

Approach Development Feasibility Study - Community Outreach Meeting Questions/Responses (November 1st and 2nd 2023)

Question/Comment		Response
1	The Mark West Station neighborhood objects to any change of flight patterns that increases the noise over our rural neighborhood. It is unfair to change departure and take off routes to impact a neighborhood that has previously, over the last several decades, not been under a flight path. Homeowners under the longstanding flight paths knew they were under the historical and most used flight paths, both take offs and departures, when they bought their homes.	<p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your opinion. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement.</p> <p>The Mark West Station neighborhood is situated directly west of STS and may be impacted by the operations on Runway 02/20 compared to the primary Runway 14/32. As we collaboratively work with the FAA, it is important to note that the FAA's primary responsibility is to provide a safe, orderly and expeditious flow of air traffic, and the use of Runway 02/20 is determined based on operational safety considerations, including factors like local aircraft traffic, weather, wind, and variations in nearby terrain. It is not the intent of the airport to shift the noise footprint from one community to another. The airport's intent of this study is to find balanced solutions to using airspace in a safe and efficient manner while harnessing NextGen technologies.</p>
2	The airport has repeatedly said that the FAA controls all movement of aircraft after they leave the ground. If this is completely true and the airport has no say over what happens when a aircraft takes off or lands what is the point of doing the study? Please explain.	It is accurate that the FAA controls all air traffic once the aircraft are airborne and airspace procedures are largely maintained as well as implemented by the FAA. However, airports can hire private consultants to evaluate the effectiveness and efficiency of existing published procedures. If such an analysis leads to alternative designs that may benefit airport operations and the surrounding communities, such designs can be brought forward to the FAA for their consideration. It is important to note that the FAA is under no obligation to approve or implement any designs brought forward if the designs do not meet established FAA criteria and do not lead to proposed benefits. Even if the FAA considers implementation, it is long process (3-4 Years).
3	The Sonoma County Master Plan 2020 Airport Transport Element states in section 4.1 that Sonoma County uses 55DBL as acceptable and 55-65CNEL as conditionally acceptable. "The lower limit is based on the quiet rural environment found in Sonoma County". Please explain why this information was not included in your Q & A section of the community meeting. I also do not see this referenced on the noise contour maps. This section also says that airport operations should be compatible with adjacent community areas. How does the airport see the airplane and helicopter noise as compatible with the adjacent areas?	The Approach Feasibility Study is being conducted to understand the current airspace and procedures serving STS and to further evaluate the viability and practicality of developing new procedure(s) or modifying existing ones. The study aims to ensure that the proposed new procedures (if any) meet safety, regulatory, operational, and technical requirements. The development process of new or revised procedures would evaluate impact on Airport traffic, airspace, regulatory requirements, and to the extent possible any associated environmental and noise impacts. Additionally, noise contour maps were updated last in May 22nd 2022 which will be used as reference when evaluating alternative design options. For further information please refer to: https://www.faa.gov/noise/levels and https://stsgoodneighbor.com/faq/ .
4	According to the noise contour map posted on the STS website the last noise contour map was done in 2008 and amended in 2012. Why has the airport not updated the map since many changes including expansion have occurred at the airport? We request a new noise study with resulting noise exposure map be done. Using a map from 10 years ago does not accurately reflect the current noise around the airport. Also, wouldn't a new map be required any time the flight paths change?	The Noise contour maps were updated last in May 22nd 2022. For further information please refer to: https://www.faa.gov/noise/levels and https://stsgoodneighbor.com/faq/ .
5	Wouldn't doing the Part 150 Study confirm that STS wants to be a good neighbor? We are requesting a Part 150 study be done. We are concerned that current airport noise program is not impartial and is in favor of the airport and those who benefit from it financially.	Part 150 regulation focuses only on those measures which reduce non-compatible land uses within the 65 CNEL. Measures outside the 65 CNEL are typically not covered under the Part 150 process and are not eligible for federal funding for noise mitigation. A Part 150 Study has limited applicability to our community presently, therefore, the focus is on those areas outside the 65 CNEL, where most of the noise complaints originate. It is the responsibility of the airport sponsor (in this case, the County) for environmental compliance and community relations. For more information on the Part 150 Study or noise contours, please refer to the STS Good Neighbor website at https://stsgoodneighbor.com/faq/ . Furthermore, this feasibility study is focused on providing long term solutions which may yield a permanent change in the airspace procedure(s) that would benefit the community more than Part 150 study resulting procedure change/augmentation as those are purely voluntary in nature. Furthermore, the Airport Layout Plan narrative report that references the noise contour maps will be uploaded to the STS website with the other approach feasibility documents for everyone's review.



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6	Please explain why the eucalyptus trees to south of the airport on Laughlin Rd were removed recently.	<p>The removal of the trees was driven by two main factors:</p> <ol style="list-style-type: none"> 1. Fire Hazard Mitigation: The removal of the trees stemmed from concerns about the risk they posed in terms of fire hazards. Non-native trees, especially those that are highly flammable, can significantly contribute to the intensity and spread of wildfires. By removing these trees, the aim is to reduce the fuel available for fires to propagate, thereby mitigating the risk of wildfires and minimizing potential damage to property and surrounding areas. This proactive approach aligns with broader efforts to enhance fire safety and resilience in vulnerable areas. 2. FAR Part 77 Approach Surface Protection: Another crucial reason for tree removal was to ensure compliance with regulations outlined in FAR Part 77. These regulations govern the safeguarding of airspace near and on airports, particularly with regards to approach and departure surfaces. Trees and other obstacles in these areas can pose a significant safety risk to aircraft during takeoff and landing operations. By removing trees that encroach upon or obstruct these approach surfaces, we can maintain clear and unobstructed flight paths, thereby enhancing safety for aircraft and passengers alike. <p>The removal of the trees was a proactive measure aimed at addressing both immediate safety concerns related to fire hazards and ensuring compliance with aviation regulations to safeguard airspace around and on the airport. By reducing the presence of non-native trees that contribute to fire risks and clearing obstacles from approach surfaces, the decision reflects a commitment to enhancing safety and resilience in both the natural and aviation environments.</p>
7	Please explain why airplanes now take off, circle, and fly to the west of the airport. I have lived at my current address just west of the airport since 1994. Prior to approximately 3 years ago commercial airplanes rarely if ever flew over my home. When I questioned the airport I was eventually told that the Oakland Control Center changed the flight path for STS planes to keep them out of the congested bay area airspace. Please provide flight tracks to illustrate this. Please explain this in more detail and provide proof this is the case including documentation of this request from the Oakland Control Center. Also, please provide examples of flight tracks previous to this change.	<p>The FAA made this traffic pattern change and the Airport has no control over it. Having said that, the density of air traffic to the west when departing to the north from RWY 32 requires the FAA to flow departures in a clockwise direction to allow aircraft to gain enough altitude to merge them with other air traffic allowing them to continue to their destinations going westward. The FAA's primary responsibility is to provide a safe, orderly and expeditious flow of air traffic, and the use of certain flight paths are based on safety considerations, including factors like local aircraft traffic, weather, wind, and variations in nearby terrain. The Airport does not control the airspace.</p>
8	Are you considering noise abatement airplane departures such as SNA has to reduce noise on departures? This appears to include a steeper angle at take off. If not, why not? Also, many airports including SFO direct noisy aircraft such as helicopters to stay over industrial areas, highways, and water, why is Sonoma County not doing this?	<p>STS is not in a position to consider such actions as SNA, which is by far the most noise sensitive airport in the Country and the only one that has such procedures in place. Furthermore, these procedures are voluntary in nature and for those that can and are comfortable flying such procedures. SNA has had both a Part 161 as well as a Part 150 study performed at their airport and none of which STS is qualified to request for several reasons. Please refer to our good neighbor website at https://stsgoodneighbor.com/.</p> <p>The helicopter operators are not conducting flight operations in contravention to any air regulations. Since they operate under visual flight rules (VFR) they have quite a bit of leeway as to the lateral and vertical paths they follow. Operations below 1,000 feet above ground over built-up areas for purposes other than takeoff and landing should be restricted to special operations, such as police, fire or other services. So, in that sense if it's a flight school operator they must be a minimum 1,000 feet above any property other than if they are taking off or landing while in pattern. Additionally, for helicopter operations there is a safety and clearance issue as well to the west of the airport and the most important factor is maintaining safe clearance from fixed wing operations.</p> <p>Having said that, we will strive to work with the operator(s) on working out, perhaps a helicopter VFR corridor to enter and exit the control zone as well as designated helicopter practice areas that could serve to mitigate the noise exposure caused. PLEASE NOTE - Owing to the type of flight operations and the classification of the airspace, these options would be and are voluntary.</p> <p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement.</p>
9	How does STS objectively monitor noise in the areas surrounding the airport? Do they have an Aircraft Noise and Operations Monitoring System that monitors noise and collects data?	<p>STS does not have enough operations to merit active noise monitoring. However, the Airport does have a system that performs all other functions of a noise monitoring system. The specific system uses an on airport-based antenna to enhance aircraft tracking ability, provides flight track information, historic flight track information, aircraft altitude profiling via a public portal,</p>



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10	<p>Regarding the Airport Approach Feasibility Study being conducted for the Sonoma County, Charles M. Schulz airdrome, (KSTS). I attended the "feasibility" workshop offered on Wednesday November 1 2023 at the Mary Agatha Firth Center in Windsor CA. It became very apparent early on that I was the only pilot / aviator present at the event. There are three takeaways that I will submit. First, generally, and especially in this case, the non aviation related public is almost completely uninformed as to airport procedures and practices. Almost any information they have comes from contact with other less informed individuals who are doing their part to address a matter that they don't understand. Their responses and reactions are coming purely from an emotional stance. Second, and not to be overly critical, the presentation and the video boards displaying the present and possibly proposed approach patterns into and out of the airport (KSTS) did little to help the matter. Unless you and a trained pilot, you would have not a clue what inbound fixes, intersections, approach minimums and the altitudes associated are. And how they relate to the safety and successes of the necessary procedures. Third, the attendees not being trained pilots have no sense of what we aviators must adhere to in our practices. They do not know how safety conscious we are and how we respect procedural practices and care gratefully for those on the ground as well as in the air. Having an uninformed public who are in opposition, does not help to bring together any case of support or a chance for cooperation. I personally took the time to reach out to two of the non-pilot attendees and tried to explain from my point of view just how we as pilots conduct ourselves. I explained our constant respect for the airways and for the safety to all. They listened to me and gave no opposition. I felt that I was able to get enough of their attention that they had something more tangible to work with going forward. There will always be those who will not listen and have their minds made up no matter what. Chances are we will never get through to them. Proper education and inclusion may garner more successes with the ones who will pay attention.</p>	<p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement.</p>
11	<p>I understand that Cignus reviewed noise complaints received by the airport over the last few years. These complaints most likely do not represent the true number of people aggravated by airport noise. Many people don't know how to complain or that they can complain. Many of those that do complain give up filing complaints as nothing ever changes. What actions and follow up does the airport take to address individual complaints?</p>	<p>The Airport takes noise complaints seriously. Each complaint is recorded, and our staff makes every effort to correlate specific complaints to aircraft operations in question. The Airport manager also discusses as applicable noise complaints during the aviation commission meetings. Additionally, the airport releases at the end of each month a detailed noise report outlining pertinent information as it relates to each complaint received. The link to these monthly reports can be found at: https://stsgoodneighbor.com/.</p>
12	<p>How was the Community Outreach Workshop for advertised? In the past my neighborhood which is immediately west of the airport, would receive postcards via mail to alert neighbors about airport issues. In this case the notices were distributed by email on 10/25/23, one week before the meeting. Who is on the email distribution list? This seems like an ineffective way to get community input. How will the second meeting in the spring be advertised? Also, it was not clear from the flyer that those on zoom would be unable to ask questions or participate in any way.</p>	<p>The airport reached out to residents through the STS website (https://stsgoodneighbor.com) and via emails. Initially, meeting details were posted on the STS website and emails went out to those who have filed a noise or aircraft complaint with the Airport in the last two years followed by others that have signed up as interested parties. Moving forward, the airport will continue website postings and emails to the list of people that have filed complaints and interested parties, plus share similar details on social media and send out notifications through an airport e-newsletter blast. Notices will be provided through the aforementioned channels at least two weeks before the next meetings. To avoid zoom bombing issues at the public meetings, public comment was not allowed during the meeting. For the future meetings this will be clearly highlighted in the meeting notices and highlight ways in which the public can provide comments before the meeting.</p>
13	<p>My husband and I own a small farm on Blank road and this past year have noticed the significant increase in aircrafts flying over us. I am concerned about the consequences we may see in the future from being exposed to these emissions in our bodies, and in the food we grow for others. The emissions from jet exhaust has been found in waterways which causes poisoning to fish, salamanders, peoples wells and even igniting in fires, no longer causing water breaks in the firestorms. We have protected species of salamanders in our area. What is leaves on your organically grown produce, wine grapes, grass eaten by livestock and poultry are a huge concern. We ingest the food we grow as well as sell it for others to ingest. That being said, it would be wise to keep aircraft out of rural areas and to where people are more sheltered inside buildings. Please consider these thoughts in the progression of such developments.</p>	<p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. We value your collaboration as we strive to create a better environment for all.</p>
14	<p>Hi, I live in Sebastopol and have been bothered by all of the noise from the increased traffic of late. Please change back to the way it was before in order to keep the town free from the noise and traffic we've been experiencing under the new rule change. Thank you.</p>	<p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. We value your collaboration as we strive to create a better environment for all. Having said that, we will be reviewing all realistic design options to serve our airport and community in a safe, efficient and least disruptive manner.</p>
15	<p>I have a comment. We live in Sebastopol and the low flying smaller planes, especially on the weekends, should be banned. They are a nuisance. Very loud and the only reason they're up there is for some pilot to show off. Keep our country feel free from all the unnecessary noise, please. Also the huge planes seem to be more frequent now.</p>	<p>STS cannot regulate aircraft numbers, directly control flight tracks, time of day or type of aircraft that operate at the airport. As a public-use airport, we cannot discriminate between users. STS is actively working to understand, review and develop strategies to reduce aircraft noise impacts in the community. Any airport sponsor proposed access and/or noise restriction would be subject to the Airport Noise and Capacity Act of 1990 and would require a 14 C.F.R. Part 161 study which STS does not qualify for, nor will it solve the given concern.</p>



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16	<p>In addition to noise considerations for this study, we request that safety also be part of the flight planning process. The currently designated Instrument Landing System routes represent the FAA-approved pathways in both directions for both runways. These pathways are designated for "landing", but serve both landing directions on a runway depending on wind direction.</p> <p>Several cities are impacted by STS flights with Santa Rosa being most populous. To maximize safety for the highest number of people, standard flights over the largest populations should be minimized. By standard flights, we're referring to normal commercial operations without weather-related impacts. These flights are required to submit flight plans that follow ILS pathways and should adhere to these plans except for weather-mandated deviations. Even when weather warrants a different flight path, aircraft should avoid flying over major population centers to minimize safety risks. We also request that the STS airport Board of Directors work with Sonoma County elected officials to guide zoning decisions so building is minimized within ILS pathways.</p> <p>Thank you very much for your efforts to minimize the safety and noise concerns at STS!</p>	<p>Thank you for bringing your concerns to our attention. Safety is always the primary decision-maker in aviation/air traffic operations. We appreciate your efforts in communicating your observations. We value your collaboration as we strive to create a better environment for all.</p>
17	<p>When was the most recent 14 CFR Part 150 study completed including a Noise Exposure Map (NEM) w/ existing and 5-year future airport/aircraft noise exposure patterns?</p> <p>Where can the public review the most recent Noise Compatibility Program report?</p> <p>Pls send the link to this information.</p> <p>Also why is an updated Part 150 Noise Study not contemplated for the Good Neighbor Study?</p>	<p>Part 150 regulation focuses only on those measures which reduce non-compatible land uses within the 65 CNEL. Measures outside the 65 CNEL are typically not covered under the Part 150 process and are not eligible for federal funding for noise mitigation. A Part 150 Study has limited applicability to our community presently, therefore, the focus is on those areas outside the 65 CNEL, where most of the noise complaints originate. It is the responsibility of the airport sponsor (in this case, the County) for environmental compliance and community relations. For more information on the Part 150 Study or noise contours, please refer to the STS Good Neighbor website at https://stsgoodneighbor.com/faq/. Furthermore, this feasibility study is focused on providing long term solutions which may yield a permanent change in the airspace procedure(s) that would benefit the community more than Part 150 study resulting procedure change/augmentation as those are purely voluntary in nature. Furthermore, the Airport Layout Plan narrative report that references the noise contour maps will be uploaded to the STS website with the other approach feasibility documents for everyone's review.</p>
18	<p>Thank you for your presentation tonight at Sebastopol. it was informative. My question is why planes coming from the south to land at Sonoma county airport fly over our property at 1474 Bloomfield Road at 4900 ft while planes coming from the north fly over our property at 2500 ft, it seems to me that they should be around 5,000 ft when they cross our property as to the planes from the south. please answer this question for me.</p>	<p>Larger commercial aircraft will normally follow a descent profile based on the number of track miles remaining to go before landing. Aircraft flying over the area as noted, coming from the south and intending to land on runway 14 would have more track miles to fly to touchdown than an aircraft arriving from the north and intending to land on runway 32. The specific difference in track miles would also be dependent on the path selected by the pilot over the ground, leading to a variation in altitudes over your location.</p>
19	<p>There is a HUGE difference in noise when an airplane is taking off, compared to when it's landing. Please NEVER have airplanes depart to the north, accelerating over a residential area. There is commercial property to the south of the airport, that is the most acceptable flight path: all flights depart heading south, to be a good neighbor. Please restrict all flights from deviating from the flight path- your neighbors west of Starr Rd/Woody Creek Lane do not appreciate the scary low flying planes in a rural residential neighborhood. Please have all small personal planes follow the approved flight path-departing to the south, so they don't accelerate their noisy engines over our residential neighborhood. Seems like there are no rules or repercussions for small planes that just circle and play above our neighborhood.</p>	<p>Noticeable differences in noise may arise between departing and arriving aircraft due to variations in throttle usage during different stages of flight. Factors like local aircraft traffic, weather, wind, and variations in nearby terrain dictate air traffic flow direction. We simply cannot restrict flights departing in one direction or another because such decisions are based predominantly on weather and wind conditions. Your point however has been noted and all design options will be evaluated to minimize impacts to residents to the extent possible while maintaining the highest level of efficiency and safety.</p>
20	<p>Pilot also live in Sebastopol. Limited problems with flyover noise. Occasionally a pilot does turn around a point using an intersection. Too low to be safe. There is sometimes aerobatic practice over the city. Guidelines that designate a practice area further to the Southwest would help.</p> <p>Jet noise is more troublesome but has been less since implementing the Charlie 8 departure. Before we used FREES more often. If we need a fix in the area, might be good to move FREES out to V199 se of FROSH or just use FROSH to push jets departing a bit more to the North of Sebastopol /Graton and Forestville? Get rid of FREES?</p> <p>Would be reasonable to publish guidelines to maintain 2,000 maybe 3,000 until within 5 miles of the airport. Would make things quieter over Sebastopol. I cross at 2000 frequently - 3,000 would be a little steep but not unreasonable.</p> <p>I don't love the RNAV 14. it is mostly useful for getting through a high cloud layer (2,000ft) with good vis under which is pretty common here. Would be nice to square it up and get some vertical guidance..some storms come with south windsUnderstand there are many limitations.....assume it is as good as it gets. If you can do better great!</p> <p>Thanks for asking.</p>	<p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement and the consultation process will continue to enable your feedback.</p>
21	<p>I live in Graton right off of Hwy 116 and hear very loud aircraft several times a day. It feels like they are flying right over my home. I would appreciate anything that can be done to reduce the noise from flight traffic in the area. Thank you.</p>	<p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement and the consultation process will continue to enable your feedback.</p>
22	<p>I would like to get notifications of future meetings and presentations - is this the place where I can provide my email to be notified?</p>	<p>STS provides public announcements on all planned meetings and presentations. Please sign up to receive email updates at the following link: https://sonomacountyairport.org/business-and-community/airport-e-news/.</p>



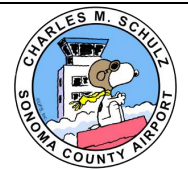
Question/Comment		Response
23	<p>I was woken up by a loud airplane again this morning. They fly very low over our home on their approach to landing at STS. I submitted many complaints via the official portal about this but never received anything back so I gave up. After a little research, I discovered the FAA has jurisdiction over air space and local authorities can do nothing.</p> <p>I live at 433 Fulton Road in Santa Rosa. The planes come so close that they interfere not only with sleep, but also with conversations both inside and out. Everything has to stop until they are far away again.</p> <p>Is it possible for the planes to be diverted to a more western approach, as then they would fly over farm land when they make their final approach?</p> <p>It was such a relief when covid grounded all flights for a while. Then, when air traffic picked up again, we were again negatively impacted each day and worse, each night.</p> <p>Is it possible for the airplanes to stay higher while over residential areas, then descend over farm land closer to the landing strips?</p> <p>Some parts of Santa Rosa aren't impacted, I know, but our neighborhood suffers from the flights. When we bought our home in 2005, this noise issue didn't exist. Is there anything that can help us?</p>	<p>Unfortunately, mitigating aircraft noise at 433 Fulton Road presents significant challenges due to its proximity to the extended centerline and the runway's orientation. The location is situated directly under the flight path, and efforts to address noise are further complicated by the need to avoid terrain while ensuring safe air traffic operations. While the FAA and other aviation authorities strive to minimize the impact of air traffic on communities, it is a complex task that involves balancing various competing interests, including safety, efficiency, community impacts, and environmental concerns. As a result, flight paths may unavoidably pass over residential areas during takeoff and landing.</p>
24	<p>The flight path comes right over our community, Sequoia Gardens Mobilehome Park located at 433 Fulton Rd, Santa Rosa. Every single plane coming from the south flies over our homes. The decibel level often interferes with conversation indoors and outdoors, depending on the season. Our suggestion would be to change the flight pattern and/or runway so the planes fly further west of a populated area.</p>	<p>Unfortunately, mitigating aircraft noise at 433 Fulton Road presents significant challenges due to its proximity to the extended centerline and the runway's orientation. The location is situated directly under the flight path, and efforts to address noise are further complicated by the need to avoid terrain while ensuring safe air traffic operations. While the FAA and other aviation authorities strive to minimize the impact of air traffic on communities, it is a complex task that involves balancing various competing interests, including safety, efficiency, community impacts, and environmental concerns. As a result, flight paths may unavoidably pass over residential areas during takeoff and landing.</p>
25	<p>What is the allowable decibel level for airplanes flying over residential areas?</p>	<p>FAA has adopted DNL 65 dBA as the threshold for significant noise exposure, below which residential land uses are compatible. While DNL is the primary metric FAA used to determine noise impacts, FAA accepts the Community Noise Equivalent Level (CNEL) in California as California adopted the use of CNEL prior to FAA adopting DNL. While CNEL, like DNL, adds a ten times weighting (equivalent to a 10 dBA "penalty") to each aircraft operation between 10:00 p.m. and 7:00 a.m., CNEL also adds a three times weighting (equivalent to a 4.77 dBA penalty) for each aircraft operation during evening hours (7:00 p.m. to 10:00 p.m.). More information can be found here: https://www.faa.gov/noise/levels.</p>
26	<p>My wife and I use the Sonoma County Airport as our preferred flight arrival and departure destination. We consider it to be a vital community asset. Our home for 23 years is within one mile of the airport facility. The amount of air traffic has steadily increased during that time. Our financial benefit from increased tourism has risen along with that increase. We attend the airport community meetings when conducted and offer input when applicable. The elevated approach pattern for arriving flights has seemed to make the amount of increased plane traffic tolerable and we appreciate the policy and procedures currently in place. Changing the current flight arrival and departure corridors could cause neighborhood harm.</p> <p>There is one huge concern, call it a complaint, that doesn't follow any plan we are aware of. It seems to be at the leisure of the pilot. His helicopter noise is truly impossible to accept currently and for the past several years has been increasing. The helicopter flight training company is flying at what we consider to be a low level on a daily basis. The helicopter, and at times helicopters (2), will circle the airport, recircle the airport, then continue to recircle the airport overhead beginning approximately 9AM to 12PM then begin again after what seems like a lunch period 1PM to 5PM. Some days and evenings it will continue into darkness. Reminding this feasibility panel it is often 7 days a week. Working from home in my office is very trying with the continued noise. Working outdoors in the vineyard and orchard is very health damaging. Our long term mental health is affected, our quality of life has been invaded, our privacy lost. It's not possible to relax in our outdoor spaces or enjoy dinner al fresco. Additionally the Sheriffs helicopter (Henry 1) hovers for close to an hour several times weekly at the corner of Windsor Road and Slusser Road. When a new helicopter (Sonoma County Fire Dept.) hovers, which is comparable to a Huey, it literally jars your mind and teeth. We feel a concussion sensation each time it's airborne. Perhaps they can locate to a more central location away from the residential homes in the neighborhood. Thank you for the opportunity to make neighbors voices heard. We will listen intently to the ongoing planning and feasibility studies findings.</p>	<p>The helicopter operators are not conducting flight operations in contravention to any air regulations. Since they operate under visual flight rules (VFR) they have quite a bit of leeway as to the lateral and vertical paths they follow. Furthermore, Helicopters in some cases are also able to operate at less than the minimums prescribed if the operation is conducted without hazard to persons or property on the surface. Also for helicopter operations there is a safety and clearance issue as well to the west of the airport and the most important factor is maintaining safe clearance from fixed wing operations.</p> <p>Having said that, we will strive to work with the operator(s) on achieving perhaps a helicopter VFR corridor to enter and exit the control zone as well as designated helicopter practice areas that could serve to mitigate the noise exposure caused. PLEASE NOTE - Owing to the type of flight operations and the classification of the airspace, these options would be and are voluntary.</p> <p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement. More information on helicopter operations can be found here: https://www.faa.gov/media/29701.</p>



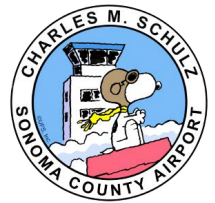
Question/Comment		Response
27	<p>Cignus's zoom meeting offered outline of study and some very impressive charts and diagrams of existing approaches and ILS constraints. However, I did not hear any public questions or comments and audio seemed to be terminated after initial presentation. The charts are meaningless without explanation and need to be slowed down and enlarged to identify specific neighborhoods. I heard no discussion re: the current Noise Abatement Pilot Guide which calls for minimizing overflight of any of the City of Santa Rosa residential areas. The map detail does not show any eastern turns after departure from runway 14. Clearly the city overflight for departing commercial traffic is being abused, even at night. Prior to six months ago there was low altitude reporting directly over the city (especially weekends) where recording showed consistent altitudes of 3200 to 3500 ft. over downtown. Aircraft were entering city limits at under 2000 ft. Currently, the city overflight has increased substantially but the altitudes of the eastern departure have increased to the 4500 ft. IMO departing commercial aircraft should maintain the 140 mag. degree heading track to 5000 ft. before turning east. As with the city of Windsor over flight of the residential areas is prohibited. Santa Rosa should be treated in the same manner. There is NO reason for departing commercial traffic to depart over Santa Rosa. Also what could be a safety concern would be eastern departure from STS on 14 crossing the track of descending aircraft (downwind left traffic) for runway 14. Thanks for listening.</p>	<p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement.</p>
28	<p>We have been actively and consistently registering complaints when an aircraft flies directly over our home in the city limits of Santa Rosa, in the Piner High School district. Many commercial and private jets fly directly over our house at All hours of the day and night. I had been in touch with Lynda Hopkins, our district Supervisor, and was informed that there would be one meeting in Sebastopol on November 2. Of course, we cannot make this meeting as it falls on our annual RV crab camping trip to Doran Campground!</p> <p>We will try to call into the Zoom meeting but we both work. We both work part-time out of our home and many times when we are on conference calls we have to shut a window or slider door to block out an aircraft noise. It is starting to be unbearable. We have a lovely backyard with a nice inground pool. We love to entertain in our backyard and it is becoming more difficult to enjoy our rights to quiet with constant aircraft zipping by, very low as well. It is embarrassing to have to tell a guest to "hold on" lets wait until the plane goes by to resume a conversation!</p> <p>We attended a couple of Sonoma Airport meetings about 15 years ago when the air traffic was starting to get more active. We were told that the flight pattern was to be over the "western" Sonoma County rural areas and not over the populated cities such as Sebastopol and Santa Rosa.</p> <p>What gives? Do we not count as tax-paying homeowners because we are not on the Eastern side of the County? Something needs to be done with the endless, relentless air traffic and LOUD aircraft over our homes. The private jets seem to have to fly at all times at ALL hours, apparently seeming to not give a damn about the neighboring homes they fly over.</p> <p>I may not be able to participate in the ZOOM meeting as I will be driving to Bodega Bay with limited phone service. I hope this is recorded and my comments are addressed.</p> <p>Concerned resident, Nancy Lindell</p>	<p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. In response to your specific concerns about shifts in flight patterns and increased air traffic over residential areas, we recognize the importance of giving this matter due attention. Further investigation is planned to strike a balance that respects the rights of residents to a peaceful environment. It's important to note that the FAA's primary responsibility is to ensure a safe, orderly, and efficient flow of air traffic. The selection of specific flight paths considers operational safety considerations, which include factors such as local aircraft traffic, weather conditions, wind patterns, and variations in nearby terrain.</p>
29	<p>I appreciate being informed through an email that this meeting is taking place. We live in NW Santa Rosa and there have been times over the years that aircraft has flown low and loud, stopping conversations in the back yard or waking someone up inside when our windows are open in summer.</p> <p>I'm unclear if the feasibility study is being done for future expansion or addressing current conditions.</p> <p>Thank you, Jen</p>	<p>The feasibility study is being done to provide a balanced solution for the airport as well as the surrounding communities. It aims to identify feasible opportunities if any to decrease current aircraft noise over surrounding communities while supporting change/growth in future air traffic demand.</p>
30	<p>Follow up to my first comment asking for the goal of this study. I didn't see or hear mention that this is a study to determine approaches to the airport to minimize noise and maintain safety. Is that more accurate (not an expansion in the plan?)</p> <p>If so, as I watch the Zoom videos showing approaches, I am wondering two things:</p> <ol style="list-style-type: none"> 1. Is population density considered as aircrafts make their approach over Sonoma County? We have a typical, smaller lot neighborhood with at least two high density apartment buildings being built within a short distance of Finley Community Center. Flight paths over our area affect many county residents, but many who might not have the time or wherewithal to attend meetings and give input. 2. Could a meeting be held at Finley Community Center in the future? I am wondering why only Windsor and Sebastopol have in person meetings scheduled. The Zoom meeting, while helpful, was still difficult to understand (sound quality for some speakers was poor). Closed caption didn't get it right by a long shot as it translated voices to say noise would INCREASE more than once. <p>Thank you, Jen</p>	<p>The feasibility study's primary objective is to analyze existing procedures to evaluate if alternative options exist to develop more efficient procedures that could reduce the noise footprint while maintaining the highest level of safety. Additionally, it is important to note that FAA's primary responsibility is to provide a safe, orderly, and expeditious flow of air traffic. The use of certain flight paths are based on safety considerations, including factors like local aircraft traffic, weather, wind and variations in nearby terrain. Regarding the possibility of holding a public meeting at Finley Community Center, the airport will take it under advisement.</p>



Question/Comment		Response
31	<p>I appreciate being informed through an email that this meeting is taking place. We live in NW Santa Rosa and there have been times over the years that aircraft has flown low and loud, stopping conversations in the back yard or waking someone up inside when our windows are open in summer. I'm unclear if the feasibility study is being done for future expansion or addressing current conditions.</p> <p>Thank you, Jen</p>	<p>STS provides public announcements on all planned meetings and presentations. Please sign up to receive email updates at the following link: https://sonomacountyairport.org/business-and-community/airport-e-news/.</p> <p>The Approach Feasibility Study is being conducted to understand the current airspace and procedures serving STS, to further evaluate the viability and practicality of developing new procedure(s) or modifying existing ones. The study aims to ensure that the proposed new procedures (if any) meet safety, regulatory, operational, and technical requirements.</p>
32	<p>A lot of helicopter noise on the Southwest side of airport at "skid pad or raceway"</p> <p>Helico helicopter school uses daily and often many times a day. They are very loud and disruptive. They fly low on approach to the this area over our homes and circle every 5 min for 45 minute lesson. A problem for years. I would be happy to provide more information to the Cingus Consultant.</p> <p>Thank you</p>	<p>The helicopter operators are not conducting flight operations in contravention to any air regulations. Since they operate under visual flight rules (VFR) they have quite a bit of leeway as to the lateral and vertical paths they follow. Operations below 1,000 feet above ground over built-up areas for purposes other than takeoff and landing should be restricted to special operations, such as police, fire or other services. So, in that sense if it's a flight school operator they must be a minimum 1,000 feet above any property other than if they are taking off or landing while in pattern. Additionally, for helicopter operations there is a safety and clearance issue as well to the west of the airport and the most important factor is maintaining safe clearance from fixed wing operations.</p> <p>Having said that, we will strive to work with the operator(s) on working out, perhaps a helicopter VFR corridor to enter and exit the control zone as well as designated helicopter practice areas that could serve to mitigate the noise exposure caused. PLEASE NOTE - Owing to the type of flight operations and the classification of the airspace, these options would be and are voluntary.</p> <p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement.</p>
33	<p>My concerns are not about the pattern altitude, 1000' for small aircraft and 1500' for large aircraft.</p> <p>My concerns are limited to why any of them need to fly directly over the City of Sebastopol. Those altitudes wouldn't be an issue if flights made their approach well south of Sebastopol and then east of Llano Road which put them in line with runway 32. Many aircraft do just that.</p> <p>Using Flightradar24, a free app that shows real-time aircraft flight tracking information on a map, I have saved several screenshots of aircraft avoiding overflights of the city and others that seem bound and/or determined to do the opposite. In both cases no other aircraft were close by.</p> <p>At a much earlier Aviation Commission meeting, 5th District Aviation Commissioner Art Hayssen indicated the FAA made a change resulting in aircraft flying directly over the city of Sebastopol.</p> <p>My question is when did that happen, who made that change and exactly what precipitated it?</p> <p>At the July 20, 2023 meeting the Commission stated the FAA "ultimately controls the airspace." Agreed, but to what extent? Surely the tower, which normally operates between the hours of 7:00 AM and 10:00 PM can instruct aircraft to avoid overflights of the City of Sebastopol when traffic permits.</p>	<p>The FAA's primary responsibility is to provide a safe, orderly and expeditious flow of air traffic, and the use of certain flight paths are based on safety considerations, including factors like local aircraft traffic, weather, wind, and variations in nearby terrain.</p> <p>Please note that aircraft do indeed predominantly utilize the 101 corridor to the fullest extent possible while using Runway 14/32, as evidenced by flight track data, when on final approach or departing to the south. Sebastopol is in the downwind for approaches to Runway 14 where efforts to address noise are further complicated by the need to avoid terrain while ensuring safe takeoffs and landings. Additionally, regarding the location near Sebastopol, the traffic pattern orientation follows a Left/Right configuration, restricting aircraft to conduct their base-leg to final approach from the western side of the airport, where population density and general topography is lower. Furthermore, in reference to the observed discrepancies in flight paths and variations in altitudes, it's essential to consider the influence of different flight rules on pilot behavior. Pilots operating under Visual Flight Rules (VFR) have greater flexibility in choosing both altitudes and directions, in contrast to pilots under Instrument Flight Rules (IFR) who must adhere to specific headings. Under VFR, pilots are not obligated to follow designated headings and have the flexibility to choose altitudes, provided they maintain a minimum clearance of 1,000 feet above the highest obstacle and more than 2,000 feet horizontally. Departure and arrival direction from the airport is a safety issue that is generally dictated by the surface winds at the airport. The FAA controls the National Airspace System - Depending on location, controlled airspace may start as low as the ground or as high as 14,500 feet in the United States.</p> <p>The changes to procedures are made by the FAA without any involvement from the Airport as the airspace is controlled by the FAA and is managed by the FAA. The Airport does not control the airspace.</p>
34	<p>My biggest concern is that putting a stop to flying large jets over Windsor's residential areas at low altitude may not be a primary objective of the study or recommendations. So my first question is:</p> <ol style="list-style-type: none"> 1. Is it a primary goal of this study to reroute commercial jets so that they are not flying at low altitude over residential areas? <p>If the answer is "no", my follow up question would be:</p> <p>Given the fact that flying large jets at low altitude over residential areas has potentially catastrophic consequences, why isn't that the primary goal of this study?</p> <p>(Example: When a jet is at 30,000 feet, if some crazy person shuts off the engines, the pilot and crew may have time to react to the situation and prevent a crash, or at least avoid coming down in a populated area. But if a crazy person succeeds in shutting off the engines when the jet is at 500 feet over a residential neighborhood, there is very little the pilot can do to avoid going down into the houses.)</p> <ol style="list-style-type: none"> 2. Do the county supervisors, and airport staff (and Cingus by extension) accept and acknowledge that flying large jets at low altitude over residential areas is an obviously bad idea with potentially catastrophic consequences? 3. Do the county supervisors, and airport staff (and Cingus by extension) accept and acknowledge that flying large jets at low altitude over residential areas causes extreme negative impacts to the quality of life of the people in the neighborhoods below? 	<ol style="list-style-type: none"> 1. The Approach Feasibility Study is being conducted to understand the current airspace and procedures serving STS and to further evaluate the viability and practicality of developing new procedure(s) or modifying existing ones. The study aims to ensure that the proposed new procedures (if any) meet safety, regulatory, operational, and technical requirements. The development process of new or revised procedures would evaluate impact on Airport traffic, airspace, regulatory requirements, and to the extent possible any associated environmental and noise impacts. 2. While the FAA and other aviation authorities strive to minimize the impact of air traffic on communities, it is a complex task that involves balancing various competing interests, including safety, efficiency, and environmental concerns. As a result, flight paths may unavoidably pass over residential areas during takeoff and landing. 3. Aviation remains the safest mode of transportation and the FAA puts utmost importance towards the safety of the flying public and surrounding communities



	Question/Comment	Response
35	<p>I am part of the Windsor Airport noise group and I heard that there will be a airport meeting next week. Can you pass along the following questions for the consultant? It would be great if they could answer them as we have yet to receive answers to these questions that we have been asking since 2019. First some background: Our group is in the West Windsor impact zone of the current flight path. Current reading from our backyards show that we are now within the CNEL 85 zone- one that was not even on the diagram above from 2009. So here are our biggest questions: 1. Why is the western approach not fully implemented yet? Some planes use it but most do not. Can it be made mandatory except in emergency situations? 2. We have recorded over 89 dB's of noise over our houses. When will a noise contour map be made so our intolerable noise levels can be documented and mitigated? 3. If this noise impact will not be studied is the airport prepared to pay damages in regards to this impact which did not exist when most of us purchased our homes? 4. The worst noise impact comes at night from an Alaska Airlines flight (I believe) between 8 and 10 pm. You probably don't get many complaints because a lot of us are trying to get to sleep at that time.</p>	<p>1. STS does not have a "western approach." There is an RNAV (GPS) RWY 14 approach that is offset 15 degrees west of the centerline that some may refer to as a "western approach." 2. Noise contour maps were updated last in May 22nd 2022 3. Noise events are not monitored or measured based on single events. To describe the effects of environmental noise in a simple, uniform and appropriate way, the day-night average sound level (DNL) noise metric is used. DNL is a metric that reflects a person's cumulative exposure to sound over a 24-hour period, expressed as the noise level for the average day of the year on the basis of annual aircraft operations. More information can be found here: https://www.faa.gov/noise/levels.</p>
36	<p>Hello. I sat in on your slide show in Sebastopol on November 2 and I am submitting my comments. We have lived in Forestville, close to town for 18+ years. We love the peace and quiet, but in the past few years the planes flying low and loud have been steadily increasing. Mostly commercial airliners, but also private jets. They are either heading towards the airport or away from it. We are wondering why this should be happening over a residential area when there is the 101 corridor and also extensive vineyard areas which can and do provide flight path access. Although we're not capable of understanding the regulatory or technical aspects of flying, we appreciate the fact that STS wants to be a good neighbor and not overwhelm homes with very loud, low- flying noise, sometimes one after the other. Whatever can be done to steer more flights away from more cluster-populated country areas would be greatly appreciated. Thank you. The Stone family, Forestville.</p>	<p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement. Please note that aircraft do utilize the 101 corridor to the extent possible, as evidenced by flight track data, when on final approach or departing to the south.</p>
37	<p>I was unable to attend the STS Feasibility Approach Study yesterday (11/2/23) evening. I am very interested to find out what was discussed. Is a recording or transcript going to be available?</p>	<p>Approach Feasibility Study Community Outreach Meeting can be accessed through the Good Neighbor website. Meeting transcripts and captions are included in the video. Video of the meeting is available through the following link. https://youtu.be/icMCSNBhKl and additional information can be found here: https://stsgoodneighbor.com/.</p>
38	<p>I am just now hearing about the Cignus workshop being held tomorrow evening in Windsor (and Thursday evening in Sebastopol.) Will there be additional workshops, because this is not enough time to get the word out there to the community.</p>	<p>Any additional workshops will be communicated via the STS Good Neighbor Website. STS provides public announcements on all planned meetings and presentations. Please sign up to receive email updates at the following link: https://sonomacountyairport.org/business-and-community/airport-e-news/.</p>
39	<p>Right under the airplanes is where I live. And besides being numerous -- my observation is that about 15 percent of them are below the Federal Aviation Administration height requirement, which is, I believe, a thousand feet. I see private planes all the time that are only a hundred to 200 feet up, and occasionally commercial planes at five to six hundred feet. That's very alarming when they're that close. If anything goes wrong at all, people are going to die. That's my comment</p>	<p>Without knowing your specific location, it is not possible to comment on the regulations that would apply for aircraft operating altitudes. In general, while FAA regulations require aircraft to operate at altitudes above 1,000 feet above ground when over built-up areas, this regulation does not apply if the aircraft is maneuvering for the purpose of takeoff or landing.</p>
40	<p>We live at 3340 Phillips Avenue. And many planes go right over our house. And if we're outside with guests and talking, it's so loud we have to stop talking until the planes finish going over us. And sometimes they come over in a series. Like the other day I counted four in a row. Let's see. What else did I want to add? There was something else. Oh, yeah. It interferes with our TV reception. Every time a plane comes over, the TV just sort of freezes till it gets by, then it comes back. That's all my comments</p>	<p>Unfortunately, mitigating aircraft noise at 3340 Phillips Avenue presents significant challenges due to its close proximity to the extended centerline and the runway's orientation. The location is situated directly under the flight path, and efforts to address noise are further complicated by the need to avoid terrain while ensuring safe takeoffs and landings. While the FAA and other aviation authorities strive to minimize the impact of air traffic on communities, it is a complex task that involves balancing various competing interests, including safety, efficiency, community impacts, and environmental concerns. As a result, flight paths may unavoidably pass over residential areas during takeoff and landing. Additionally, regarding the location near Graton, the traffic pattern orientation follows a Left/Right configuration, restricting aircraft to conduct their base-leg to final approach from the western side of the airport, where population density and general topography is lower.</p>
41	<p>I live in Graton, which is 95444. And the last couple of years, there's been way too much airplane traffic. They're really low, and I can read the logos. Then the private jets are even louder and lower. I don't know if they used to be going over 101, but now they're just all coming over Graton, 95444. It's pretty annoying. Also, in the middle of the night, around 4:00, they wake me up, and I'm sound asleep. It's so loud. He's got an app on his phone, so he knows it's UPS. So we're unhappy. And I know there's a new private airport, but we live here. Is there a list of who owns all the private planes?</p>	<p>It appears that your location is just outside of the Sonoma County Airport Control Zone, less than 5 nm from the threshold of runway 02 at Sonoma County. This means that aircraft operating under Instrument Flight Rules (IFR) flying straight-in to land on runway 02 would normally cross over this area at approximately 1,500 feet above ground. Aircraft operating under Visual Flight Rules (VFR) may choose to operate as low as 1,000 feet above ground at this point. Unfortunately this makes mitigating aircraft noise at Graton challenging due, in part, to its close proximity to the extended centerline of this runway. In addition, the need to avoid higher terrain to the west would result in more aircraft overflying this area while maneuvering to takeoff or land on runway 14/32. The overarching goal of the FAA in managing air traffic is safety, while balancing efficiency, community impacts, and environmental concerns. The result is that flight paths may unavoidably pass over residential areas during takeoff and landing.</p>



Question/Comment		Response
42	I live in Graton. We're right over the flight paths for the shorter of the two air strips. There is a short air strip and then a long main one. The long main one is much more aligned to 101. But we get a lot of traffic, big commercial planes as well, right over Graton. Which is right on the shorter of the two air strips. I wonder why	The two runways being referred to are 14/32 which is about 6,000' and 2/20 which is about 5,300'. As noted, Graton is in line with rwy. 2/20 and it is important to note that the FAA's primary responsibility is to provide a safe, orderly, and expeditious flow of air traffic, and the use of certain flight paths are based on safety considerations, including factors like local aircraft traffic, weather, wind, and variations in nearby terrain. There are times and days during which the wind will require that the runway used at STS for air-traffic operations is 2/20 and during those circumstances the FAA as well as operators must utilize the required runway to maintain the highest level of safety and efficiency of operations.
43	The question is when does Oakland Air Traffic Control handle the pilots to Santa Rosa tower? When does Oakland Air Traffic Control tell the pilot to change frequencies to Santa Rosa tower for landing	Although the Oakland Air Route Traffic Control Center (ZOA) is responsible for instrument flight rules (IFR) aircraft operating into and out of Charles M. Schulz - Sonoma County Airport (STS) from the ZOA area of responsibility, the location at which the transfer of control to the STS tower happens will not limit the opportunities for the design considerations being examined for instrument flight procedures serving STS. Depending on air traffic control workload, traffic density and complexity, weather, and other factors, ZOA generally hands off IFR traffic to STS tower approximately 8-10 nautical miles from STS.
44	My name is Paul Schabracq. The question is why isn't a part 150 noise study being done as an integral part of this? There was an EIR last time. No significant impact, was dated 2013. There has been a terrific increase in the volume of air traffic in this airport. It behooves either the airport or the county to pay for a part 150 study	Part 150 regulation focuses only on those measures which reduce non-compatible land uses within the 65 CNEL. Measures outside the 65 CNEL are typically not covered under the Part 150 process and are not eligible for federal funding for noise mitigation. A Part 150 Study has limited applicability to our community presently, therefore, the focus is on those areas outside the 65 CNEL, where most of the noise complaints originate. It is the responsibility of the airport sponsor (in this case, the County) for environmental compliance and community relations. For more information on the Part 150 Study or noise contours, please refer to the STS Good Neighbor website at https://stsgoodneighbor.com/faq/ . Furthermore, this feasibility's study is focused on providing long term solutions which may yield a permanent change in the airspace procedure(s) which would benefit the community more than Part 150 study resulting procedure change/augmentation as those are purely voluntary in nature.
45	I live on the flight path and I built my house on the flight path 41 years ago. And they used to bring in small aircraft, and now they're bringing in jets. And they're 1,500 feet above my house. And it is extremely noisy. I mean, 1,500 feet on these big jets is very noisy. And I find that there is no regulation on any of the aircraft. There is general aviation that comes in, like I mean, 'jooom.' And there is that and other big airplanes that are still loud. And that is my concern, is that the noise level at my house has definitely devalued my property. And I was never asked about this either. This was never put to a vote, and that is, you know, I think everybody should have been asked about whether they want to enlarge the airport or not. And that is really my complaint. And I don't have any constructive criticism. I want them to get quieter airplanes or if they have pilots to fly with concern about their neighbors, and not just have lip sync (sic) that says they're being good neighbors. Because they are not good neighbors	STS cannot regulate aircraft numbers, directly control flight tracks, time of day or type of aircraft that operate at the airport. As a public-use airport it cannot discriminate between users and must accommodate all aircraft users. STS is actively working to understand, review and develop strategies to reduce aircraft noise impacts for our community to the extent possible.
46	My name is Laura Berke. I am wondering if they can't do two things. One is to shift the movement of the planes away from Sebastopol. I know that has happened in other places around here. Especially, like, Bolinas got all of the airplanes to not fly over Bolinas and that area in there. And I don't see why we couldn't have that as well. And then the other thing is restricting the time that the airplanes have to take off and land. In other words, make it 8:00 a.m. to 10:00 p.m. But I don't see any reason to have planes landing certainly before 7:00 a.m. That's it for me."	STS cannot regulate aircraft numbers, directly control flight tracks, time of day or type of aircraft that operate at the airport. As a public use airport STS cannot discriminate between users and has to accommodate all aircraft users. STS is actively working to understand, review and develop strategies to reduce aircraft noise impacts for our community to the extent possible. Regarding the time constraint question, no. Any airport sponsor proposed access and/or noise restriction would be subject to the Airport Noise and Capacity Act of 1990 and would require a 14 C.F.R. Part 161 study. Departure and arrival direction from the airport is a safety issue that is generally dictated by the surface winds at the airport.



	Question/Comment	Response
47	<p>My name is Douglas Emery, and I'm here to make comments on what they just presented and my own comments. What they presented as an existing situation is not my reality as a resident of south Sebastopol. I live off Elphick Road directly south of town -- I live off Elphick Road on Gates Drive. And they had an upside-down 'Y' showing that they're coming in from the southeast and the southwest and then coming into the -- leaving Sebastopol. But as a matter of fact, their flights now of arrivals are directly over my house and going over, I imagine, Sebastopol proper. Because I see them go directly north toward the STS. So the problem I see is that their existing -- what they show as existing is not in reality what's happening. They're -- whether they're hotshot pilots or yahoos, I don't know what's going on. But the predominant amounts of flights going directly over our area, my neighbors and mine and going across town. And I think that's why you have such interest here in Sebastopol in the 5th district. So that's a big problem. You're basing modifications on an existing plan and the existing is not what pilots are following. There is basically a problem with this process I see. The other issue is that flights are coming in at all different levels, altitudes. As he talked about, shallow approaches, whatever, the altitudes vary tremendously by the day. And we're getting not only loud noises, loud aircraft. And this isn't talking about the hotshots and their biwings and all the other stuff that goes on that these guys aren't talking about. These aircraft are way low. And some of the other aircraft coming in, they are -- they're whistling. Their high whistles are so annoying. And so we're not only getting the rumbling and the sounds of the aircraft, but we're getting these whistles that sound like a bombing in Dresden in World War II. It's, like, you're looking up going, 'What's falling?' 'What's coming at us?' And these things are happening as well. So my suggestion is to either keep the noise with the noise, run it over the commercial aspect of Santa Rosa. Come up 101 on the east side or up 101, keep the junk with the junk, as Adib (phonetic) would say, or bring it in where it used to come in over Two Rock. Almost due west of us, coming over some existing farm country out over Pierce Point. And just bring it in there. And then sweep into the -- but not touching, you know, the Sebastopol area. Not going over residential area. I've lived here for 30 years. And this is, in the last, I would say eight to ten has just been a solid increase in flights. It's just been a solid increase of noise and flights. When Avelo came, man it just ramped up like crazy. Alaska has been ramping up. So that's some of my issues. And the other last question is if the FAA takes such a long process to do all this to change things maybe back to where they were when you didn't have all these complaints, how did they change their existing policy that was in place for years and years? Did they just at a whim? Or did they actually go through a process because of business interest or pilot complaints? Or who did they listen to, and how did that process occur? I am kind of curious why we're in this predicament now, that FAA did make a change. And now we have to go through all those hoops that he showed, two phases for three to four years, to get -- anyway, those are my points and my questions.</p>	<p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all and will take your suggestion under advisement. To provide a little more context, your location is just outside of the Sonoma County Airport Control Zone, approximately 7 nm southwest of the airport. Aircraft operating under Visual Flight Rules (VFR) or under Instrument Flight Rules (IFR) and using VFR transitioning to land from one of the procedures you saw depicted would likely overfly this area. The necessity to avoid higher terrain to the west while being able to turn to land or turn from a takeoff on runway 14/32 would result in more aircraft overflying this area during these maneuvers. Aircraft operating under Visual Flight Rules (VFR) may choose to operate as low as 1,000 feet above ground at this point. The overarching goal of the FAA in managing air traffic is safety, while balancing efficiency, community impacts, and environmental concerns. The result is that flight paths may unavoidably pass over residential areas during takeoff and landing.</p>
48	<p>I did submit something online before the hearing. But I was just talking to Linda Hopkins. And I think it's worthwhile noting that I feel that being woken up in the middle of the night by the loud noise from the planes, being woken up too early in the morning by the planes, having to stop going outside to have meals because of the loud noise from the planes, or have guests over or even conversation with my family outside at many times of the day is impacting my health. There is a lot more anxiety and loss of sleep. Even loss of social contact. Who wants to come over when we keep having to stop for like four minutes at a time because of these noises? The planes are literally right over our home on the path in off of Fulton Road in Santa Rosa. I live in an over 55 community and I bet that there is a lot of people, older people that also feel impacted by how loud it is, how close the planes are to our houses</p>	<p>Unfortunately, mitigating aircraft noise at Fulton Road presents significant challenges due to its close proximity to the extended centerline and the runway's orientation. The location is situated directly under the flight path, and efforts to address noise are further complicated by the need to avoid terrain while ensuring safe takeoffs and landings.</p>
49	<p>Can something be done in the training of people who will be piloting small private aircraft to suggest that they fly higher when they're over residential areas? I know you cannot have any rules about it. It can only be a part of training. Say, 'Hey, take into consideration who's underneath you.' That's it.</p>	<p>Thank you for bringing your concerns to our attention. The airport is considering to the extent possible a 'Fly Quiet Program' which will aim at providing pilots with necessary information and informal guidance - sort of 'Be a Good Neighbor/Stakeholder' and follow a predefined path to avoid populated areas to the extent safe and possible. Having said that, we value your collaboration as we strive to create a better environment for all and will take your suggestion under advisement.</p>
50	<p>I am opposed to the increased air traffic directly over Sebastopol. Alaska, American, United, and now Avelo Airlines aircraft are alarmingly low and disruptive to everyone I've spoken with in the last few months. It changes the quality of my country town which I've lived in for 30 years. Safe and noncommercial airspace should be a right to all residents and wildlife. The extension of the runway in 2014 at Charles Schulz has allowed new flight patterns over West County. It's attracted more airlines to STS. In 1993 I moved my family to a farm in Sebastopol for good schools, cleaner air, organic produce, and quiet skies. Now corporate greed is claiming our West County skies. This has to stop. Sebastopol homeowner.</p>	<p>The airport serves the people of Sonoma County and is a big economic driver which is important for our community as well as our small businesses. Having said that, thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement.</p>



Question/Comment		Response
51	<p>I'm Rodney DeMartini. My husband and I are residents of the Vintana neighborhood. That's V-i-n-t-a-n-a neighborhood in Windsor, 1.3 nautical miles north-northwest of the Charles M. Schulz Sonoma County Airport. 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 that we are subject to high-decibel noise, as well as the pollution from the exhaust of aircraft. The noise abatement procedures outlined on the Sonoma County Airport website recommend to, quote, "minimize overflight of residential areas," end quote. This is not observed or enforced. By acknowledging residential areas like ours should not be under the final approach course. There seems to be no effort to persuade commercial and private pilots to comply. Hence, the assault persists. Please take this into consideration in the Approach Feasibility Study so that we can experience the Sonoma County Airport as the good neighbor it proposes to be. Thank you</p>	<p>Unfortunately, mitigating aircraft noise in the Vintana neighborhood presents significant challenges due to its proximity to the extended centerline and the runway's orientation. The location is situated directly under the flight path, and efforts to address noise are further complicated by the need to avoid terrain while ensuring safe takeoffs and landings. While the FAA and other aviation authorities strive to minimize the impact of air traffic on communities, it is a complex task that involves balancing various competing interests, including safety, efficiency, community impacts, and environmental concerns. As a result, flight paths may unavoidably pass over residential areas during takeoff and landing. Moreover, The FAA's primary responsibility is to provide a safe, orderly, and expeditious flow of air traffic, and the use of certain flight paths are based on safety considerations, including factors like local aircraft traffic, weather, wind, and variations in nearby terrain. Additionally, regarding the location near northwestern Windsor, the traffic pattern orientation follows a Left/Right configuration, restricting aircraft to conduct their base-leg to final approach from the western side of the airport (the downwind to Runway 32), where population density and general topography is lower.</p>
52	<p>I live at 5309 Windsor Road, which is directly adjacent to where this helicopter practice takes place daily all the time. I've been there 23 years. The county monitors my well quarterly 'cause there is landfill constituents, pollutions that come onto my property. That was a real estate disclosure when I bought the property. I agreed to have them monitor it. So I have water issues with the county. And now this new Helico training facility, this long line practice with their heliapocalyptic (phonetic) helicopter that scares my livestock. I can hear it inside the house vibrating. And it's all the time. I was off this week doing stuff at my house. All day long they are flying over the house, hovering across the street. And this good neighbor thing, talk is cheap. And there is going to be a civil suit because the reality is they're affecting -- everybody has a complaint, but I'm right on the epicenter. And you know what, this is -- in this world that we live in, this is not right. Polluting someone's water from the other side, migratory ground water from an old landfill dump. And now this is the new playground for Helico and Sonoma Helicopter. So they're going to drive my property value down at time of retirement, my quality of life, stress me out, my animals, my family. I mean, you can't even sit outside on an evening and enjoy a beverage or look at the sunset or anything without -- and we're talking about apocalyptic crap. We're not talking about -- the planes don't bother me. The planes have never bothered me. And yeah, I can hear the jets take off and I understand that part. And when the county says they don't have an option, I don't believe that. Because they must have control over who they lease hangars to and what kind of businesses they subcontract with on their property. And that's the option. They can say 'No' to allowing people to operate on their property. They may not have control over the flight patterns. And what he was saying, like, the airspace over the top, but they certainly have control over who they have on their premises and who they are aligning with and what that business model exists. So the good neighbor thing, you know what, I've lived in different places and had different neighbors, and the county is hands down an embarrassment. And I've constantly tried to correspond with people and get answers, and it's just a political runaround. So I mean, this thing is going to get -- I mean, we have a petition. And if it takes 200 people to put up \$1,000 and get an attorney out of, you know, the Bay Area that's in environmental law -- I mean, this is an environmental and quality-of-life issue. This isn't about, you know, planes coming in and out. This helicopter practice is a completely different ball game. And it's escalated drastically in the last two years. And it will continue to escalate until it's dealt with. Other than that, that's all I have to say</p>	<p>The helicopter operators are not conducting flight operations in contravention to any air regulations. Since they operate under visual flight rules (VFR) they have quite a bit of leeway as to the lateral and vertical paths they follow. Operations below 1,000 feet above ground over built-up areas for purposes other than takeoff and landing should be restricted to special operations, such as police, fire or other services. So, in that sense if it's a flight school operator they must be a minimum 1,000 feet above any property other than if they are taking off or landing while in pattern. Additionally, for helicopter operations there is a safety and clearance issue as well to the west of the airport and the most important factor is maintaining safe clearance from fixed wing operations.</p> <p>Having said that, we will strive to work with the operator(s) on working out, perhaps a helicopter VFR corridor to enter and exit the control zone as well as designated helicopter practice areas that could serve to mitigate the noise exposure caused. PLEASE NOTE - Owing to the type of flight operations and the classification of the airspace, these options would be and are voluntary.</p> <p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement.</p>
53	<p>Julian Cohen. So there is a master plan, there is an airport master plan in the Sonoma County general plan. I'd like to see links for those two plans on the Good Neighbor website so that we can look at it in more detail. We just don't know enough. Could the community meetings that are held at dinnertime include food? Because a lot of people can't come because it's dinnertime. But if there were sort of, I don't know, burritos or some little -- anyway, could the meetings include food? And I'll add another thing. Could they include a little bit of child care so that the parents can be here and know someone is looking after their kids. Could we find ways to have meetings where there is more interpersonal engagement? And the framing for that is if everyone sends questions in, no one sees what's happening. It's all being read. It's an engagement</p>	<p>A copy of any pertinent study or report will be uploaded to the good neighbor website at: https://stsgoodneighbor.com.</p>



Question/Comment		Response
54	<p>150 Old Vine Lane, Windsor, California. I'd like to say also that putting context to my comments is, I'm a CEO of three companies. And I've been doing this for decades. And the reason I bring that up is I have a lot of knowledge and experience working in communities. You know, working from employees to customers to stakeholders, and I understand that people need to work together. And I work at home, as an aside to that. And why I'm here and what I want to talk about is an egregious noise complaint. And I bring up the community because the people that are in charge of this company that are causing this egregious noise problem will -- have not talked to myself and my neighbors, treat us very poorly and ignore us. So I live about a mile and a half west of the terminal at STS. And we have activity of fixed-wing all the time and they don't bother me. This is particularly a helicopter issue and it's Helico. And they come in at about 300 feet. And they come in consistently right over my home. And the noise level is conversation-stopping for 15 to 20 seconds. And that's really not too bad. But what makes it egregious is that they come every five minutes and they come sometimes 25, 30 times in a row. So we're talking about 300 feet up, loud, loud noises for sometimes hours. You know, in fact, yesterday afternoon, they had two aircraft in the air. So it was every two and a half minutes for several hours. And what that means to me is that I cannot work outside anymore. I live in California. That's really quite unfortunate. I work at home, as I said. I run the companies remotely as well. And so I can't work outside and when I do work inside, I can't have the windows open. I have a viticulturist that helps me with one of the companies. I have a vineyard. And the viticulturist just won't have meetings with me because of being interrupted so many times discussing things outside. And that's just an example. And so this company is aware of the problem. The airport manager is aware. He's aware of the problem. I've been there two years, and I've had many interactions. This is not an unknown thing. And back up to the community thing, is that the ownership is just -- they won't take calls. When they do, they don't care. They don't treat us well. The last thing I want to say is that, you know, it's easy for somebody to receive this complaint. But I'd like the reader to understand some of my pain and have some empathy for the range of emotions that myself and my neighbors go through. And I know you won't do this, but if you could imagine every five minutes somebody comes and screams at you while you're working, for 15 to 20 seconds. Because that's what the helicopter noise is equivalent to. Every five minutes for two hours. And then at the end of that, if you're actually to do this operation, I would hope that you would -- the disruptions and the emotions that you go through, you would have some true empathy for what we go through</p>	<p>The helicopter operators are not conducting flight operations in contravention to any air regulations. Since they operate under visual flight rules (VFR) they have quite a bit of leeway as to the lateral and vertical paths they follow. Operations below 1,000 feet above ground over built-up areas for purposes other than takeoff and landing should be restricted to special operations, such as police, fire or other services. So, in that sense if it's a flight school operator they must be a minimum 1,000 feet above any property other than if they are taking off or landing while in pattern. Additionally, for helicopter operations there is a safety and clearance issue as well to the west of the airport and the most important factor is maintaining safe clearance from fixed wing operations.</p> <p>Having said that, we will strive to work with the operator(s) on working out, perhaps a helicopter VFR corridor to enter and exit the control zone as well as designated helicopter practice areas that could serve to mitigate the noise exposure caused. PLEASE NOTE - Owing to the type of flight operations and the classification of the airspace, these options would be and are voluntary.</p> <p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement.</p>
55	<p>My name is Joe Messina. This is all about the helicopter school. I've lived in Sonoma County for 66 years and I have lived in the same home for 36 years. I bought this property and house knowing that there is an airport here and I would have airplanes flying over my house. The airplanes are not the problem, nor is REACH helicopter, the sheriff's helicopter, or Cal Fire helicopter. The airplanes, REACH, sheriff's, and Cal Fire helicopters are here and gone. They are not continuously flying over our homes. Helico Sonoma has been in operation at Sonoma County Airport since 2014, and they are allowed to fly seven days a week, 365 days a year. That includes holidays and Sundays. They fly dead center over my home and many of my neighbors' homes as well. They are making passes over my home and many of my neighbors' homes every three minutes for 45 minutes a session. With new helicopters added to their fleet, there could be as many sessions a day as they would like to have. Try having a family gathering, a barbecue with friends, a holiday get-together, or even a peaceful day at home. It isn't happening. There are hundreds of miles of vineyards that they can fly over with their students. There is no need to fly over our homes. We, as neighbors, have asked Helico Sonoma, the Sonoma County Airport, and the FAA to address this issue, but there has been little to no change at all. In fact, it has gotten worse. And I need to add that I am all about small businesses surviving in Sonoma County, but not when they have no respect for our privacy and well-being. Thank you for your understanding</p>	<p>The helicopter operators are not conducting flight operations in contravention to any air regulations. Since they operate under visual flight rules (VFR) they have quite a bit of leeway as to the lateral and vertical paths they follow. Operations below 1,000 feet above ground over built-up areas for purposes other than takeoff and landing should be restricted to special operations, such as police, fire or other services. So, in that sense if it's a flight school operator they must be a minimum 1,000 feet above any property other than if they are taking off or landing while in pattern. Additionally, for helicopter operations there is a safety and clearance issue as well to the west of the airport and the most important factor is maintaining safe clearance from fixed wing operations.</p> <p>Having said that, we will strive to work with the operator(s) on working out, perhaps a helicopter VFR corridor to enter and exit the control zone as well as designated helicopter practice areas that could serve to mitigate the noise exposure caused. PLEASE NOTE - Owing to the type of flight operations and the classification of the airspace, these options would be and are voluntary.</p> <p>Thank you for bringing your concerns to our attention. We appreciate your efforts in communicating your observations. Our team is committed to thoroughly evaluating the situation and exploring potential solutions. We value your collaboration as we strive to create a better environment for all. Your comments will be taken under advisement.</p>



	Question/Comment	Response
56	<p>Lois Fisher. 9509 Wellington Circle. We're in a part of Windsor that bulges out. So we get all the air traffic. So my first one is, this is after today, next meeting, I would like to have a diagram of the noise impacts of the visual approach included in the presentation, not the mitigated RNAV approach. "RNAV," I'll use that word because that's the more common thing. Supervisor McGuire called it the "Western approach." So those of us that are familiar with him, call it the "Western approach." You guys call it "RNAV." So this is my -- is there any other question I wanted to add to these? Why is the RNAV approach not fully implemented yet? Some planes use it, but most do not. Can it be made mandatory except in an emergency situation? I think the answer is "Yes." And then I'd like to request, can you document the current uptake of RNAV? Is it 15 percent of the flights? Feels like about 15. Just from - but is it really 50 percent? Am I totally mistaken? I don't know. I have no idea. I don't want to sit on that GPS and look at it every day, all day. So if you can actually keep track of that, that would be nice to have that information available. And then the second comment is we have recorded over 89 decibels of noise over our houses in western Windsor, Wellington Circle. Parties completely stop if they're outside. And everyone's mouth goes open as the plane goes overhead. And I can't believe what we've tolerated. Just letting you know. When will a noise contramap be made so our intolerable noise levels can be documented and mitigated? If this noise impact will not be studied, is the airport prepared to pay damages in regards to the impact which did not exist when most of us purchased our homes? The last noise contramap I saw was from 2009. And the 65 decibel level was below Vintana. And now we are, like, at least a half a mile away from there and ours are 85 -- or '89 actually. So the contramap from 2009 needs to be updated. And then the worst noise impact comes at night from an Alaska Airline, I believe, between 8:00 and 10:00 p.m. You probably don't get many complaints because a lot of us are trying to get to sleep at that time. And then this is a different comment, but over the summer, the noise complaint website froze numerous times. So I've stopped providing noise comments because I don't want to waste my time. I would fill it out completely, hit "submit," and then it would say, "Can't take your comment at this time." So it's just, like, why did I bother? So just letting you know people are frustrated by that. Okay. That's all.</p>	<p>Unfortunately, mitigating aircraft noise at Wellington Circle presents significant challenges due to its proximity to the extended centerline and the runway's orientation. The location is situated directly under the flight path, and efforts to address noise are further complicated by the need to avoid terrain while ensuring safe takeoffs and landings. While the FAA and other aviation authorities strive to minimize the impact of air traffic on communities, it is a complex task that involves balancing various competing interests, including safety, efficiency, community impacts, and environmental concerns. As a result, flight paths may unavoidably pass over residential areas during takeoff and landing. Moreover, The FAA's primary responsibility is to provide a safe, orderly, and expeditious flow of air traffic, and the use of certain flight paths are based on safety considerations, including factors like local aircraft traffic, weather, wind, and variations in nearby terrain. Additionally, regarding the location near northwestern Windsor, the traffic pattern orientation follows a Left/Right configuration, restricting aircraft to conduct their base-leg to final approach from the western side of the airport (the downwind to Runway 32), where population density and general topography is lower. Regarding the possibility of time constraints due to Alaska Airlines operating between 8:00-10:00 p.m., any airport sponsor proposed access and/or noise restriction would be subject to the Airport Noise and Capacity Act of 1990 and would require a 14 C.F.R. Part 161 study. Such a study is not feasible at STS due to several reasons and restricting operations during said time is not feasible at any airport.</p>

