the ground. People should come first, instead of us being a sacrifice zone for others to benefit.</p> <p>If this can happen to us, in a rural county, then this can</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths. The existing procedures are developed and maintained by the FAA. However, with the desire of improving the noise and emissions impact on residents the Sonoma County Airport management has been working with the Federal Aviation Administration (FAA) to develop arrival flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today</p>

339





Question/Comment	Response
<p>340 COMMENT #3: ABOUT CIGNUS PROPOSALS</p> <p>I appreciate that the airport is asking our feedback on Cignus' proposals. And I hope that the process can be aligned better to serve the people and communities on the ground first.</p> <p>Because:</p> <p>(1) I'm not clear on the objective for this work. The slide said to assess current airport space and alternative designs. But for what goal? From what the presenter said, it seemed to be about moving to a new type of routing system. Is that all?</p> <p>&gt; I want serving and not harming the people on the ground to be a #1 priority of this process. (And yes safety must be considered, but didn't seem to be the issue trying to be solved.)</p> <p>&gt; Instead, it felt like the Cignus presentation was all the abstract thinking that I think created the disaster that the new RREHD route has imposed on our lives. The presenter said that we had to understand their methods. A little, maybe. But really it shouldn't be our jobs. The materials should be presented relative to our goals and criteria, in language we can understand. Then the experts figure out how to meet our needs! This is not a math problem to solve. People's REAL LIVES being impacted.</p> <p>(2) I object to moving air traffic over previously quiet rural areas in west Sonoma County. And especially with such poor notification of those who would be impacted by it.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths and we regret that you have not found the consultation process to fully meet your needs. Be assured that our intention has always been to conduct an open and transparent process. The goal is to provide airlines and pilots approach paths that are viable, desirable, safe and promote the use of procedures that reduce the overall noise footprint to the extent possible.</p> <p>Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p> <p>With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>



Question/Comment	Response
<p>341 (3) I am deeply concerned that these new routes will bring even more airplane noise and vibrations into our lives and the quiet rural areas of our county.</p> <p>* I object that those of us at the event weren't given better information on the proposed plan's specifics and its impacts. The maps there didn't show the towns or altitudes. Or help us understand how noisy a certain altitude would be in our homes.</p> <p>* I don't see any evidence that the existing net elevation of the properties underneath were considered. According to one community member, these new flights will be LOWER than the RREHD flights that have torn from us our peaceful homes. "Elevations proposed are 5000 feet from sea level, which in many of our cases will actually be closer to 4000 elevation since our properties are already at 700-1000 feet. And that is 1000 feet lower than the flights currently flying over Occidental from the current RREHD departure path which started to be used this year."</p> <p>(4) I have seen the risk so clearly in the way that the new RREHD departure path that was created last Jan./Feb. with very little public notification, conversation, or participation. And certainly not with our permission or compensation. It has harmed our personal everyday lives, in our homes; reduced our property values; and reduced the value of our quiet communities as a refuge for others seeking escape from the industrial noisy world. This also risks reducing TOURIST</p>	<p>See above.</p>



Question/Comment	Response
<p>342 The presentation slide "Project Background &amp; Meeting Objectives" included the bullet point "Noise Concerns - Be a good neighbor."</p> <p>&gt; QUESTION: Is that a goal or just background? I want that to be a main goal.</p> <p>&gt; QUESTION: How is this element being integrated into this planning? I don't remember seeing that really discussed otherwise in the presentation. The presenter talked about the stages of a flight having different kinds of noise. But otherwise I don't remember him saying how that element was driving the proposals being discussed. I felt there was a lot of technical internal design conversation that was not designed for non-experts.</p> <p>&gt; QUESTION: How would the presentation go if the goal were to say, "This is how our proposals will reduce airplane noise and not increase it in new neighborhoods."? That would be very clarifying for us. From what I can tell, it will increase noise in new neighborhoods, and thus it doesn't seem like a key goal or outcome of this work.</p> <p>Thank you.</p>	<p>Airport management and Board of Supervisors voluntarily initiated this study to address noise concerns and be a good neighbor. The draft proposals aim to reduce the overall noise footprint while considering surrounding airspace constraints and meeting FAA requirements. Proposed changes aim to establish continuous descent approaches and review departure routes to reduce noise and emissions while also taking into consideration what will be realistic for Airlines to follow based on industry practice. The airport is actively working to improve noise impacts and routing in coordination with the FAA and their requirements. The proposed changes that are part of this study should reduce noise exposure.</p>



Question/Comment		Response
343	<p>QUESTION: Is the proposal for Runway 2 at the same altitude and traffic volume where it overlaps the current path? (including over Graton)</p> <p>QUESTION: I'd like you to do an official map of the RREHD route please. With actual place names and altitude underneath. Understandable by a non-expert.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Establishing aircraft for a straight-in approach along the extended runway centerline from approximately 10 nautical miles from the airport when operating under instrument flight rules is an accepted industry practice. This supports flight safety and allows aircraft to configure for landing while conducting a continuous descent that minimizes the use of thrust, thereby reducing noise and greenhouse gas emissions. Therefore, this portion of the arrival path will be almost the same.</p>
	<p>Thank you!</p>	<p>Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts. The “notional” ground track is depicted in the presentation slide deck. An exact line over the ground is not possible because the ground track is affected by daily changes in wind, atmospheric pressure and temperature and aircraft and pilot performance.</p>



Question/Comment		Response
344	<p>I've lived in Sebastopol nearly my entire life. There has definitely been an increase in air traffic in recent years over my property. One of my main concerns with planes flying over rural areas is the impact to wildlife. There are so many wild animals that just be terrified to hear jet noises. My other concern is noise pollution for humans. There are many times my house shakes when large planes are overhead. It's terrifying to think what might happen in an emergency.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>



Question/Comment		Response
345	<p>The noise is disturbing...it isn't fair that we who choose to live in the country for quiet are now burdened with way more than our fair share of the noise pollution. Take flight paths away from us and make planes fly higher to lessen noise pollution</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>
346	<p>I am more concerned with the commercial Airlines flying over my home EVERY 20 minutes on TAKE OFF!!! If I wanted to live this close to an airport and have airplanes flying over my house, I would've bought a house in San Bruno. This has got to change.!!! The noise and the pollution is beyond tolerable on takeoff their from 500 to 2000 feet above my house and the noise is extremely loud. The pollution is also very concerning to me. I will do everything in my power to stop this from happening in the future.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. Concerning departure overflights, the initial focus of our review has been on aircraft approaching and landing at the airport. With the recent addition of the RREHD departure developed by the FAA we will now also focus on working with the FAA to improve the departure path impacts.</p>



Question/Comment	Response
<p>347 I have lived near the intersection of Guerneville Road and Highway 116 North for 52 years. Since approximately three months ago there are jets which routinely fly directly over my house. Just this afternoon while preparing this dialogue, I had two fly over. One at 3:26 and one at 3:38. I've installed a decibel reading app on my phone and find the planes register over 70 decibels. Which according to the Hearing Health Foundation are harmful to a person's hearing over time . Not to mention the air pollution the planes are creating directly overhead. When outside on my deck, I cannot carry on a conversation with another person until a plane has passed. I can hear the planes one minute before and one minute after they fly over. Whenever I'm home, I have recorded the timing and number of planes passing overhead. Since September 23rd, there have been at least 44 airplanes which have flown directly over my house. I have heard that the airport is looking into allowing bigger jets, plus increasing departures and arrivals. As a taxpayer, what say do I have in objecting to being in the direct flight path of so many loud, low-flying, and frequent jet plane flyovers? There are many neighbors who also object to the air intrusion. However, they are unable to attend and speak. I urge you to take action to alleviate this untenable situation</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p> <p>As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft.</p>



Question/Comment	Response
<p>348 Basically, you know, I've lived in my house almost 50 years. And how is it possible that they can just all of the sudden come in and do what they've done with the noise? I mean, there is times I wake up in the morning, and it's happened more than once, I felt like a plane is going to come right into my bedroom. It's that loud, you know. I feel like -- I just feel, like, I mean -- I know that we probably need an airport and stuff. But can't we, like, spread the noise around a little bit more evenly? Because it's just sometimes, like, in the morning and in the evening on especially on the weekends. It's just constant, like one plane after another. And we have animals and stuff like that. They don't like the planes doing that when they're that loud. You know, our sheep and stuff like that. I don't know. I don't mean to -- I don't mean to complain. It's just not right that they can come in like that without having any public meetings or anything. And I know that the airport is just going to grow and grow. And they're going to get bigger and bigger jets. So what are we supposed to do? Just, like, I'll probably be dead by then.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. With the desire of improving the noise and emissions impact on residents the Sonoma County Airport management is working with the FAA to develop flight paths that can be assigned to aircraft to meet the objectives of improving environmental impacts, while maintaining the safety of operations. By developing these fixed paths, the expectation is that the FAA can assign them to aircraft to better manage their vertical and horizontal descent paths and reduce the levels of noise and volume of emissions created. In addition, it should reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today.</p>





Question/Comment		Response
349	<p>My neighborhood is west of Fulton Road and approximately 6 miles due south of the main runway. Located nearby are a rehab hospital, day care centers, churches, and commercial centers including a large grocery store. Both take-off and landing large commercial aircraft frequently fly over. Some fly so low that when outdoors, conversations must cease until they pass by.</p> <p>My primary concern is safety in the event of a crash in this populated area. A secondary concern is the noise pollution. Both concerns can be mitigated by shifting the flight vector west, over vineyards, farms and less populated areas. Once clear of Santa Rosa at a point about 5 miles from the runway, the vector can return to the due south alignment.</p> <p>Thank you for your consideration. Safety first!</p>	<p>Thank you for your input to the Sonoma County Airport review of the flight paths and we are in full agreement that safety is the primary concern of all airport operations. Regarding the movement of flight paths for landing close in to the airport, establishing aircraft for a straight-in approach along the extended runway centerline from approximately 10 nautical miles from the airport when operating under instrument flight rules is an accepted industry practice. This supports flight safety and allows aircraft to configure for landing while conducting a continuous descent that minimizes the use of thrust, thereby reducing noise and greenhouse gas emissions. Regarding the departure paths, we will be initiating the next phase review of published departure paths recently brought into use by the Federal Aviation Administration (FAA). We will then focus on working with the FAA to improve the departure path impacts.</p>
350	<p>Good job on working on decreased noise. The expanded potential approach pathways seem like future expansion is under consideration. The airport is not located in an area like Oakland, San Francisco, or San Jose and what limits are in place for the size parameters allowed in any expansion?</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. The frequency and number of annual flights has been identified in our Airport Master Plan that is publicly available.</p>
351	<p>Thank you for your presentation, it was most informative. Concerns: Noise from Private jets, private prop planes, and Bohemian gatherings with low-flying jets.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will address your concerns.</p>



Question/Comment		Response
352	I was very disappointed in the 10/2/24 Analy HS "Community Workshop." This was neither a workshop nor community-oriented since no questions or comments were allowed during the presentation - which itself was very limited in substance and lacking any substantive handouts. Seemed like it was just a way to check a box (community spoken to - check). Airport management's expressed concern about noise and the comfort of residents does not ring true since the airport crows about ever-increasing numbers of flights and carriers - all leading to increased noise and air pollution in our otherwise beautiful piece of the world.	Thank you for sharing your concerns about the feedback portion of the community engagement events. Copies of the presentation, Agenda, ATC 101, and Definitions and Abbreviations were available at the events in hard copy or through digital QR codes displayed widely. You can find the documents here: <a href="https://stsgoodneighbor.com/study-resources/">https://stsgoodneighbor.com/study-resources/</a> . Regarding in-person engagement and feedback: our goal for the comment portion of the events was to ensure that all voices were given an equitable opportunity to share and that comments and concerns were recorded accurately for review as part of the study. We obtained this through the onsite stenographer and allowing formal comments and questions through our website portal over a 2+ week period. The Approach Feasibility Study is a voluntary effort being undertaken by the Airport as a means to generate the most positive impacts for our community. The proposed improvements that are part of this study should reduce noise exposure.
353	Like that the new 2024 proposed flight pattern is kept more up and down the coastline and also towards the South. Thank you	Thank you for your support of the Sonoma County Airport, it is appreciated.  We will continue to endeavour to manage the airport to support the population that counts on us for the variety of operations that we support for the local community and the broader audience of air travelers. We remain committed to operations that will meet the highest standards of safety while recognizing the need for a sustainable aviation operation that balances the desires of the surrounding residents and the needs of all airport stakeholders.



Question/Comment		Response
354	<p>My house/ neighborhood is in the yellow square (your diagrams) JUST EAST of Fulton Rd between Third St and Hwy 12. Planes fly DIRECTLY OVERHEAD and relatively low (we can see details) and are conversation-stopping NOISEY outside. We hear them through double-pane windows, too, early morning and after 10pm.</p> <p>So...Please move the flight line a bit to the West so they do not roar over this densely populated area. The area to the west, basically from Petaluma to Windsor is rural and some rural residential.</p> <p>Thanks for considering...we appreciate “progress” but feel this path is inappropriate.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths your comments are appreciated and are being considered. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks. We anticipate that these proposed changes will mitigate some of the noise impacts resulting from landing aircraft. However, your house appears to be under the extended runway centreline for landing on runway 32 and departing on runway 14. Establishing aircraft for a straight-in approach along the extended runway centerline from approximately 10 nautical miles from the airport when operating under instrument flight rules is an accepted industry practice. This supports flight safety and allows aircraft to configure for landing while conducting a continuous descent that minimizes the use of thrust, thereby reducing noise and greenhouse gas emissions.</p>
355	<p>The study should of had who the vector flew over</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths your comments are appreciated and are being considered. The study did review the historical radar vector paths, however it was not presented in the slides due to the complexity of deciphering and displaying the data in still images.</p>
356	<p>Please do not increase the air traffic over Western Santa Rosa as it is already very loud and intrusive. Limit the growth of the airport and the number of flights per day as it is becoming too large and all the noise and air pollution needs to be mitigated not increased. I use this airport about 4-6 times per year. I ALWAYS prefer to fly out of STS if I can. It is so much more convenient than SFO or OAK, but unbridled growth is not good for our region or air noise and pollution.</p>	<p>Thank you for your input to the Sonoma County Airport review of the approach paths your comments are appreciated and are being considered. As we develop routes that keep aircraft in a continuous quieter descent that reduces the environmental impacts of noise and greenhouse gas emissions, these paths need longer track miles to allow for the time to descend, thereby causing them to be placed higher than existing tracks and reduce the probability that flight crew would desire to fly the discretionary paths for landing that overfly some areas at low altitudes today. We anticipate that these proposed changes will mitigate some of the environmental impacts of noise and emissions from landing aircraft. This activity is consistent with the 2012 Airport Master Plan, and reviewed in 2023 in the Airport Layout Plan Narrative Report.</p>

