



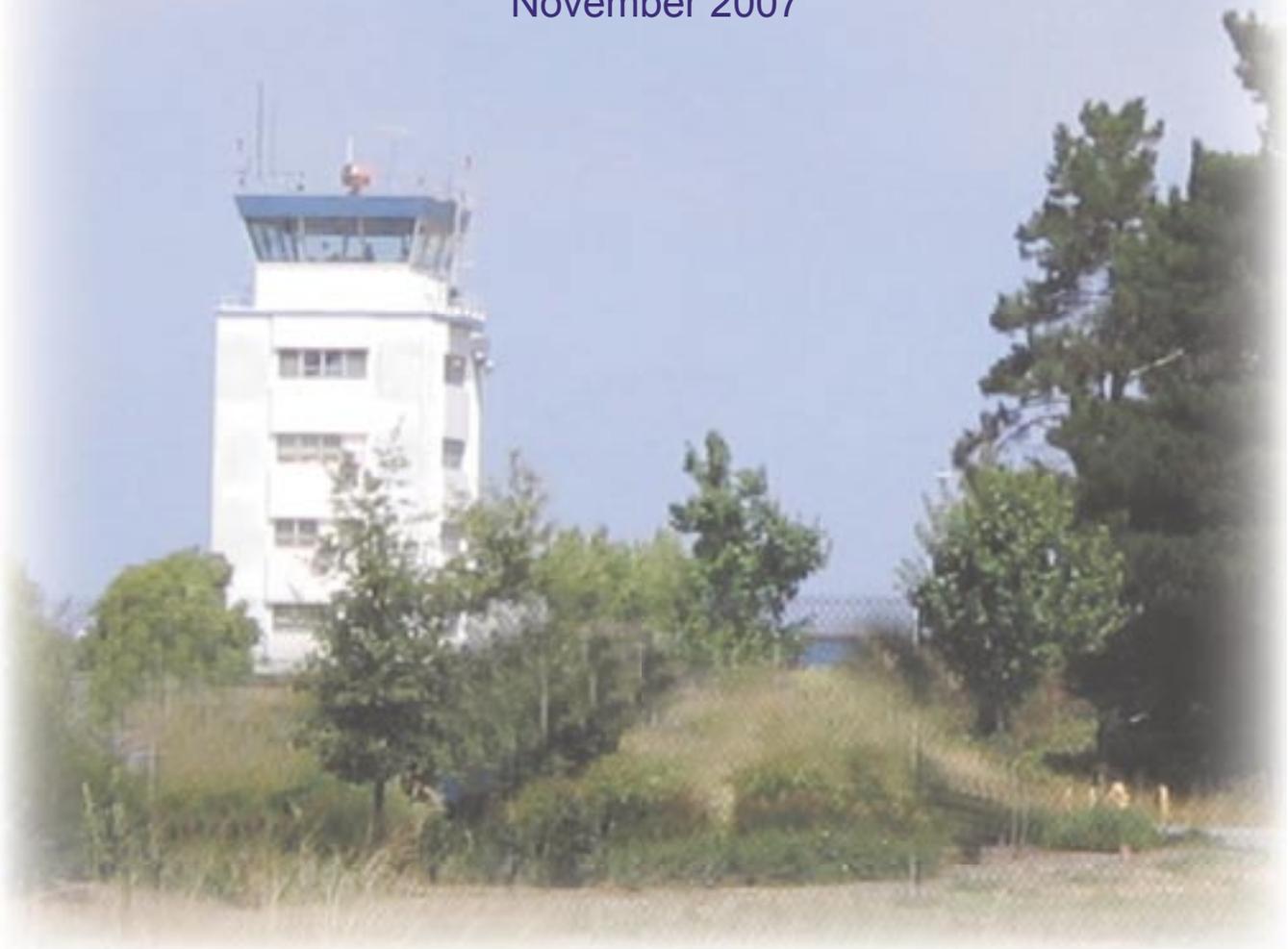
Charles M. Schulz - Sonoma County Airport

Airport Master Plan Update

Public Comments

APPENDIX

November 2007



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**Citizens Advisory Committee
(CAC)
Member Comments**

Written comments made by CAC members.

COPY

11/8/06

To: CAC Members

Regarding : Information relevant to safety and noise to the community from approaches and departures of aircraft using the Sonoma County Airport.

1. July 12, 2004 letter from Windsor Town Manager, concerning noise and a request to take action. Unknown if airport manager responded.
2. April 5, 2006 letter to Sonoma County from Town of Windsor with specific comments on the Air Transportation Element of the Draft Environmental Impact Report (DEIR) GP 2020.
3. April 25, 2006 letter to Paul Kelly also in regards to comment on Air Transportation Element ,GP 2020 and Sonoma County Airport. Unknown if any response was given back to the Town of Windsor.
4. Copy of part of the Noise Element out of the GP 2020 DEIR with information from professional noise studies and use of the Schultz curve. Which support the real effects of noise on people and uses a typical aircraft noise event to demonstrate the effects on people. This actual report shows thousands of people in our community are being effected to some degree by aircraft noise.
5. Copies of pages for airports from the California Pilots Flight Guide. Which all have Noise abatement procedures for that specific airport such as: minimum altitude of 1500 feet over city, avoid homes, specific approach patterns, etc.... Sonoma County Airport Pilot guide sheet says "call manager". How does that work and what does the manager tell them and how many pilots actually call to find out the noise abatement procedures. Which there are virtually none. Also many show right approaches into the airport why doesn't Sonoma County Airport have right approaches away from the highly populate areas ?
6. Copy of a "Records of Approval" for Riverside Municipal Airport, based upon parameters established in FAR Part 150, Airport Noise Compatibility Planning study. Please read this. This is the type of studies we need to have implemented at the Sonoma County Airport to provide safety and airport compatibility with the community. This committee owes these studies to the citizens we are representing.

Marc C. LaMarina



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Mayor
Debora Fudge

Mayor Pro Tempore
Steven Allen

Council Members
Lyan Morehouse
Sam Salmon
Steve Scott

July 12, 2004

John Stout, Airport Manager
Charles M. Schulz - Sonoma County Airport
2200 Airport Boulevard
Santa Rosa, California 95403

Dear Mr. Stout:

I am writing on behalf of the Windsor Town Council to request your assistance in dealing with noise from low-flying aircraft. I realize that there is more traffic during the summer months and that wind patterns are such that the approach pattern takes a greater number of planes over a larger area of the town. However, there have been a significant number of low flying aircraft, both jet and propeller, that have caused citizens to call or write about the noise from landing aircraft.

I understand from our phone conversation a few weeks ago that you are beginning the preparation of a new Master Plan for the airport that will include noise abatement measures. As we both know, such a process is necessarily long and cumbersome. Rather than have to wait for the outcome of this process, is there not some way for airport operations to be amended so that pilots are directed or requested to avoid making landing maneuvers that cause noise levels to exceed what common courtesy would have us all avoid?

Thank you for your consideration. I look forward to hearing from you.

Sincerely,

Paul V. Berlant
Town Manager

c: Mayor and Town Council

Included with letter from Marc LaMantia dated 11/8/06



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Mayor
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Mayor Pro Tempore
Warin Parker

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Lynn Morehouse

April 5, 2006

Bob Gaiser
PRMD Comprehensive Planning
2550 Ventura Avenue
Santa Rosa, CA 95403

**Subject: Supplemental Comments on the Sonoma County
General Plan 2020 Public Hearing Draft and the Sonoma County
General Plan 2020 Update Draft Environmental Impact Report**

Dear Mr. Gaiser,

The Windsor Town Council held a public meeting on April 5, 2006 to review and provide additional supplemental comments on the Sonoma County Draft General Plan 2020 (GP 2020) and project Draft Environmental Impact Report (DEIR) for the General Plan Update. The following supplemental comments on the DEIR and GP 2020 are submitted for your consideration and response:

Air Transportation Element

The GP 2020 Air Transportation Element guides the future growth and development of aviation activity and airport development activity through the year 2020. The Town of Windsor is located immediately to the north and east of the Sonoma County Airport. The Town's 25,000 citizens experience noise impacts from aircraft operations at the airport and noise impacts from over-flying aircraft. The Town has received noise complaints regarding both airport operations and aircraft over-flights.

The DEIR states that air operations at the Sonoma County Airport are consistent with the project noise levels in the Draft GP 2020 Air Transportation Element and policies and programs contained in the GP 2020 would reduce noise impacts to less than significant.

The DEIR states that expansion of the Sonoma County Airport to full development as outlined in the GP 2020 could result in an additional 7.71 square miles (the amount of land within 55 to 60 dB contours) being placed within the conditionally acceptable category. Will this additional area include the Town of Windsor? If noise mitigation is required within the Town related to the increased area, what entity is responsible for mitigation?

The Draft GP 2020 states that within the Air Transportation Element, the transportation demand is higher than the analysis used by the

Included with letter from Marc LaMantia dated 11/8/06



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April 25, 2006

Chairman Paul Kelley
Sonoma County Board of Supervisors
575 Administration Drive, Room 100A
Santa Rosa, California 95403

**Subject: Comments on the General Plan 2020 Air
Transportation Element and the Sonoma County
Airport**

Dear Chair Kelley,

The Windsor Town Council recently reviewed and submitted comments on the Sonoma County Draft General Plan 2020 (GP 2020) and project Draft Environmental Impact Report (DEIR) for the General Plan Update. A major focus of the Council was the GP 2020 Air Transportation Element and the Charles M. Schulz Sonoma County Airport. During the public hearings on the GP 2020 conducted by the Council, a significant amount of public testimony and written comments were received on the Air Transportation Element, noise from airport operations and over-flights of the Town, and Sonoma County land use policies in the unincorporated property surrounding the airport.

- ✕ The GP 2020 Air Transportation Element guides the future growth and development of aviation activity and airport development activity through the year 2020. The Town of Windsor is located immediately to the north and east of the Sonoma County Airport. The Town's 25,000 citizens experience noise impacts from aircraft operations at the airport and noise impacts from over-flying aircraft. The Town has received noise complaints regarding both airport operations and aircraft over-flights.

The Town supports General Plan policies that encourage the move to quieter, new technology aircraft at the Sonoma County Airport. Further, the Town supports policies to limit nighttime operations to quieter aircraft, better noise complaint management, and the use of quieter commercial passenger aircraft.

- ✕ The Town Council considers the adverse effects of over-flights and noise generating aircraft operations on the Town from the Sonoma County Airport to be a significant environmental impact. The Town Council strongly recommends the following mitigation measures:

Included with letter from Marc LaMantia dated 11/8/06

FUNDAMENTALS OF COMMUNITY NOISE**HOW SOUND IS MEASURED**

Noise is often described as unwanted sound, and thus is a subjective reaction to the physical phenomenon of sound. **Sound** is variations in air pressure that the ear can detect.

The ear responds to pressure changes over a range of 10^{14} to 1. This is roughly equivalent to the range of one second as compared to 3.2 million years, or one square yard compared to the entire surface area of the earth. To deal with the extreme range of pressures which the ear can detect, researchers express the amount of acoustical energy of a sound by comparing the measured sound pressure to a reference pressure, then taking the logarithm (base ten) of the square of that number. This original unit of sound measurement, named the **bel** after Alexander Graham Bell, corresponded well to human hearing characteristics if it was divided by a factor of ten. The resulting unit, one tenth of a bel, is called the **decibel**, and is abbreviated as **dB**.

The threshold of hearing is considered to be zero dB, and the range of sounds in normal human experience is zero to 140 dB.

Because sound pressure levels are defined as logarithmic numbers, the values cannot be directly added or subtracted. For example, two sound sources, each producing 50 dB, will produce 53 dB when combined, not 100 dB. This is because two sources have two times the energy of one source, and 10 times the logarithm of two equals three. Similarly, ten sources produce a 10 dB higher sound pressure level than one source, as ten times the logarithm of 10 equals 10.

The ear responds to pressure variations in the air from about 20 times per second to about 20,000 times per second. The frequency of the variations is described in terms of **hertz (Hz)**, formerly called cycles per second. The ear does not respond equally to all frequencies. For example, we do not hear very low frequency sounds as well as we hear higher frequency sounds, nor do we hear very high frequency sounds very well. This difference in perceived loudness varies with the sound pressure level of the sound. In general, the maximum sensitivity of the ear occurs at frequencies between about 500 and 8000 Hz.

To compensate for the fact that the ear is not as sensitive at some frequencies and sound pressure levels as at others, a number of frequency weighting scales have been developed. The "**A**" weighting scale is most commonly used for environmental noise assessment, as sound pressure levels measured using an A-weighting filter correlate well with community response to noise sources such as aircraft and traffic.

When an A-weighting filter is used to measure sound pressure levels, the results may be expressed as *sound levels*, in decibels (dB). It is sufficient to use the abbreviation "dB" if these terms are well defined, but many people prefer to use the expressions **dBA** or **dB(A)** for clarity. For convenience, many people

Exhibit 7.7-1
Examples of A-Weighted Sound Levels and Relative Loudness

Sound	Sound Level (dBA)	Relative Loudness (approximate)	Relative Sound Energy
Jet aircraft, 100 feet	130	128	10,000,000
Rock music with amplifier	120	64	1,000,000
Thunder, snowmobile (operator)	110	32	100,000
Boiler shop, power mower	100	16	10,000
Orchestral crescendo at 25 feet, noisy kitchen	90	8	1,000
Busy street	80	4	100
Interior of department store	70	2	10
Ordinary conversation, 3 feet away	60	1	1
Quiet automobile at low speed	50	1/2	.1
Average office	40	1/4	.01
City residence	30	1/8	.001
Quiet country residence	20	1/16	.0001
Rustle of leaves	10	1/32	.00001
Threshold of hearing	0	1/64	.000001

Source: U.S. Department of Housing and Urban Development, "Aircraft Noise Impact -- Planning Guidelines for Local Agencies," 1972.

For noise sources consisting of more or less discrete single noise events, such as aircraft overflights or train passbys, the exposure received during a noise event is expressed as the **Sound Exposure Level (SEL)**. The SEL represents the total amount of acoustical energy measured during a noise event as though it occurred in a one second period. The SEL incorporates the concept of "How loud was it?" with "How long was it loud?". **Exhibit 7.7-2** shows the relationship of SEL and L_{max} as applied to an aircraft noise event. The SEL is higher than the L_{max} occurring during the event because the SEL compresses the acoustical energy of the event into a reference period of one second, although the assumed duration of the event is 30 seconds in this example.

One formula for calculating the L_{dn} is:

$$L_{dn} = 10 \text{ Log } 1/24 [15 \times 10^{(L_d/10)} + 9 \times 10^{(L_n+10)/10}]$$

where L_d is the average L_{eq} for the 15 daytime hours (i.e., 7 a.m.-10 p.m.), and L_n is the average L_{eq} for the nine nighttime hours (i.e., 10 p.m.-7 a.m.).

The CNEL may be calculated using the following formula:

$$\text{CNEL} = 10 \text{ Log } 1/24 [12 \times 10^{(L_d/10)} + 3 \times 10^{(L_e+4.77)/10} + 9 \times 10^{(L_n+10)/10}]$$

where L_e is the average L_{eq} for the three evening hours (i.e., 7 p.m.-10 p.m.). It is apparent that the L_{dn} and CNEL are very similar, differing only because the CNEL penalizes noise occurring in the evening hours by adding 4.77 dB to these values. As a practical matter, the L_{dn} and CNEL are almost equivalent, usually differing by less than one dB.

EFFECTS OF NOISE ON PEOPLE:

The most significant effects of noise on people are annoyance, sleep disturbance and long-term health impacts.

Annoyance

Public reaction to transportation noise was originally studied in 1978, and reexamined in 1992. The so-called Schultz curve was derived from those studies. The Schultz curve, as shown in **Exhibit 7.7-3**, expresses the percentage of the population which is "highly annoyed" by exposure to increasing L_{dn} or CNEL values. The number of persons "highly annoyed" represents 25-30 percent of all persons who are annoyed to some degree by noise.

Sleep Disturbance

Sleep disturbance is best correlated with single event noise descriptors such as the Sound Exposure Level (SEL). Cumulative descriptors of noise, such as the L_{dn} or CNEL, are useful for predicting annoyance in a community, but they do not adequately characterize the brief noise intrusions that usually disturb sleep. Finegold et al. in 1992 developed an interior dose-response to predict the percent of the exposed population expected to be awakened by single event noise exposure. The Finegold curve is shown in **Exhibit 7.7-4**.

Long-Term Health Impacts

The National Research Council on Hearing, Bioacoustics and Biomechanics (CHABA) prepared occupational noise exposure guidelines in 1968. Those guidelines indicate that a long-term average noise exposure of less than 75 dB L_{dn} would be required to protect hearing. The Federal Occupational Safety and Health Administration (OSHA) enforces an occupational noise exposure standard of 90 dBA over an eight hour period, or an average of 85 dBA over a 24-hour period. The U.S. Environmental Protection Agency (EPA), to ensure that no measurable hearing loss would be expected over a 40-year working life, recommends an L_{dn} of 75 dB or less over a 24-hour period. The EPA's recommended level of 55 dB L_{dn} is also intended to protect against non-auditory health effects such as hypertension, cardiovascular disease and nervous disorders. It should be noted that the EPA does not consider this recommendation to be a standard since the recommended level does not take into account cost or technical feasibility, and it includes a five dB margin of safety.

Exhibit #

CA Pilots Flight Guide

SANTA ROSA, CHARLES SCHULZ-SONOMA CO (STB)
 125° ENW (AP) 36°30.54' N 122°48.77' W (707) 585-7243. Alt 2000-2200; other on req for loc. KSR0 1350.
 +Ben. *PCL (whbd fur cited): 14/02, VASI, apch 32, brwy (2x, 5x, 7x), REIL (7x).

ATS	TWR/CTAF	GND	APC/DEP	ASOS	LSR
120.55	Santa Rosa 121.9	Oak Crkr	*120.55	189.3	189.3
545-047	118.5	127.8	579-8240	527	527

TPA NSL: 505

Part 150: Records of Approval

Riverside Municipal Airport, California

Approved on 1/3/97

INTRODUCTION

The Riverside Municipal Airport (RAL) Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The program recommends seven (7) noise abatement measures, three (3) land use management measures, and four (4) program management measures. These measures are summarized in Table 6C, pages 6-17 and 6-18 of the NCP.

The approvals listed herein include actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. The approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The measures are identified below by program elements and referenced to the NCP by page number. Each element summarizes as closely as possible the airport operator's recommendations as found in the NCP. The statements contained within the Description of element and before the FAA approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA.

NOISE COMPATIBILITY PROGRAM MEASURES

1 - NOISE ABATEMENT ELEMENTS:

1.1 Continue designation of Runway 09-27 as the preferential runway. (Page 4-4 and page 6-2)

Description of element: Runway 09-27 is currently designated the calm wind runway and the airport operates in a west flow configuration approximately 85 to 90 percent of the time. Since Runway 09-27 is the longest of the two runways it is the primary runway and receives the majority of the aircraft operations. Wind coverage for Runway 09-27 is 97% versus 86% for Runway 16-34. Based on the housing patterns around the airport, the most open and least populated area lies immediately north of the airport. While Runway 16-34 is aligned with this compatible area, its short length of 2,850 feet and its narrow width of 50 feet precludes it from being used by the majority of traffic at Riverside. Additionally, the constraints imposed by the location of Central Avenue and Arlington Avenue make it cost-prohibitive to extend Runway 16-34. A review of the residential development patterns off of the ends of Runway 9-27 shows that the residential development on the west side is further from the airport than the development to the east. This confirms that the current preferential flow to the west puts most of the noise over the open areas along Van Buren Boulevard rather than over the residential areas immediately east of the airport.

Included with letter from Marc LaMantia dated 11/8/06

APPROVED as a voluntary measure. Approval of language or inclusion of any inserts to FAA tower procedures is subject to separate FAA Air Traffic approval and is not approved in this Record of Approval.

1.2 Continue IFR departure turns over the Santa Ana River for Runway 27 IFR departures. (Page 4-5 and 6-2)

Description of element: This procedure is currently utilized at Riverside and applies to all instrument flight rule (IFR) departures from Runway 27. The majority of jet and heavy turboprop aircraft at Riverside depart under IFR. This procedure ensures that the noisiest departures are routed away from the residential areas west of the airport and over the undeveloped area along the Santa Ana river. An advisory sign currently exists at the departure end of Runway 27 advising pilots to utilize this turn out procedure.

APPROVED as a voluntary measure. Approval of language or inclusion of any inserts to FAA tower procedures is subject to separate FAA Air Traffic approval and is not approved in this Record of Approval.

1.3 Continue the use of helicopter training pattern procedures north of the airport. (Page 4-28, Exhibit 4H, and 6-3)

Description of element: This procedure establishes a training area immediately north of the airport over the commercial areas between Central Avenue and Jurupa Avenue. The training pattern is kept west of the residential areas immediately east of Fremont Street. This provides a large training area for helicopters without overflights of residential areas. This area is currently being used by the City of Riverside Police Department for their helicopter training.

APPROVED as a voluntary measure. Approval of language or inclusion of any inserts to FAA tower procedures is subject to separate FAA Air Traffic approval and is not approved in this Record of Approval.

1.4 Encourage the use of AOPA Noise Awareness Steps and NBAA noise abatement departure and arrival procedures. (Page 4-11 and 6-3)

Description of element: The Aircraft Owners and Pilots Association (AOPA) and the National Business Aircraft Association (NBAA) both encourage quiet and neighborly flying by distributing generalized noise abatement procedures. While the NBAA provides specific thrust management procedures for turbojet aircraft, the AOPA provides a number of general recommendations for propeller aircraft. The procedures should be identified in a pilot guide that is distributed by airport management and the FBOs. Signs should be posted at each runway end requesting pilots to use noise abatement procedures.

APPROVED as a voluntary measure. Approval of language or inclusion of any inserts to FAA tower procedures is subject to separate FAA Air Traffic approval and is not approved in this Record of Approval. Signs must not be construed as mandatory air traffic procedures. The content and location of airfield signs are subject to specific approval by appropriate FAA officials outside of the Part 150 process and are not approved in advance by this determination.

1.5 Encourage the use of the Sears store as a visual fix for Runway 27 VFR approaches. (Page 4-7 and 6-5)

Description of element: Neighbors have complained about very short approaches to Runway 27 as aircraft are turning final west of Hillside Avenue. This pattern leaves less than 2,000 feet for a

Coninnet

d. Where noise-sensitive development is permitted within 60 CNEL, require sound insulation.

e. Where noise-sensitive development is permitted within the 60 CNEL, encourage building design and site planning for noise attenuation.

APPROVED: Amendments to the General Plan are within the authority of the City of Riverside. These amendments would reduce intrusion of incompatible land use around the airport. The FAA believes that the prevention of additional residential land uses within the CNEL 65dB contour is highly preferred over allowing such uses even at lower densities and combined with sound attenuation. The airport operator and local land use jurisdiction are urged to pursue all possible avenues to discourage new residential development within these levels of noise exposure.

2.2 Designate land on the east side of Hillside Avenue (on runway centerline) for open space on the General Plan. (Page 5-6, 5-9, Exhibit 6D, and 6-11)

Description of element: A 4.5 acre tract of undeveloped land lies less than 2,000 feet east of the end of Runway 09-27. The southern portion of the property is in the 60 CNEL noise contour. In addition, the majority of this property is covered by the Riverside County Airport Land Use Commission's designated Extended Touchdown Zone and Inner Safety Zone. Given the noise and potential safety concerns at the property, it is inadvisable to develop it for residential use as currently zoned. The property should be redesignated on the General Plan as open space. The City should acquire the land and reserve it for approach protection or a neighborhood park, with the southern part kept clear of any obstructions.

APPROVED: This amendment to the General Plan is within the authority of the City of Riverside. The amendment would reduce intrusion of incompatible land use around the airport.

2.3 Promote informal means of providing fair disclosure of potential noise impacts in airport area. (Page 5-20 and 6-12)

Description of element: Part of Land Use Measure 2.1, the need for fair disclosure of potential noise impacts to buyers of property in the airport applies to new development. More could be done to ensure that buyers of previously developed property are aware of potential noise issues before they commit to buying property, such as voluntary informal fair disclosure.

APPROVED: This measure is considered to be within the authority of the City of Riverside to enact a program of informal fair disclosure procedures.

3 - PROGRAM MANAGEMENT ELEMENTS:

3.1 Maintain system for receiving and responding to noise complaints. (Page 6-14)

Description of element: This existing noise complaint response system should be continued. The airport staff should record complaints on forms designed for that purpose. The complaint should be investigated as necessary and the person complaining should be given response. A summary report should be compiled at least annually and provided to the Airport Commission for their review. Complaint patterns will be evaluated by airport management and if possible seek corrective action.

APPROVED

3.2 Publish a pilot guide. (Page 6-14)

Included with letter from Marc LaMantia dated 11/8/06

FAXED 6/29/07



CHARLES M. SCHULZ - SONOMA COUNTY AIRPORT

Master Plan Update Community Advisory Committee

Jon G. Stout, Airport Facilities Manager

www.sonomacountyairport.org

2290 Airport Boulevard, Santa Rosa, CA 95403 • (707) 565-7243 • (707) 542-5303 Fax

CHARLES M. SCHULZ - SONOMA COUNTY AIRPORT OFFICIAL DRAFT MASTER PLAN COMMENT FORM

Name: Marc C. LaMantia

Organization: CAC member

Address: 609 Leafhaven Lane City/State/Zip: Windsor, CA 95492

Daytime Phone: 838-9510 Email:

Draft Master Plan Comments:

Total of 5 pages including this cover page.

Had copy to be sent by U.S. P.S. mail.

Marc C. LaMantia

Sonoma County Airport Master Plan Update Community Advisory Committee Comments About the Committee and Information Previously Submitted or Added Now.

1. This committee was called a " **Community Advisory Committee**" and it was mostly made up of members from the business community, politicians, city and county employees, chamber of commerce and airport staff or associated bodies to the airport. This was an obvious pro- business stacked committee, not many of the residents of this county were very well represented which the residents are a larger part of the community than business. This is a gross misrepresentation to the public and hardly transparent to the citizens of this community,

2. This committee is a formality procedure set forth in the regulations for the airport to complete their check off list to move the process through to complete their own agenda and not what the community might actually want or is concerned about. This is a rubber stamp procedure to say "yes " we have done this and the community was involved. With nothing said or acted on in regards to the items brought up in the meetings, unless there is a possible lawsuit threatened as in the Windsor school district. This became evident when a couple members of the committee brought issues that the pro business majority members did not like and were basically ignored and never responded to along with citizens that spoke and turned information in to the committee. Also by the airport stacking the meeting with pro-business members, which in turn gave majority to move the activity of these meeting in their direction. This is when the airport is most transparent in their way of getting what they want. Such as the committee meetings being held once a month instead of bi-monthly as stated in the scope of the committee. These meeting were open to the public but all but one meeting was held in the early evening when the public could actually attend, the rest were 8am in the morning. Two of the six meetings did not have enough committee members to form a quorum to vote on any issues, that equates to 30 percent of the meetings no quorum. Information was submitted by one of the members to the committee and was handled very unprofessional. They actually tried to not honor the request of the member to distribute the information so it could be discussed at the next meeting. After several calls made by the member to Mr. Stout, Supervisor Kelley, and county counsel which none of them returned his calls. The information was distributed two meeting later in committee member's packets to be reviewed by members before the meetings. However they forgot to copy all of the material and just partial information made out to the committee members to be reviewed before the meeting. Also the materials for other meetings were sent out to late for the average public citizen who has a regular job and life would have time to do a quality examination of the materials and sighted references.

3. It is unknown how the selection and or solicitation for persons to become members of this committee to represent the community were made, because people that would have liked to be involved in Santa Rosa, Wikiup, Sebastopol and the Mark West areas, never heard or saw any request to serve on this advisory committee. Which again does not appear to be transparent to the public. In Windsor it was determined to put a public notice in the local newspaper for volunteers, which is a very transparent way for a public agency to conduct business. We would like to know how other members for this committee from other communities were selected and why? Actually a community group had sent a letter to Mr. Stout requesting to be notified of any committees or meetings. With the intention of possibly having members serve on them or attending. They were notified of CAC meeting but not the chance to serve on the committee. This demonstrates the tactics used by the people in charge.

4. This updated Master Plan does not address any aspects of Federal Pre-emption in regards to losing local control and it's impact on the community. Which is a very important issue. This issue was asked to be researched and addressed in the master plan update meetings. When the issue was brought up in the meeting it was down played as a non-issue by Mr., McClintock the airport contactor for the updated master plan and others. However, when pressed, an ex FAA official did admit that there are strings attached when an airport accepts federal funds. This airport is going to be receiving a lot of federal funding and many more strings will be attached to these funds the airport receives. When this happens the county owned airport loses local control and the airport can and will be dictated to by the federal government namely the FAA. There have been court cases on this very issue and one involved Long Beach and Alaskan Airlines. This issue needs to be addressed and a procedure implemented in the update to keep local control and keep the ability to say "No". In this committee and in the past government officials at several different levels are down playing this issue and not being very transparent to the public about where this could go.

5. There needs to be defined policies and procedures for safety and noise in this Master Plan update. Mr. Stout has been telling neighborhood groups and individuals for over the last four years that this will be taken care of in this document. **Where are the safety and noise abatement procedures and policies in this updated Master Plan?** There are none! Also the airport manager and other have been asked many times why doesn't the airport have aircraft approach and departures on the west side of the airport which is mostly agricultural property instead of east side which is highly populated residential? The airport and other governmental agencies are not very forth coming with any real answers in this area. How transparent is that to the public?

6. The airport finally produced a brochure "Noise Management Program" for pilots who use this airport. Let it be noted that Mr. Stout told the same groups and people that this brochure was coming for this last four years also. The brochure comes out and

is available to pilots that use our airport. The brochure has good information, however, it appears that the pilots are not adhering to the recommended procedures in the brochure. The same safety and noise issues are still present on a daily bases in the surrounding communities. Vincent Mestre, P.E. whose group wrote the brochure gave a presentation to this CAC committee. During this presentation Mr. Mestre was asked by a committee member about why, that since the airport has this new Noise Management Program brochure the community has not seen any change in aircraft approaches and departures as recommended in the brochure by the pilots using this airport. Mr. Mestre stated something to the affect that pilots do what they want to and these brochures are not very affective. I, personally, was shocked. This brochure appears to be a loser and demonstrates that we need safety and noise abatement policies and procedures in this Master Plan Update. Also, this brochure appears to be in conflict with the FAA tower because the airport did not work with the FAA to get their approval with the suggested procedure in this brochure. As stated by Mr. Stout in reply letters received from him.

7. The present Noise Complaint Process of identifying aircraft that have been reported by a citizen and these aircraft owners sent a letter and a return call of letting the citizen know the outcome is a failure. The noise compliant calls that we have made and calls made by people we know, only 25 to 35 percent are ever identified to be sent a letter and Noise Management brochure. This is really an unacceptable percentage. This is 65 to 75 percent of the aircraft cannot be identified by the airport. From a safety and security point of view they have no idea who is coming in and out of this airport. We cannot have this type of breech in Home Land Security at our community airport. It also shows this is a failed system for helping the community to be safer and quieter. This issue was brought up in these committee meetings and was not acted on and should be made an item in this Master Plan update.
8. I was not at the first meeting, which, the runway extension was presented. If I was, and a vote taken, I would have voted against the extension for the following reasons. Which this information was presented by me on other occasions and received with no responses and no action. There is no current factual information to support a runway extension at our airport. The airport appears to have a "build it and they will come" philosophy. Their own "Airline Attraction Report" dated January 2006, Section III, Comprehensive List of Airlines, Current status in regards to STS. **Only three (3) of the thirty-one (31) airlines met with and courted to come to STS stated that the Runway was not long enough for them to be interested.** This is an excellent demonstration of not justifying the lengthening of the runways. The "Air Service Study for Sonoma County Airport 2002" that the airport uses to support this extension and other topics in this Master Plan Update is factually out of date and pie in the sky reasoning. Examples of this are: Agilent Technologies with 5,000 employees, in the last 3 to 4 years Agilent has cut it's work force down to approximately 1,500 employees. This is no secret and many other employers in the report sited as potential passengers have cut back, gone out of business or relocated. Also it is unrealistic to think that people are going to come to STS from

Napa, and Lake County when Sacramento Airport is just as close and probably cheaper flights. Northern Marin is a stretch also and if all these people this report claims will be using the STS airport it would create more congestion on Highway 101 than relieving it by not going to San Francisco or Oakland airports. The numbers used in the last Airport Master Plan and County General Plan, Air Transportation Element have not come close to reality. There have been at least three failed airlines at this airport and before we spend more of the taxpayer's money, there needs to be better evidence to justify an expenditure and environmental stress on this county and its citizens. This element of the Master Plan Update needs to be reconsidered or some sort of trigger to continue expansion if needed and not "build and they will come" attitude. Historical factual data and today's reality is not being factored in to this mix, which is very dangerous and is required by CEQA. Palmdale Airport should be examined because it completed similar plans to STS has and illustrates how tough it can be for an airport to expand with even better economic factors.

9. It should also be noted that I and several other citizens and a citizens group have been involved for over the last four years with the STS airport, county supervisors, aviation committee, FAA and others. We have heard many things over the last four years mostly half truths or omissions and information that is given out on a need to know bases or when these entities are compelled to release the information. A lot of time when this information was learned such as studies, reports and plans for the airport was after the fact. There is an agenda here that is not fourth coming to the public and hardly transparent. This information may be available to the public but if the public (average person) does not know it's available are these public entities being completely transparent as required by the law? **What is all the information about STS airport current and future? Please at least tell the public that is involved and asking.**

(End of Citizens Advisory Committee Member Written Comments)

**Citizens Advisory Committee
(CAC)
Public Comments**

Written comments received from the public during CAC meetings.

CHARLES M. SCHULZ-SONOMA COUNTY AIRPORT
AIRPORT MASTER PLAN UPDATE COMMUNITY ADVISORY COMMITTEE
December 14, 2006

Committee members,

I would like to submit this document, for the record and request that this Committee implement the following into the Airport Master Plan :

1. A request to the FAA for noise abatement procedures regarding approaches, landings and take-offs at Charles Schulz-Sonoma County Airport.

No protection has been given to our neighborhoods, schools or businesses for noise or safety. Most Airports in Sonoma County have noise abatement procedures such as Petaluma and Napa. For over four years, as an individual and as a member of the Good Neighbors Group of Sonoma County I have been asking that the Sonoma County Airport request FAA noise abatement and safety procedures. This is necessary to protect our communities.

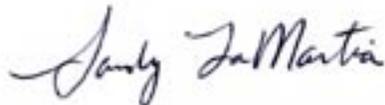
2. A request to have a FAR Part 150 Noise Study done.

We have not had a noise study done since the mid 80's and there has been much growth around the airport, such as Windsor High School since then. If funding becomes a issue, utilization of existing Federal funding should be looked at.

3. A new Airline Service Study be done, that reflects a realistic passenger population and the current business climate.

The old Tri-Star study projects passengers coming to our airport from as far as Marin County, Lake County and Napa county to support their projection of the airport market area of 690,000. This is obviously not realistic due to current traffic gridlock. The current business environment has changed greatly since the old study was done. In Tri-Stars study, Hewlett-Packard is shown as TOP EMPLOYER for Sonoma County with 4,098 employees. Most people are aware that currently Hewlett-Pakard is much less than half this number and still dropping. There are many more outdated claims in this study. Projections from such a clearly outdated study should not be used to support any airport expansion plans currently or in the future.

Sincerely,



Sandy LaMantia
609 Leafhaven Lane
Windsor, CA 95492
(707) 838-9510

(End of Citizens Advisory Committee Written Comments)

Written Public Comments

Comments received by fax, mail, and on comment cards.



**CHARLES M. SCHULZ - SONOMA COUNTY AIRPORT
Master Plan Update Community Advisory Committee**

Jon G. Stout, Airport Facilities Manager

www.sonomacountyairport.org

2290 Airport Boulevard, Santa Rosa, CA 95403 • (707) 565-7243 • (707) 542-5303 Fax

CHARLES M. SCHULZ - SONOMA COUNTY AIRPORT OFFICIAL DRAFT MASTER PLAN COMMENT FORM

Name: SANDY LAMANTIA

Organization: _____

Address: 609 LEIFHAVEN LN City/State/Zip: WINDSOR, CA 95492

Daytime Phone: 838-9510 Email: _____

Draft Master Plan Comments:

4 PAGES TOTAL INCLUDING this
COVER PAGE

HARD COPY TO BE SENT U.S.P.S

Note: please attach any additional sheets to this form

The purpose of this sheet is to provide input from Community Advisory Committee Members on the Draft Master Plan to Airport staff and consultants.

Master Plan Update Community Advisory Committee

Draft Master Plan Comments

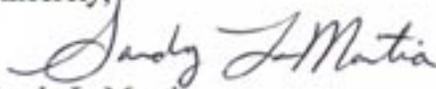
June 25, 2007

The Airport Facilities Manager Jon Stout, in numerous conversations and correspondence, has made a commitment to the Good Neighbors Group of Sonoma County and citizens of Sonoma County to review flight paths and radar data for airport staff to make recommendations to the FAA to improve noise abatement procedures used by pilots during the master planning process. I have included two of Mr. Stout's letters to the Good Neighbors Group of Sonoma County dated October 4, 2003 and September 7, 2004 (see pages 3 and 4).

In reviewing the Charles M. Schulz-Sonoma County Airport Master Plan Update May 2007 Draft I have been unable to locate any results or mention of modifications to the flight paths to create improved noise abatement procedures for pilots by the FAA. Mr. Stout assured our group that he was working closely with the FAA during the master planning process. I have not found any collaborating results for noise abatement procedures within the Master Plan Update Draft. The only mention of noise abatement procedures was the airports request on page 1-6 for pilots to minimize overflights of residential areas.

FAA Noise abatement procedures are critical to insure the safety and quality of life for all the communities and citizens living around the airport. Noise sensitive areas have already been identified in the Noise Management Program. Mr. Stout has an obligation to have his staff make recommendations to the FAA, as promised, during the master planning process or many could feel misled by him.

Sincerely,



Sandy LaMantia

609 Leafhaven Dr.
Windsor, CA 95492

Finally, with regard to the Airport Master Plan update, we expect the process to get underway as soon as the consultant selection process is completed. This may take up to three months to complete. A process schedule will be published after the initial master planning work has begun. We will be making the schedule available to interested individuals and groups in the community, including the Good Neighbors Group.

As we noted in our last letter to the Good Neighbors Group, during the master planning process there will be a review of flight paths and radar data to enable us to better understand potential impacts of the Airport on our neighboring communities. Based upon information generated, staff will be able to make recommendations to the FAA if appropriate for modifications to flight paths to improve noise abatement procedures used by pilots. In addition, from this data, the County will be creating published recommended noise abatement procedures for our pilots to use when operating from the Airport. It is important to note that County staff can only make recommendations because the County, as an airport proprietor, does not have the authority to set flight paths or to control the use of airspace. The FAA has the exclusive authority to control the operation of aircraft in the air. Only FAA can set flight paths and control the use of airspace. We have been working closely with FAA as we prepare to begin the master planning process, and they will work with the County to address community issues and suggested operating procedures.

You have suggested imposing flight restrictions in the context of lease agreements with Airport tenants. Again, because FAA has the exclusive authority to control the operation of aircraft in the air, the County cannot impose any requirements that impact the operation of aircraft within the airspace. The Airport's tenant lease agreements already require compliance with all applicable federal and County regulations, including the noise ordinance.

I work very hard to keep the community and Airport tenants informed of issues and events relating to the Airport. In this connection, I have been in contact with Paul Berlant, Town Manager of the Town of Windsor regarding Windsor's questions and concerns relating to the Airport and the master planning process. In addition, I have been in contact with representatives from Congressman Thompson's office and Congresswoman Woolsey's offices and they plan on setting up a meeting with FAA representatives and the community to discuss airspace concerns and operations.

Thank you for the opportunity to address issues that are of concern to the Good Neighbors Group. If you have any questions, please call me at 565-7243.

Sincerely,



Jon Stout
Airport Manager

cc: Board of Supervisors
Congressman Thompson
Congresswoman Woolsey
Dave Knight, Director Transportation and Public Works
Susan Klassen, Deputy Transportation and Public Works
Paul Berlant, Town of Windsor

3

COUNTY OF SONOMA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC WORKS
2300 COUNTY CENTER DRIVE, SUITE B-100
SANTA ROSA, CALIFORNIA 95403
David D. Knight, Director



AREA CODE (707)
ROADS 565-2231
TRANSIT 585-7516
REFUSE 565-2231
AIRPORT 565-7243
AIR POLLUTION 433-5911
FAX 565-2620
www.sonomacountypublicworks.com

October 4, 2003

The Good Neighbors Group of Sonoma County
Attn.: Mr. Marc LaMantia
609 Leafhaven Lane
Windsor, CA 95492

Dear Mr. LaMantia:

This letter is to follow up on the letter received from the Good Neighbors Group regarding noise and other issues at the Airport. I want to thank you for writing and bringing your suggestions forward for consideration as well as your commitment to be good neighbors and work with the Airport. In an effort to respond more effectively and provide better information, I have forwarded copies of your letter to Supervisor Kelley and the Control Tower Manager Steve Beckmann for their information and comments. Finally, in this regard, copies of your letter will be forwarded to the Aviation Commission for their information and consideration at the next Commission meeting (the September meeting had been cancelled).

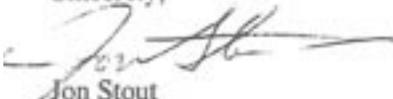
You were correct regarding the usage of the four different runway ends. Runway 14/32 is the main use runway and consequently receives the bulk of the traffic, and runway 1/19 is used when conditions allow. One factor affecting which runway will be used is requests from pilots. Pilots can request the use of any runway and if traffic conditions and winds allow, the tower usually permits that request.

We at the Airport are also committed to be a good neighbor. Here are some of the things the Airport is working on in that regard:

- Your request for utilization of the west side of the Airport by aircraft when possible for approaches to the runways will be passed on to the tower and flight schools so that pilots will be aware of neighbor concerns.
- I am in the process of updating the Airport's *Guide to areas surrounding Sonoma County Airport*. I agree that this pamphlet is not very clear regarding traffic patterns and Airport utilization. It is my hope to be able to add the approach paths for all runways, extension of runway centerlines, addition of a better background picture and a better explanation of runway usage.
- During the master planning process that the County is in the process of commencing, there will be a review of flight paths and radar data to better understand potential impacts of the Airport on our neighbors.
- During the master planning process from the information generated, we will be recommending modifications to the flight paths to create improved noise abatement procedures for use by pilots. These will be recommendations only as the Airport itself does not have the authority to set flight paths nor control the airspace. These activities are under the jurisdiction of the Federal Aviation Administration. However, the FAA does work with the local airport sponsors relative to noise abatement suggestions.

If you have any questions regarding these actions or would like to meet to discuss further, please call me at 565-7243.

Sincerely,


Jon Stout
Airport Manager

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From Public Comment cards collected between September 18-20, 2007

9/07 Myrna Werder, 6152 Wright Way, Windsor, (707) 838-7536

I live on the approach pattern. Is it possible to tell pilots to take an approach on the West side of the airport?

9/07 wclights@sbcglobal.net

I love having the airport however... Please stop (or at least decrease) the volume of flights over the populated areas. We have so much rural land. Why can't planes go over the wide rural areas rather than the populated areas? It just seems like it's an accident waiting to happen.

Charles M. Schultz-Sonoma County Airport
Draft Master Plan
PUBLIC COMMENT
September 19, 2007

The Airport has a conflict of interest with it's contracting of work and a responsibility to the public to be transparent in all their affairs according to the Brown Act. I and our group find it very suspicious and that the airport higher contractors that are working in the best interest of the airport. When these contractors should be a neutral third party with no interest in the out come of their studies, reports etc. under a contractual responsibility.

There has been previous conflicts of interest with the hiring of Tri-Star Marking doing the market study and the getting the contract to market the airport. The public can look at it as you give us what we want in the market study we will give this other contract to market us. A definite conflict of interest is demonstrated here.

Just as in a noise study needs to be done and should be contracted by the FAA and approved by a citizen's watch committee and or group such as the Sierra Club.

There has been too much that has gone on during this Master Plan Update that is not transparent to the public and could cause problem for the airport. So, please do the right thing.

Thank you,

Marc C. LaMantia
10/01/2007



California Native Plant Society
Milo Baker Chapter

Via email

October 1, 2008

On behalf of the Milo Baker Chapter of the California Native Plant Society thank you for the opportunity to comment on the Charles M. Schulz County Airport (STS) Draft Master Plan Update. We appreciate the effort taken to organize the three informational meetings on the draft Master Plan Update held in September.

The Milo Baker Chapter is concerned about the impact future airport expansion and the resulting increase in activities will have on rare and endangered plant species located on STS and adjacent properties.

STS is located within the Windsor Plant Conservation Area designated in the Santa Rosa Plain Conservation Strategy (page 16 and figure 13). We recommend that STS expansion activities include early consultation with U.S. Fish and Wildlife Service (FWS) and the California Department of Fish and Game (DFG). Future property acquisitions should be coordinated with FWS and DFG to support STS Master Plan goals and the goals of the Santa Rosa Plain Conservation Strategy.

Please keep us informed of future opportunities to review and comment on STS activities.

John Herrick
Conservation Committee
887-8542
johherri@yahoo.com

CNPS, Milo Baker Chapter, P.O. Box 892, Santa Rosa, CA 95402

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711



*Flex your power!
Be energy efficient!*

October 5, 2007

Mr. Jon Stout, Airport Manager
Charles M. Schultz, Sonoma County Airport
2290 Airport Boulevard
Santa Rosa, CA 95403-1091

Dear Mr. Stout,

The California Department of Transportation, Division of Aeronautics (Division), appreciates the opportunity to review the Charles M. Schultz, Sonoma County Airport Master Plan update, and offers the following comments for your consideration.

Please ensure that the consultant's technical writer performs a thorough review and edit of the final draft, to correct errors and clarify language.

As a reminder, Public Utilities Code Section 21677 (c) mandates that "each public agency owning any airport within the boundaries of an airport land use commission plan, shall, prior to modification of its airport master plan, refer such proposed change to the airport land use commission."

Page 1-3: We commend the airport for discussing mass transit as a mode of airport access in this master plan.

Page 1-5, Airfield: Indicate the calm wind runway in the runway discussion.

Table 1-2: Include a remark "aircraft over 95,000 lb PPR."

Page 1-10: Include a brief description of level B ARFF service.

Table 1-4: Table provides an excellent summary of other nearby airport's capabilities, facilities, and services, in a simple easy to read format. We suggest the consultants create tables describing the airport's runway capabilities, facilities, instrument approaches, and services similar to this table.

Page 1-15, Industry Employment: The consultants attribute 74 percent of Sonoma County's employment base to six industries. We suggest the consultants briefly summarize the remaining 26 percent. Please provide a brief discussion of these industries demand for air services.

Mr. Jon Stout
October 5, 2007
Page 2

Page 1-17: Please have the consultants include and review the Metropolitan Transportation Commission's (MTC) transportation planning documents, and Regional Airport Planning Commission's Regional Aviation System Plan regarding the airport's role in these regional transportation-planning efforts. MTC's planning documents are available at: <http://www.mtc.ca.gov/planning/>.

Pages 2-1 to 2-11: Include a discussion of how the national trends in air travel will impact the airport's future operations and growth.

Pages 2-13 to 2-18, Tables 2-2 through 2-7: Tables provide excellent depictions of commercial air travel growth projections. We suggest the consultants include similar projections for general aviation demand, and in particular, business aviation growth, including fractional and non-scheduled, on demand charter services and corporate aviation travel.

Table 2-13: Fourteen of thirty-three data cells are missing in this data table. Please consider filling more cells or eliminate this table completely.

Page 3-4: Please include a brief discussion on the importance of the Federal Aviation Administration's National Plan of Integrated Airport System (NPIAS), and why the airport is classified as General Aviation.

Page 3-22, Security Considerations: Please include applicable Transportation Security Administration guidelines in the final master plan, if the guidelines are published before this master plan is adopted.

Page 3-23: We commend the airport for its discussion of future land acquisitions for runway protection zones, off airport land use compatibility, and other operations and safety reasons. Please coordinate all proposed extensions or realignments for Runways 14 and 19 with the Sonoma County Airport Land Use Commission for review.

Page 5-7, County General Plan 2020 Air Transportation Element (Draft): We agree with the statement, "The ATE should be thoroughly reviewed to ensure that any assumptions or other information projected to the year 2020 are consistent with the operational realities at the Airport and current airline trends." The Division requests that the airport and Sonoma County give the MTC an opportunity to review the general plan and provide input on their future air travel growth projections, and the airport's role in satisfying that demand in the Bay Area.

Please consider adding a summary description of the airport's public outreach program as an appendix to the final master plan.

Mr. Jon Stout
October 5, 2007
Page 3

Thank you again, for providing the Division with the opportunity to comment on this master plan. Please contact me at (916) 654-5346 or via e-mail at colette.armao@dot.ca.gov, if you have any comments or questions.

Sincerely,

A handwritten signature in cursive script that reads "Colette A. Armao".

COLETTE A. ARMAO
Associate Aviation Planner

(End of Written Public Comments)

Comments Made Online at the Airport Website

sonomacountyairport.org

July 31 - October 2, 2007

7/31/07 Ellen Perry, Sebastopol, CA, ezperry@sbcglobal.net

I travel for work and have been thrilled to be able to travel from Sonoma County to my destinations via Los Angeles. I leave early in the morning and am grateful not to have to make the 1-2 hour drive to Oakland or SFO. Keep up the good work. and by all means enlarge the airport and terminal. But lets try and keep the friendly atmosphere. Thank you!

8/31/07 Harvey Smith, 5230 Lockwood Circle, Santa Rosa CA 95409

My wife and I have flown with Horizon twice this summer, both times were very enjoyable. My concerns are: if you wait two to four years to update the main passenger terminal you will lose customers. We have heard many complaints from people who were on our flights once they arrived in Santa Rosa. Most of the issues are about the outdated baggage claim area, the waiting area at the gate, and especially the fully loaded plane. Horizon and the County should now realize that Santa Rosa is long overdue for air service. The need here is huge, so you should get rolling on the upgrades as soon as possible. We would like to continue to fly from our home town, but will travel to other local airports if needed. Thanks Harvey Smith

8/31/07 Michael Anders, 824 Melrose Ct, Sonoma, CA 95476, manders@ajsurveillance.com

To whom it may concern; I think that the Airport expansion should begin immediately. Secondly the terminal should be dramatically improved with the capability of being expanded at a later time to meet increase demands. Third the runway should be increased by 1800' not 900'. And should be accomplished by Summer 2008. Lastly stop screwing around and get it done!!! Thanks

8/31/07 Mike Martin, Sonoma , CA 95476, raminduction@hotmail.com

In general, I believe that expanding the SC airport is a wise and beneficial idea, especially if regional carriers will expand service and connectivity. Considering that traffic congestion is only going to get worse as SR, RP, and Windsor continue to expand and Hwy 101 continues to be a rural country road between SR and the civilized south, it only makes sense to expand the SC airport, if for no other reason than to cut traffic congestion. However, before any airport expansion is done, the access road from Hwy 101 to the airport needs to be widened FIRST to I the increased traffic, and especially if the industrial and business parts between Hwy 101 and the airport continue to be developed and the existing units grow and expand. Only fools would expand the airport and continue to allow industrial and business park growth and not expand the access accordingly. The current one lane access "road" is a pain in the ass already with all the heavy truck traffic.....

9/3/07 Christine Mason, 6111 Van Keppel Rd., Forestville, CA 95436, cmason1231@hotmail.com

I am impressed by the Horizon/Alaska carriers which fly into and out of SCA. They are barely audible and a pleasant and functional addition to SC. In contrast, even the private jets, particularly during the Bohemian Grove gathering week, contribute to noise pollution. The expansion of the airport to allow commercial jets is not a project I support. There has never been this type of air service in Sonoma County and homeowners in the area purchased rural property in part to eliminate such type of pollution. I have reviewed the extensive online noise information on this website and find it deficient in subjective experience of jets departing and landing. We have enough occasional small jets flying in the area to know that larger jets would be offensively loud and are a bad idea.

9/3/07 Christine Mason, cmason1231@hotmail.com

Why not spend 83 million dollars for a rail to connect SFO and Sonoma County, thus reducing noise and air pollution and reducing our reliance on petroleum products.

9/4/07 K Powell, Echo Lake Way, Santa Rosa, CA 95401, kaleebird@yahoo.com

I am concerned about the increasing airplane noise over my home. It is very loud, and sometimes early in the am. How much more noise do we want? This question has to be considered, as I used to live in Portland OR near the airport, and the noise became too loud and constant. I am afraid that could be repeated here. K Powell

9/5/07 Mike Hauser, Santa Rosa, CA 95404

I urge the county to move forward with the improvements to our Sonoma County Airport. The 900-foot extension of the runway and the construction of a new modern terminal are of top priority. The current terminal does not represent us well and should be replaced as soon as possible

9/8/07 Mary Selvaraj, 95403, mp selvaraj@earthlink.net

Dear Sir/Madam, I recognize that there is much growth in Sonoma county and that the airport is trying to keep up with demand. I am a frequent air traveller and it is helpful to have a local airport instead of driving to Oakland or SFO. However, I am concerned about the noise of aircraft over residential areas in NW Santa Rosa and Windsor. The noise has become more frequent and noisy...to the point that conversation has to stop until the aircraft moves on. My point is with a runway extension, there is no doubt that flights and aircraft size will increase. How are you planning to protect family neighborhoods from noise pollution? Thank you for your time.

9/13/07 1399 Sanders Road, Windsor, CA 95492, 707-836-0261, mantrker@aol.com

My husband and I would like to know why planes are flying over our house away from the main runway. Fedex cuts over the barn at a low height daily and other planes are being routed our way continuing. They are so loud and low that we cant even leave our windows open. What is going on? Don't you have a flight pattern that goes over all the area west of our location where the chain link fenced area is.

9/14/07 Davod Walrath

definitely should expand. let's plan it and keep ahead of the curve.

9/14/07 Michael Livingston, 1425 Fulton Road Suite 315, Santa Rosa, CA 95403, MIke @mlivingston.com, 526-3002

I writing in support of allow for Airport expansion. We know the negative effects of now having regular air transportation in the greater Santa Rosa area. We also know that not having the right sized airport cause increase use of road ways, gas, more expensive planes and planes that are noisier. Let's do the common sense thing and allow for expansion so that we can move people while also being more green. Thank You.

9/14/07 Carolina Spence, Santa Rosa, CA 95405

Having an airport in Santa Rosa is vital to the community. I use it and my colleague (incl family) are really very pleased w/the service. Please look at the 1989 limitations w/a serious eye. That is so out of date for these times! The bonus is that fewer cars are on 101 to get to an airport! Thank you for the fine work that you do!

9/14/07/07 Chris Sloan, Santa Rosa, CA 95403

Airport expansion is vital to our economy. We cannot continue to be the cul-de-sac of the bay area. Without a viable airport Sonoma county's growth will be choked like North Bound 101 on a Friday afternoon - not moving, inefficient and bad for everyone involved.

9/15/07 Jim Lindgren, 806 Peachtree Place, Windsor, CA 95492, 837-8350, jmmcastle@aol.com

We live directly on the approach flight path of all jets so we have to hear every one of them every day right over our roof. Why do we have to suffer the consequences of all airport and traffic expansion? We are opposed to any further airport development. How about the High School which must put up with noise pollution and possible safety issues every day? With more and bigger and noisier jets coming in how does that effect property value in Windsor? Why do the people of Windsor have to suffer all the consequences of the greedy developers and businesses that profit from this? Keep Sonoma quiet and beautiful, the reason why we all live here. Please reply. Thank you.

9/15/07 Jim Lindgren

Same as above. Please strike the word "greedy" from my previous e-mail. It was not my intent to resort to name-calling. Thank you.

9/15/07 Craig Lawson, 3858 Skyfarm Drive, Santa Rosa, CA 95403, 707/538-5949, craig@pinnacle-homes.com

Dear Supervisors, I support the Airport Expansion for the following reasons: 1) A reliable airport connections is vital to my business and our economy. It helps businesspeople like myself get to my destinations without having to travel to Oakland or San Francisco. 2) The plan needs to be as flexible as possible to allow the airport to accommodate growing demand from the public. I ask that the you seriously consider whether the limitation on take-offs and landings set in 1989 is relevant today as our population is certainly not the same. 3) Every time I fly in or out of Sonoma County Airport that's one less vehicle trip on Highway 101. When you consider Horizon's flight hold 70 passengers, takes about 70 vehicles off Highway 101, reducing congestion and reducing pollution from the cars that have to make a 130 mile round trip. Please support the Sonoma County Airport Expansion Plan. Sincerely, Craig A Lawson, President, Pinnacle Homes

9/16/07 Warren Smith, 1549 Olivet Road, Santa Rosa, CA 95401, wsmith@sonic.net, 707-542-8108

I support the expansion of the Sonoma County airport. This county is severely handicapped by the limited access by commercial passenger aircraft. The ability for expanded service, including regional passenger jets, will actually REDUCE traffic on the overloaded 101 corridor. Growth has happened anyways, in spite of the "I'm here now - don't let anyone else in" opposition. I live northwest of Santa Rosa and could be impacted by the increased air service, but I still believe it is a significant asset to the county and I think any negative impacts on the human and other aspects of the environment are incremental and minimal. We've got to pull our heads out of the sand or wherever else it is dark and get on with life in the 21st century.

9/17/07 Ray Byrne, 50 Santa Rosa Ave, Santa Rosa, CA 95404, 707 528 6300

I came here 30 yrs ago from a much bigger place. It is normal for people, well read especially to be inquisitive about a place called Sonoma County. It is only natural to attract people for vacation and some permanently. What this means is constant infrastructure & improvements to enable people to move about. Due to the popularity>and the necessity to provide the funds to maintain the beauty, neighborhoods etc it becomes

mandatory we attract good clean companies and the conveniences that foster those needs. Do you want to be locked in and out? A Well planned Airport allows mobilization, convenience and growth all necessary for a thriving place we call home.

9/17/07 Mousa Abbasi, 4732 Starbuck Avenue, Santa Rosa, CA 95409, mousa_abbasi@yahoo.com

1) Having reliable airport connections is vital to our economy, to help business people get to their destinations and to bring in tourists to Wine Country. 2) We urge that the plan be as flexible as possible to allow the airport to accommodate growing demand from the public. We ask that the Supervisors seriously consider whether the limitation on take-offs and landings set in 1989 is relevant today. 3) Every flight in or out of Sonoma County Airport takes about 50 vehicles off Highway 101, reducing congestion and reducing pollution from the cars that have to make a 130 mile round trip. 4) We urge the Supervisors to consider reorganizing the airport management structure to become an independent authority. Thank you, Mousa Abbasi

9/18/07 David Brown, 1220 N. Dutton Avenue, Santa Rosa State: CA

Sonoma County is desperately in need of a top notch air transportation facility not only for today but for decades to come. I urge everyone to please support the airport Master Plan to assist in providing economic vitality to Sonoma County. This is a significant and essential facility for all community members.

9/18/07 C. Campbell, 95404

Expanding our airport is essential for the vitality our County's economy. Ongoing and increased air access for business and tourists is critical. Taking cars off the road is an environmental and anti-congestion bonus. I urge you to keep the plan flexible and to eliminate the outdated and unnecessary take-offs and landings limitations set nearly 20 years ago.

9/18/07 Ron Hodges, 15 Third St, Santa Rosa, CA 95401, rhodges@carlilemacy.com, 707-542-6451

Expansion of the airport in Santa Rosa would greatly benefit the local economy and facilitate my personal and business travel. I am very much in favor of an expansion of the airport to offer a more diverse group of travel options and linkages to other parts of the country.

9/18/07 Ken Clark

Viable air service is an important component to Sonoma County's economic vitality. Technology, tourism, and the wine industry all benefit from local air service. Viable air service should include routes to multiple destinations. A well-designed terminal and extended runway are necessary to achieve this goal.

9/18/07 Joe Ripple, 3546 Fir Dr, Santa Rosa, 95405, joe@schellingerbrothers.com, 707 545-1600 x140

The North Bay will benefit greatly from the expanded Sonoma County airport. The airport plan will stimulate business, reduce bay area traffic, increase tourism, and is respectful of a community our size. Thank You

9/18/07 Sara Ripple, 1979 Windmill Circle, Santa Rosa, CA 95403, sara@keegancoppin.com

Every flight in or out of Sonoma County Airport takes about 50 vehicles off Highway 101, reducing congestion and reducing pollution from the cars that have to make a 130 mile round trip.

9/18/07 Cheryl O'Brien, 1835 San Ramon Way, Santa Rosa, CA 95409, cherylobrien1@gmail.com

I think it is ridiculous and I resent having to drive an hour and a half or more and fight traffic to fly anywhere. This airport could serve such a large area if we had regular major airline service. Lake, Mendocino,

Napa and the outlying areas of our own county would be well served with a larger full service airport. We are no longer a small hick town. People travel more and we need the longer runway to attract carriers.

9/18/07 Don Chigazola, 3576 Unocal Place, Santa Rosa, CA 95403, don.chigazola@medtronic.com, 707-591-2127

I urge the approval of the Master Plan update to ensure the future vitality of the local economy. Medtronic CardioVascular employees make approximately 1200 business flights per year from Bay Area airports. Growth of commercial airline service to the Sonoma County Airport will significantly enhance our business through local access to reliable airport connections. Additionally, local service expansion will result in a significant reduction in vehicle traffic on Bay Area highways by our employees, customers, and visitors.

9/18/07 William J. Arnone, Jr., 2048 Hidden Valley Dr, Santa Rosa, CA 95404 barnone@majlaw.com, 707-528-2882

We need a more robust airport (with a lengthened runway!) to bring tourists to Sonoma Country, and help business people get to their destinations. The plan should be flexible, and it should do away with limitations on take offs and landings set in 1989. Every flight in and out takes cars off of Hwy 101 and reduces pollution. This is critical path for the future of Sonoma County!

9/18/07 Nancy Aita, 7005 Hazel Cotter Ct, Ste. G3, Sebastopol, CA 95472, 707-829-8606

It has been the greatest boon to both my business and my personal life to have an airport here so close to home. The travel time saved, the security line time lessened, the service is all exceptional. We opened a Redwood Credit Union Account in the beginning to show our support and will continue to do what we can to help the airline stay here and expand their services. Thank you.

9/18/07 Richard T. Bedford, 320 College Ave., Suite 224, Santa Rosa, CA 95401, richard@bedfordassociates.com, 579-9075

I wish to express my support for expansion of the Charles Schultz airport. This county has matured to the point that it is virually manditory that we have a facility that can handle jet powered passanger aircraft for both business and tourist needs. The continued growth of the local economy is demanding a facility that can provide suitable air travel due to the world market companies that are establishing themselves in this county. In addition, it's an environmentally positive move. Each flight out of the Charles Schultz airport removes a significant number of vehicles off Hwy 101. If people fly out of the Charles Schultz airport, they're not clogging up the highway to get to an alternate airport that can provide the service they desire. Also, please do not allow development to advance into the airport zone and "box it in" to where it has no opportunity to expand. Let's not be that short sighted.

9/19/07 Tim Delaney, 2615 Knob Hill Drive, Santa Rosa, CA 95404

The runway and terminal expansion proposal is excellent. It is a great way to reduce Highway 101 traffic while providing for a more efficient means of transportation for the community.

9/19/07 Karen Sommer, 2707 Bennett Ridge Rd., Santa Rosa, CA 95404, ksommer11@earthlink.net, 707 579-4742

We must be a viable business community for the survival of our economy and the expansion of the airport as described in the master plan is essential for this to happen.

9/19/07 Charles Rhodes, 3637 Sonoma Ave 185, Santa Rosa, CA Zip 95404, chuckvt70@aol.com

I support the airport expansion. It is good for us locals as well as business. We are no longer this small town of 50,000 people. If our local tourist industry is to become of a destination spot, people need to fly here directly rather than going to San Francisco and driving up. It always amazes me that people buy houses near airports and then complain about the noise. Airport expansion has been under discussion for at least 25 years.

9/19/07 Bill Wilson, 71 Del Casa Dr, Mill Valley, CA 94941, billwilsonwater@earthlink.net, (805) 689-7639

Commenting as someone who works in Santa Rosa, and frequently has to make it to the airport to fly on business, the importance of developing outer region decentralized airport nodes to relieve the congestion on SFO and OAK is readily apparent. Because of highway congestion, the simple act of reaching SFO or OAK from Santa Rosa can be difficult in any kind of timely manner. The recent addition of flights from Santa Rosa to LAX and other hubs has been a real breakthrough, and saves what can be a 2-3 hour trip to one of the other airports. A regional airport serving the Santa Rosa area and greater Sonoma, Lake, and Mendocino County region is a worthwhile asset, especially in view of the expansion and growth that has taken place here in the last 25 years. Yours truly, Bill Wilson

9/19/07 Francois P Jerins, 1018 Foothill Dr, Windsor, CA 95492, fjerins@sbcglobal.net, 707-838-1953

Our household is in the direct flight path of aircraft that comes into the airport. Adding jets will cause more noise and could devalue our home. I'm sure that you have had concerns of this nature put to you. I can't support this because the noise would create more stress on us. This was an issue at SFO and the surrounding area of homes. what the county of SF had done was to issue home owners replacement windows which had three layers of glass to reduce noise and more insulation in their attics. As for our home, I would tell you again that we are against this and would attend hearings to try and stop it.

9/19/07 H Sager, Healdsburg, CA 95448

I find it interesting that people want all the amenities of having an airport but not the downsides. I lived in Windsor on Starr Rd from 1952 til 1970 and we managed with the airplanes. If we want to move into the new century and get another way in and out of our County it is going to be in the air; people knew they were near and airport when they moved into the area; and they knew they were in a flight area; if they didn't that is their "bad"; it is just like what they are doing to agricultural in Sonoma County; we can't let them do it to the airport also; we need to have a larger airport so we can get to other places and not on the over crowded freeways.

9/19/07 Lisa Bollman, Windsor, CA 95492, elisabethbollman@sbcglobal.net, 707-838-0989

Our family is greatly impacted by the airport noise. Most flights go right over our dense neighborhood at the corner of Starr and Windsor River Roads. The Horizon flights are loud, low and frightening. The private jets are also extremely loud. During the Bohemian Grove event in July and the two day air show, we try to leave town or stay inside with the windows shut. (Regarding Bohemian Grove, it has now stretched to three weeks with many jets coming and going from Thursday through Sunday, all three weekends.) We have seen some, and would like to see more flights coming in from the west, south of Windsor River Road and turning south toward the runway. There are far fewer homes south of Windsor River Road. As a homeowner, I hesitate to draw attention to this problem, but it is undeniable that the airport already has a negative impact on the quality of life in Windsor and any expansion can only make it far worse. When we bought our house in 1989, we were told that the airport would not be able to expand. I am also concerned about the impact of noise and safety

issues with respect to the high school. We would be happy to allow a noise study to be done from our yard. It would need to be done during the summer months because that is when the events with the most traffic occur and is, unfortunately, the time when we would most like to be able to use our yard.

9/19/07 Joy Danzig, 126 Dorchester Drive, Santa Rosa, CA 95403, joydanzig@hotmail.com

My concern is the flight path that jets will be taking. Currently, there is frequent, low-flying, noisy helicopter traffic over our neighborhood in the Mark West/Old Redwood Highway area; I do not know if this traffic emanates from the Schulz Airport, but it is annoying. (Perhaps sheriff's dept. helicopters?) Can we know current flight paths and projected ones for the future? We hope that populated neighborhoods can be avoided!

9/19/07 Jim Angelo, CA 94928

I am in favor of the airport expansion. My wife and I travel frequently and are forced to travel to the bay area or Sacramento depending on where we are traveling. The cost in time, dealing with unpredictable traffic, air pollution, and parking costs are always a negative factor that we have to allow for. I have flown from Sonoma airport and found it to be the answer to all the above problems. I would like to see the airport have connections to at least 3 more major hubs so that travel would be made easier. I do feel for those who live near the airport. The noise factors may never be to their satisfaction. I would hope that the airport continues to do what ever it can to lessen the impact. However, at the end of the day, increasing air travel needs of the area will have to be addressed. The expansion of the airport is long overdue. Jim Angelo

9/19/07 George H. Cinquini, 1134 Halyard Drive, Santa Rosa, CA 95401

Even though my house seems to be in the flight pattern, I support the Airport expansion because it is good for the economy of Sonoma County. I will vote for the expansion only if Airport Blvd. is required to be improved to 4 lanes.

9/19/07 Dana House, 421 Countryside Circle, Santa Rosa, CA 95401, 707 543-0988

The info you present seems to revolve around departure noise. At our home, we are affected by landing noise, especially by planes which come in low. Increasing the flights would greatly reduce the use of our yard for conversation. Also, noise is enough to disturb our rest in the evening. I would like to suggest that the moneys spent on this expansion be directed to changing the landing pattern further to the west to avoid causing our region the severe noise interruption we experience all day and often until almost midnight.

9/19/07 Lawrence P. Rogoway, P.E., Consulting Civil Engineer, (707) 539-1380, LRogoway@aol.com

I am a relatively new full time resident to Santa Rosa, though I have had a daughter and grandchildren living here since the early 1990's and used to visit utilizing United Express from Southern California. When United pulled out of Sonoma County I, along with many others were put to revamping our lives somewhat in order to maintain our familial connections. My wife and I each have work in Southern California that requires our traveling to that area as often as one to two times per month for each of us. The reintroduction of Horizon's limited air service to Los Angeles and Seattle in March 2007 was a welcome blessing, but presented several business and financial negative impacts. First was the scheduling that required, for a one day roundtrip, to be at the airport for check-in and security by 5 a.m. and returning the same evening at +/- 8:30 p.m. The morning flight arrives in Los Angeles at the peak of the morning rush hour and in order to make the evening flight one has to return to LAX during the late afternoon rush! Of course there is always the option of incurring additional

expense by leaving for LAX the afternoon before, staying in a hotel and then returning the next morning. Not a particularly enticing option when on a limited travel budget. It has been obvious from the beginning that additional departure and return times are seriously needed. The simple logic is to entice additional carriers to include Sonoma County into their schedules. The most reasonable answer to that dilemma is to increase the length of the runway and improve the other supporting facilities at the existing airport. I lived in the Southern California desert for 13 years before moving to Santa Rosa and saw the additional options available to visitors as well as business travelers increase substantially when the Palm Springs runway was lengthened and the terminal building improved. The same results would quite likely occur here and ultimately result in the improvement of the vast majority of this county's residents, not to mention the positives to local business interests. In summary, improve the airport and all its facilities immediately, seek additional air carriers once a plan and schedule for the completion of the work is set and in order to mollify the few opponents to any improvement, establish strict time restraints for the takeoffs and landings so that nearby residents are not impacted during the night.

9/19/07 Vivian Bernhart, 6353 Stone Bridge Rd, Santa Rosa, CA 95409, vtbern@aol.com, 707-538-4833

We personally favor expansion of facilities at the airport which would allow for increase in the number of flights and more flexibility in the size of aircraft that could use the field. The business and hospitality industry would surely benefit by such an extension. Logically, people who elected to live near the airport should not be surprised if flights (and noise levels) increase. Some of the area near the airport should never have been allowed to be developed to the extent that it is today. That is the fault of the political bodies that permitted such development.

9/19/07 John O'Brien, P. O. Box 3759, Santa Rosa, CA 95402

I fully support a new and flexible master plan to allow for expansion of the airport to accommodate larger jets, more daily flights with better connections to other cities, and a larger terminal. Our region needs this airport and more service to take the load off our highways, reduce emissions and support our economy and residents. The future growth and needs of our community should take precedence over the fears of neighbors who chose to move next to the airport and now complain about the consequences of noise once in awhile.

9/19/07 David K Penry, 9302 Spring Hill School Rd, Sebastopol, CA 95472

I am asking the Board of Supervisors to keep any future plans for the Sonoma County Airport flexible enough to respond to the growing demand for flight connections to and from our locale. It is vital to our economic vitality by providing essential air travel to our local citizens and business people. The takeoff restrictions established in 1989 should be reviewed for their relevance to current conditions in the county. I personally live over its flight path for takeoffs and do not find it offensive at all. Air travel will also contribute to reducing vehicular traffic on our local highways and surface roads. Being able to fly out of our local airport will make everybody's time use more efficient.

9/19/07 Terri & Frank Jimenez, 1113 Rochioli Drive, Windsor, CA 95492, terrijimenez@yahoo.com

My husband and I live in the Vintage Greens Neighborhood in Windsor. We do not think Horizon Airlines contributes to the noise factor. We wish all the planes were as quiet as Horizon. We are more concerned about the small airport being able to handle the flight traffic. It definitely needs updating for safety.

9/19/07 Dan Wheeler, 153 Savannah Way, Windsor, CA 95492, wheeda@hotmail.com

Someone canvassed our area. They were talking about Federal pre-emption and eminent domain. I don't care about that. I just want to be able to take a southwest flight from the sonoma county airport. I am for expanding the airport as soon as possible. The only thing that I'm disappointed about is that this master plan is the same as the master plan from years ago. Are we going to get anything done this time?

9/20/07 Stephen Mayer, 3451 Baldwin Way, Santa Rosa, CA 95403, smayer@thegrid.net

The economy of Sonoma County is not exactly thriving at this time. People are concerned that many cannot afford to buy housing in the area. Part of the cause of this is the lack of higher-paying jobs. Without readily available air transport, the economy will continue to stagnate. By expanding the airport to allow regional commercial jets, opportunities for strong economic growth will present themselves, as has been proven in other areas of the nation. Regarding noise concerns that some have expressed, if those citizens have moved into their residences in the past 10-15 years, they should have been aware that they were going to be living in the vicinity of the airport. It would be the same as if they had moved in next to an elementary school - they generate noise. I live under the medical helicopter approach to Sutter Hospital, and we were informed of the noise potential when we bought. In fact, there is an easement over our property. Additionally, the twin-engine aircraft currently used by Horizon Air are quieter than many of the single-engine piston aircraft that use the airport. Those who have complained about the noise from Horizon's aircraft really have no valid foundation for their complaints. And, most turbine aircraft (which regional jets are) climb rapidly to altitude, reducing the amount of noise imposed on local residents. It seems that most of the noise concerns/complaints are coming from Windsor residents, particularly those in newer neighborhoods. To them, I say, if you can't handle the airport noise, you shouldn't have bought there. The airport plan is well-thought out, sound, reasonable, and realistic. Congratulations - count on my support.

9/20/07 Michelle Gervais, 854 McClelland Drive, Windsor, CA 95492, mg@archilogix.com, 707-636-0646

Greetings! I write as a Windsor resident and airport neighbor in strong support of increasing the options for travel in/out of the Sonoma County Airport, including additional carriers and flights to a broader network of destinations and hubs. Such access is critical for high quality of life in the region.... for residents to enjoy this special area without suffering the hassles of remoteness, and for a strong economy balanced with vibrant tourism and dynamic business services and industry that work beyond (and in their own way benefit all of) Sonoma County. The Airport Master Plan is pivotal to achieving the vision of a successful airport that truly serves its region. My only caveat to supporting the Plan is my request to maintain adequate flexibility to augment air traffic to satisfy market demand in the future.

9/21/07 Jane Rozga, 1933 Hexem Ave, Santa Rosa, CA 95404, jrozga@ch2m.com, 707-568-5300

The airport should have the capacity to serve the needs of the community - the ceiling on flights per day should be expanded. We are not in danger of becoming another San Jose by meeting the transportation needs of the community. Every flight out of STS takes cars off of Hwy 101 - reducing congestion and GHG production. The airport is a critical transportation link in the county - make maximum use of the opportunity.

9/21/07 Michael Adler, Santa Rosa, CA 95404, madler07@earthlink.net

I believe that transportation is one of the three keys that will enable the community to sustain and enhance the quality of life for all of the region's residents. (the other two are affordable housing and education). Without

accessible air transportation, employment will likely stagnate or decline, the tax base will be eroded and the quality of life for all residents will deteriorate. Of all of the communities strategies, this is a no brainer and a must.

9/21/07 Barbara Beedon, Santa Rosa, CA: 95403, bbeedon@alac.org

I am in favor of extending the airport runway, to make it easier to attract other carriers to the SR airport. While Horizon is doing a stellar job in what they provide, we need to have more options for where the flights go, and number of flights per day. If the only way to attract other carriers is to upgrade the airport and extend the runway, then I think we should do that!

9/21/07 Marti Swab, Santa Rosa, CA 95404, heymarte@sbcglobal.net

I am ENTHUSIASTICALLY and COMPLETELY in favor of the improvement and expansion plans for our airport!!! This is a necessity for Santa Rosa now, not just a "it would be nice to have" sort of thing. We NEED not only more flights, but we NEED the runway lengthened to accommodate larger jets. Such a project which is for the good of all should not be able to be blocked by people who chose of their own free will to buy a house by the airport, and then complain about the noise! This airport expansion is LONG overdue for Sonoma County!!!

9/21/07 Stephan Jensen, 1554 Cunningham Way, Santa Rosa, CA 95403

Our home is directly under the flight path of the easternmost runway of the County Airport. We have lived here for 32 years now. The flights out of the airfield at present are not a problem, with a few exceptions. During the Bohemian Grove encampment the corporate jet traffic is a little much, but the worst disturber of our peace is the Sheriff helicopter. He always takes off hot and fast & low over our house, as if he is back in Vietnam heading out on a life or death mission. The pilot needs to back off on his 'collective' control a bit to adjust the pitch of his blades a bit. Strange that we never are disturbed by the Reach helicopter and it must be dispatched much more often than the Sheriff. We are concerned about increased problems if passenger jets are allowed to use the field. Thus far the Horizon aircraft appear to use a different flight pattern than corporate & Sheriff aircraft and Horizon has not disturbed our peace at all. Thank You

9/21/07 Scott Larson, 61 Loni Court, Windsor, CA 95492, sdhlarson@sbcglobal.net

I think this all should have been done 10 years ago. Sonoma County needs to quit reacting to our needs and become more proactive. Plan ahead!!!! DUH!!!!

9/22/07 Brenton Werder, 6152 Wright Way, Windsor, CA 95492

Gentleman; My first comment is regarding noise. I believe that a current noise study needs to take place over a long period of time (more than ten days). As you know aircraft activity is sometimes very sporadic depending on the time of the year. A study need to be taken during the spring, summer and winter to get a balance of high and low usage noise levels. My second comment is regarding fire/rescue. As I am able to understand the current levels of response at the airport I believe you need to discuss this with the Sonoma County Fire Agency. I understand that you have two pieces of apparatus to fight aircraft fires. That you currently staff these when commercial airlines land. This provides immediate response to operate the engines. Your rescue personnel and back up come from the Larkfield Station of Rincon Valley Fire Protection. If they are on a call who is the back up? Is Windsor the next in unit? If both protection districts are on a fire who then is the response unit? Which of these departments are trained on aircraft fire and rescue? Are they familiar

with the current aircraft landing at the airport? Is the Larkfield Station a “must cover” station during the week when commercial airlines are landing

9/22/07 Myrna Werder, Windsor, CA 95492, (707)838-7536

I attended the information meetings that were held earlier this week and talked to several of the people that were manning the booths. Many of my questions were answered but my concerns still remain the same. We live in Oakcreek Subdivision. We are on the present approach flight pattern. The majority of the residents of Windsor live on the east side of the airport and yet the flight approach still remains over the majority of the residents instead of the approach being on the west side of the airport where there are considerably less residents. I have repeatedly called in about the noise and the height of planes over head. It seems to fall on deaf ears. Just why can't the planes approach from the west side of the airport?? I understand it is a “tower control” airport. Why can't the tower personnel simply tell the approaching aircraft to approach to the west of the airport??

9/23/07 Cindy Gallaher, 220 Concourse Blvd, Santa Rosa, CA

We support the expansion of the airport, its services, and its terminal. Additional flight and services will be a tangible benefit to our business by providing convenient flights for our employees to West Coast cities where we do business, and will reduce their time on the highways by many hours per year. This expansion is urgently needed and long overdue. The current situation is an embarrassment to the county, an impediment to tourism and business, and contributes to congestion on the highways. Our company is located in the Airport business park, and we have been repeatedly disappointed over the years that these improvements have not yet been implemented. County residents have known for many years that this expansion was in the plans, and all of those who I have spoken to support it, so bring it on! Thank you

9/25/07 James C Manos, 620 Leafhaven Lane, Windsor, CA 95492 jim@manos.us, (707) 217-7801

All of the statistics and projected numbers used in the support of the airport expansion are based on data that is far too old and no longer accurate. Past attempts to expand the airport failed, in part, due to lawsuits challenging the validity of the data used to support the proposals. Please do not continue to make the same mistake. Update the data and show the residents of Sonoma County EXACTLY what the facts support. Continued advancement without current and accurate data will invariably provide sufficient grounds for another lawsuit. I would like to see this situation avoided. Let's get up to speed on the current data used in the 'Airport - Transportation' proposed projects as well as those used in the Master Plan

9/25/07 Kathy Vannozi, 6228 Lockwood Drive, Windsor, CA 95492

I am against expansion of the airport, against taking land by eminent domain or by condemning a property and taking the land. This is an agricultural community and draws its tourists and fame because of that. The expansion of the airport just takes us closer to losing the essence of why people come here. Noise is a big problem. It is a burden for Windsor residents already and Jon Stout has only given lip service to complaints. We need a real noise study. We need FAA Safety and Noise abatement. When a complaint is called in a letter is sent out if the plane can be identified. This has little effect and should include fines for repeat offenders. Helicopters doing life safety should show consideration to neighbors by taking alternate routes back to their base instead of flying low on a repeat pattern. You have over 30,000 people putting up with noise created by a

small number of people using these flights and services. The people on the ground want some consideration. We are the majority.

9/25/07 Mousa Abbasi, PO Box 1563, Santa Rosa, CA 95402, mousa@transpediaone.com, 707-527-6300

I am commenting here on behalf of the North Coast Chapter of the Consulting Engineers and Land Surveyors of California (CELSOC). 1. Having reliable airport connections is vital to our economy to help business people get to their destinations. 2. We urge that the plan be as flexible as possible to allow the airport to accommodate growing demand from the public. We ask that the Supervisors seriously consider whether the limitation on take-offs and landings set in 1989 is relevant today.

Regards, Mousa Abbasi, Vice President, North Coast Chapter of Consulting Engineers and Land Surveyors of California (CELSOC) PO BOX 1563, Santa Rosa, CA 5402

9/26/07 Jeff Weber, Sonoma County Public Affairs Manager for Agilent Technologies, 1400 Fountaingrove Parkway, Santa Rosa, CA 95403, jeff_weber@agilent.com, 707-577-2845

Sonoma County Board of Supervisors: I had hoped to speak at one of the airport master plan public meetings, but couldn't fit it into my schedule. Here are Agilent's comments: As the region's largest technology employer, Agilent Technologies has a strong interest in improving the area's transportation infrastructure and our quality of life. We believe that commercial air service is essential to maintain and enhance the region's economic vitality. Hundreds of Agilent business travelers have taken advantage of Horizon flights to Los Angeles and Seattle since that service started, improving traffic congestion and air quality by removing hundreds of vehicles from Bay Area roadways. If commercial air service was available from Sonoma County to Denver, a significantly larger number of Agilent employees would take those flights because the company has large sister facilities in Colorado. The ability to conduct business efficiently and conveniently is a critical factor in today's highly competitive global economy. Developing additional commercial air service alternatives in Sonoma County will enable companies like Agilent to maintain -- and perhaps expand -- their presence here, providing high-paying jobs and sustaining a healthy economy.

9/27/07 Dee Dedrick, 1796 Paradise Lane, Santa Rosa, CA 95401-4033 dee1796@sbcglobal.net

I realize trips on planes are fast, convenient and enjoyable. However, the low flying and noise we get is not. When my 4 and 2 year old grandsons are visiting, they are the only ones that get a kick out of the planes flying overhead. Please redirect them so as not to disturb the residents in what was a peaceful area of town. Thank you.

9/27/07 Michael D. Grover, 112 Flametree Circle, Windsor, CA 9549, mdg31155@sbcglobal.net

It seems odd to me, that as a homeowner in Windsor for 17 yrs. I seem to have absolutely no say about what flies over my house. I mean who gave anybody the right to have this much affect in the daily lives of a whole town? The only town really affected by all of this is the Town of Windsor. These few flights a day, now, are flying way too low over the most populated area of the town. Pave roads, not runways.

9/29/07 Sandy Chapman, Alden Lane, Windsor, CA

Let me say that I moved to Windsor in 1993, knowing there was a small airport nearby. I did not anticipate the growth in population nearly quadrupling from that time until now. I don't mind the small aircraft occasionally flying overhead. It is the noise of jets and larger jets that seem to fly fairly low for landing directly over my house to which I strongly object. I don't believe this is wise to have increases in number of flights and sizes of planes

flying over the most populous areas. It seems the Horizon planes are just the beginning of a growth project that would also congest traffic further with our roads and highways that are inadequate and in poor condition as it currently stands without the complications of bringing more traffic to this area. If there is another flight path to direct the planes and jets that diverts to areas where we do not have housing and schools, it would be appreciated and I plan to attend the meetings, which do not get adequate public notice. I moved to Windsor when it was a much smaller and more rural atmosphere, which endeared me to the peaceful small town feeling. I had no desire to increase traffic, population and loud roaring jets over my home I love and would like to live out my days without a bustling international airport where my rooftop is in line with runways for multiple daily flights. I don't travel much on planes, so the convenience factor does not justify the noise, traffic and safety negatives in my daily life.

9/30/07 C. B. R. Cornelius, Sebastopol, CA,

We live a few miles south of Sebastopol in Sonoma County, and we are concerned that the effort to extend the runway to accommodate regional commercial jets would dramatically increase the acoustic environmental impact of the airport. We moved here a few years ago from Silicon Valley. A key reason for our moving here was that western Sonoma County was not within the sphere of any of the bay area airports with significant commercial or military jet traffic. Our experience has been that the acoustic impact of such jet traffic extends out over a very wide area. It is not just the "neighbors" that have to be concerned about the noise impact.

10/1/07 David Deakin, 6228 Lockwood Drive, Windsor, CA 95492

The drive for airport expansion and greater aviation activity relies on studies based in criteria developed by the aviation industry and government bodies with vested interest in aviation expansion. There is NO criteria anywhere to evaluate impacts that are not included in the prejudiced set used to develop airport planning. A recent article in the Wall Street Journal was directed at the cost analysis of manufacturing in China; the salient point was the accounting methods used were selected to show the desired result (immediate profit) not the true total picture (health, environment etc.) costs. So it is with the airport planning process. You want an airport because it means money or power to you either directly or indirectly. The big picture cost to the quality of life for a five mile radius around the airport is so deeply discounted - from the fed level to the local - that we who live here really just do not exist. Thank you all.

10/1/07 Anne Lotz, 1409 Woodacre Trail, Santa Rosa, CA 95401 ablutz@sonic.net, 707-576-7833

Our (mine and my husbands) concern is that too many private jets and planes seem to fly too low over our house on their approach to the airport. We are located at the southern edge of the airport height boundaries (just north of Guernville Road). Most of the low flying/low noise, etc. seems to occur during late night and early morning hours. Although some of this does happen during the day. The problems seem to be getting worse over the years. We have been in this house (directly under the flight path) since July 1988. I have been retired now for two-plus years and am possibly noticing more now than before, but as a teacher have always noticed air traffic during the summers and weekends. There is a worry about one of these late evening/early morning aircraft possibly crashing into our house or on our property, as it doesn't seem there is anybody monitoring what these aircraft are doing during non-business hours. It would be really nice if it possible to have equipment to monitor the height and noise of these aircraft when they are flying/landing over our property. Thank you for reading this and feel free to contact me.

10/2/07 Teresa Burris, 1013 Hampshire Lane, Windsor, CA 95492, teresaburris@sbcglobal.net

We feel like we have been misled. We moved here from the South Bay (Santa Clara/San Jose)17 years ago. The motto back then (and for many years after) was, "We will not become another San Jose." Well, it sure looks like that's where we're headed. The non-stop growth, and now gearing up for a larger airport proves that the intention for this county has changed. That's a real shame, because Sonoma County was truly a wonderful place, but that is getting lost. As for the "improved" airport, how are you going to contain the noise and safety concerns resulting from numerous flights every day?? Thousands of people living near the airport will be impacted. We are among those people, and already the noise issue has affected our quality of life. We can't even be outside for 15 minutes without having an aircraft zoom overhead. Once the extended runway is built, even larger planes, with increased traffic, will be a part of our daily lives. Also, WHS is near the airport. There are 1,600 enrolled students, and you don't think they'll be impacted?? I'm disappointed in the leadership in this county--everything is about increasing revenues, but you have an OBLIGATION TO THE RESIDENTS, AND THEIR QUALITY OF LIFE!

(End of public comments made online.)

**Comments Made to a
Stenographer at
Public Informational Meetings**

September 18, 19, and 20, 2007

September 18

Cardinal Newman High School, Santa Rosa

September 19

Piner High School, Santa Rosa

September 20

Huerta Gymnasium, Windsor

PUBLIC COMMENTARY

CHARLES M. SCHULZ - SONOMA COUNTY AIRPORT

DRAFT MASTER PLAN

PUBLIC INFORMATION MEETINGS

SEPTEMBER 18 TO 20, 2007

- - -

September 18, 2007

(The following comments were made September 18, 2007,
6:30 to 8:30 p.m.
at Cardinal Newman High School
and reported by Sharlene S. Nordstrom, CSR #2861.)

Mousa Abbasi, mousa@transpediaone.com, 100 B Street, Suite 330, Santa Rosa, CA 95401

I'm here on behalf of the Santa Rosa Chamber of Commerce. We would like to support the effort the county is doing to update the Airport Master Plan. We think having reliable airport connection or connections is vital to our economy to help business people get to their destinations and to bring tourists to the wine country and other businesses.

We urge, also, that the plan be as flexible as possible to allow the airport to accommodate growing demand from the public. We ask that the supervisors seriously consider whether the limitations on takeoffs and landings set in 1989 is relevant today. In other words, we would like the county to update the limitations on the takeoffs and landings included in the air transportation element of the county general plan.

The Chamber thinks that every flight in and out of Sonoma County Airport takes about 50 vehicles off Highway 101, reducing congestion and reducing pollution from the cars that have to make the 130-mile round trip between Santa Rosa and San Francisco Airport or Oakland Airport or other regional airports. Also, we urge the supervisors to look into reorganizing the airport management to become an independent airport authority, to facilitate more funding to the airport expansion projects, including adding new terminals or expanding the terminal, extending the runway, and other vital projects to the operation of the airport.

In conclusion, the chamber supports the Airport Master Plan and would like to urge the supervisors to approve it and move to the next step, which is the Environmental Impact Report for extending the runway to attract more airlines to the area. The chamber does not believe that the potential expansion of the airport will make it another San Jose Airport.

Judith Sepik, jsepik@redwoodcu.org

I am in support of expanding the airport. I think it's going to be good for the local economy. It will be good for businesses that are here to be able to more conveniently be able to fly in and out of Sonoma County, as well as bringing tourists into the county. So from a convenience factor, that's going to be a lot easier.

I also think, too, currently if you have to fly somewhere you are spending an hour and a half to two hours to even get to the airport, then you have all those cars on the freeway and all that, I think you could actually, in the long run, actually lighten up congestion on the 101, simply by getting cars off the freeway heading to San Francisco or Oakland Airport. I think it would help with the overall flow of traffic, as well as the convenient factor of being able to use the airport close by.

Jane Rozga, jrozga@ch2m.com

Three comments, similar to some other business people, I believe. I believe that the airport is a key component to intermodal transportation in Sonoma County to help business people get to and from. I would like the airport plan to be as flexible as possible to allow potentially more arrivals and departures than are

currently listed in the Master Plan update. It seems that the amount of traffic that was forecast back in the late '80s is not necessarily appropriate for today's world.

And I want to comment that the air travel contributes much less to greenhouse gases than driving down to Oakland or San Francisco. So encourage more air travel from Sonoma County Airport.

Dave Aver, daver@srcity.org, 235 Decanter Circle, Windsor, CA 95492

After hearing Bob, manager of Sonoma County, talk this afternoon at the City of Santa Rosa council meeting, it seems like the county is in no financial position to be even considering expansion of this airport when a jail and roads need to be taken care of. That's my comment.

Scott Gibson, sgibson5@sbcglobal.net

I'm pleased with the Horizon flights that we have at the airport. It's great to have service back at Sonoma County Airport, but I am concerned about the impact of potentially larger and noisier aircraft coming into the airport. I see from some of the aircraft specification charts that at least one of the aircraft that I suppose would be able to land with the extended runway is 20 DB louder at takeoff, and I think that equates to 100 times louder than the current aircraft. So my main concern is about increased noise levels and making sure that there is a noise study done as part of the Environmental Impact Report.

Marlon Young, myoung@majlaw.com, 6173 Lockwood Drive, Windsor, CA 95492

First I want to mention that I think the style in which you are putting on the informational meetings and ability to make comments is very beneficial. It allows you time to stop, look, and see really what's going on, contemplate it, and then come over and make your comments to the Board of Supervisors about what's going on.

I'm a resident of Windsor within two miles of the airport, and I have lived there for ten years, and I've lived in the county for almost 20 years. And while the county has developed and grown substantially, the airport has not developed its full potential or developed itself in the last 20 years, and the Board of Supervisors really needs to take that on and move forward with moving our airport forward 20 years.

Looking at the Master Plan, it appears appropriate for where we want and need to go. I think key and critical is the approval of extending the runway by 900 feet. I think that will give us a lot more options for air travel and the flexibility of air travel at the airport.

I think the best thing that's happened to the community in the last ten years is the acquisition of Horizon Airlines providing service to L.A. and up north, and I think additional opportunities for airlines to come in would be very helpful.

I can't tell you how much I appreciate not having to drive to Oakland or San Francisco to take a one-hour flight down to L.A. or to go north. It would likewise be nice to be able to head east towards Denver or somewhere else if I'm going back east. And updating the airport with a new terminal and the extent of the runway is going to be key and critical and necessary for that. While I live close to the airport, I don't think the noise is a factor. I hear airplanes come and go, but the amount of noise that they generate is probably equivalent and or less than other things in the community that generate noise. Try living next to 101, and it generates noise 24 hours a day, nonstop. So I don't think that is a limiting factor.

Primarily I would encourage the Board of Supervisors to adopt the Master Plan and move forward with the improvements on the airport property.

Bill Conklin, Healdsburg

I'm frustrated with driving from our area down to the Bay Area, Santa Rosa to Oakland/San Francisco, and to have air carrier service in Santa Rosa is very beneficial, and it saves a lot of time, from a business point of view. And I really would like to see a good controlled mechanism for bringing in air carriers that can take us to areas further out than the Bay Area, as we are doing right now. And I think the ability to do it in a way that makes sense is very important.

Richard Sellman, Healdsburg

I think it's a really good idea to have increased air service out of Santa Rosa because of the car traffic problem in commuting to the airports in the Bay Area, but I'm a little bit concerned about the control, and how many flights will eventually be here, and how much noise pollution that happen in our area.

The only other thing is that I know, like, I try to get my brother to fly in here from L.A. and he still goes to Oakland because it's much less expensive to fly into Oakland, and maybe having more air service will make it more economical in the future, compared to what it costs to fly from L.A. to the Bay Area. That's about it.

Judith Ehret, 428 Manka Circle, Santa Rosa, CA 95403

It seems like all the maps and whatever that I've seen are reasonable; I have no problem with them. I just have a fear, from having worked by the San Jose Airport, when it was just a few planes out a day to an international airport, and the impact that that had on the residential area near the airport in terms of noise and air pollution.

And so I'm concerned about maintaining the limits. I know everybody here has assured me that there is a maximum limit of 21 flights out per day, but I know that can be changed by a vote of the board. So hope that there would be a lot of public input before there was any increase beyond the 21 that they were talking about.

Celia LaMantia, Santa Rosa

I've been going to these for the last five years -- hearings, airport commission, planning commission, meeting with Jon Stout, who is head airport manager -- looking to get pilots to fly friendly. We are looking at noise, basically. My house is outside the five-mile radius but in a direct flight path of the planes that land at the Sonoma County Airport. I do not feel that we have been heard. And I was just even told that there's a lot of people with a lot of money who want it and it's just going to happen. So unless we can get the same number of people with the same amount of money, our opinions don't count. I'm greatly concerned with the lack of response. The public hearings appear to be being done out of a requirement of law and not actually to get public comment and respond.

I believe that sometimes the people that it directly impacts versus the people that will benefit due to money, business, industry, need to be heard and responded to and count as much as the City Council, Chamber of Commerce, and Sonoma County Planning Commission.

Also, we were promised a noise study and Part 150 Noise Study to be done four years ago and it has been ignored and plans proceeded without it.

Graham Rutherford, rutherfordcnhs@yahoo.com, 8649 Planetree Drive, Windsor, CA 95492

I'm principal of Cardinal Newman High School. Happy that we are able to help host this event for the Larkfield area and provide the building.

I'm interested in the airport's controlled growth, expansion, and as a Windsor resident I am aware of some

of the past challenges. I was on the park and rec commission in Windsor when the high school was being sited, and many of these current issues were being debated.

I feel the airport has been trying to manage its growth. And I also think, for Sonoma County, having a viable airport is important for future economic health. So I'm open to expansion of runways and service for the greater benefit of the area. Look forward to hearing more.

Scott Griffin, diventeach@aol.com

I guess my question is, Who wants the expansion of the airport? I think it's just the people in the wine industry and the hospitality industry, hence the people in this county that have the money.

The airport has meetings like this where the public can come and express their opinions, but I think this is mainly for show. This is so Jon Stout and his cronies can say they have gotten public input and then they can go on about their business.

A regional airport is not for Sonoma County. We need to keep it smaller and keep it friendly. An expansion would be more of a private airport for the rich and famous in this county. More noise and pollution is just not needed in the county. Airport should be more friendly.

Pam Selvaraj

Basically my comments are I'm concerned about the noise level when the runway is extended. Actually the noise level right now, it's tolerable right now, but I live in northwest Santa Rosa in the Coffey Park area, and I'm noticing that it seems to be almost an increase in flights.

And in speaking with your FAA gentlemen here, it appears that northwest Santa Rosa corridor, even though they are coming in on the approach way, they loop off to circle in to come in, which leads them right over my neighborhood.

And I'm concerned about the noise levels increasing with the increasing number of flights. I'm concerned about larger planes coming in. So my issue is noise, noise, noise.

And I'm all for expanding this airport because, first of all, I fly a lot. I do enjoy the flying out of the airport, but I think we have to temper this with the comfort level of the local population, because this is

where people live, these are people's families. And I hate flying out of Oakland, San Francisco. Who wants to drive that? But I will do it if that means that people will be comfortable in my hometown.

So those are my concerns. And I just want to make sure that when the expansion is approved or accepted that the noise is really looked at. I've been hearing a lot about people who have been having issues with it, and I just want to make sure that Sonoma County stays as beautiful as it always has been, and I think we need to control noise. So that's my two-cents worth.

September 19, 2007

(The following comments were made September 19, 2007,
6:30 to 8:30 p.m.
at Piner High School
and reported by Christine L. Arneson, CSR #1690.)

(This is a written statement by Denise Wolmuth.)

My name is Denise Wolmuth, and I reside at 3205 Woolsey Road, Windsor, California. I live on 19 acres, along with my husband and four young children. I purchased the home on May 19, 2006, and have been dealing with the excessive noise from the airplanes since that time. I am very concerned about the expansion of the airport, but at this time, am especially concerned about the effect the current airport noise is having on my ability to use and enjoy my property. Because my home is within two miles of the airport, my family has been dealing with the airplane noise approximately 25+ times per day, and not only does it make noise, but it shakes my whole house, causes myself and my family to stop whatever we are doing, not to mention the effect it is having upon my farm animals. I am fearful that one day, an airplane will fly too low, and the noise will actually cause one or more of my windows to shatter. As a mother of four young daughters, and as a concerned citizen, living with this fear is unacceptable and intolerable. I appreciate that the airport claims that one of its goals is to “minimize aircraft noise,” however the Current Plan and the Master Plan seem to be missing the issue. Their “good neighbor” relationship is, at this time, lip service. Something needs to be done, and it needs to be done before the airport expands. As a homeowner, I own the airspace above the surface of the land for an indefinite distance. The low-flying planes (ascending and descending) are a public nuisance and a private nuisance. I understand that I am subject to some reasonable use by the airport of my air space, but it must be done in a manner that is just that, reasonable, and within the guidelines set by law. At this time, and based on the expansion plan, the use is nothing but unreasonable. The Sonoma County Airport must be willing to provide a compromise for the landowners that are within a two-mile radius and beyond, including but not limited to, the possibility of negotiating an open-space easement over private land, compensation for my property’s diminution in value and/or a complete abatement of use of the air space due to the dangerous and annoying manner in which it is currently being conducted. Thank you.

Kathi Spork

Just that as a business person in Sonoma County that travels, I would love to see the airport expansion as soon as possible. I feel like we have been told ever since we have moved here 13 years ago that in, quote, five years, we’ll have a longer runway, and we’ll be able to accommodate the airplanes that are needed, that need a longer runway. And 13 years later, now I read something about in 20 years we may have it. And I just think it’s ludicrous that Santa Rosa doesn’t have an airport similar to Ukiah’s airport, as an example. And if there is anything I can do as one person to expedite the process, be it get signatures, or, you know, show up at meetings or raise money, whatever, here I am. That is all I have to say.

Rick Spork

My name is Rick Spork. And as a person that has to travel to L.A. quite often to care for an elder parent, it is very frustrating and time consuming and extra expense for me to have to go to the freeway and travel to Oakland or San Francisco to take a plane to L.A. And I also think it is causing more pollution and

environmental damage to have people sit on the freeway to have to travel three hours to get a plane. And I feel that this area is definitely adequate enough to -- at least where the airport is, that it is not going to be causing any major environmental damage, and we need an airport here with regular transportation for the citizens, as well as business people.

Bill Davidson

We live very close to Jack London School. I have two kids, ages six and four, and we have been there since 1997 where we live. And we have enjoyed the air traffic that comes over our way. Normally when we hear planes, we run out the door -- especially the kids with the helicopters -- to see if they can recognize if it is either one of the Reach helicopters or Sheriff's helicopters or what type of plane or jet. The neighbor -- our neighbors, we talk about planes and stuff, and it doesn't seem to be an issue whatsoever.

I think as far as noise goes, I can understand people have concerns about noise, but I just tend to look at it more -- to me, chain saws and jack hammers are noise, but, you know, planes are a vital part of our life. A lot of things that our kids learn: Directions, they learn colors, they learn about air and how things fly based on the airport. And so I feel very fortunate that we have an airport. The expansion of the airport is something to me that is inevitable. I feel like the county will research what they need to do a good job, and listen to people's concerns, and I think -- my guess is they will act in the best interest of those involved. And I see this as a positive thing; I don't see it as a negative.

Kathleen Moore

I live off of Guerneville Road near Willowside, and I object to any runway expansion or airport expansion. And I hope the supervisors will read these comments. The airport already creates too much noise, in my opinion, and the airport management is not responsive to the neighbors' complaints.

Steve Carrozzi

My comment is that I am opposed to any more planes coming in than are already here. The noise -- we live on Wood Road -- 1990 Wood Road in Fulton. And the after-hours planes touch and go in the evening, late-night evening, drives us insane. And most of them are small-engine planes, very, very loud and noisy, and it is getting to be a nuisance. And I am curious if someone -- if they extend the airport, and they add these new loud planes, is someone going to treat us to new windows? Are they going to help us with the noise, or do we have to take care of that on our own?

It's a sad shame that Sonoma County is trying to expand with this 900 feet, especially aiming it at a high school. You hate to think what could possibly happen. I think sometimes you need to leave things alone. The corporate jets are already enough. Maybe those guys make too much money. Maybe they can buy themselves a nice bus to drive around in. I would wonder how they would like it if we were driving over the top of their head day in and day out. That is all I have to say.

Anonymous

We are very much in favor of the improvements out at the airport. The comments that we have read about, we have heard before that people complain about it, who have moved in. And they may have legitimate complaints, but I think they should be aware of the fact they are now living on a flight path next to an airport. So we have talked with a couple of people already. That is why we are here.

Marie Piazza

I am very excited at the prospect of increased flights from the airport. I have taken flights from the airport and found it very convenient and easy to use. My biggest concern is regarding the noise over residential areas and the safety involved with airplanes flying over residential areas. I feel that if those two things are satisfactorily addressed, then I could wholeheartedly support the expansion of the airport 100 percent.

Bob Geasland, 2804 Piner Road, 95401

My comment is that we support the airport, and we love the transportation accessibility. We don't support the higher decibel aircraft, the 87 decibel over the 67 decibels that we have now. And I would be opposed to the jet aircraft with the 87 decibels. Other than that, I support the airport.

Kathy McConnell, 6350 Starr Road, Windsor, CA 95492

I live at 6350 Starr Road, Windsor, 95492. My concern is I am not opposed to growth. I want smart growth, and do not want depreciation of my property value. And presently, at the 62- to 65,000 decibel level, I am okay with that, but jets of higher decibel levels I think would impair our quality of life in Sonoma county. My greatest concern is, I guess, overuse, or too many, too great of numbers of jets flying, and the decibel level.

Alan Stess

I think this is a superb idea, the expansion of the airport and the improvement of the airport. I think that from the big picture, this airport serves potentially a million people in the north bay. It is the most convenient airport for nearly a million people. If we remain static, we fall behind. It is a misnomer to think if you are static you stay in one place; but more population will come closer and closer to the airport. It will become more and more difficult to expand the airport. And when that happens -- we are the largest community between San Francisco and Portland, Oregon, and as a community that strives for greatness, this is what a great community needs to do. It needs to provide transportation for its resident population, provide transportation for its growing business community, and provide an opportunity for convenient access to people both domestically and internationally, who want to visit the magnificent county that we live in. The bottom line is that this is, I repeat, a superb idea.

Anonymous

I am not concerned about the number of carriers that come in daily. I am more concerned about the noise, the noise -- the decibels, overall decibels of the plane engine.

Anonymous

We are kind of concerned about the growth and the expansion of the airport, especially the area, because we live close by the airport. The noise and everything else, and how it's going to impact and how much. Also, it kind of concerns me, how it may or may not be used, based on the prior history. As I remember when we first got here, there were flights, and I believe that was United, and it got canceled out. And for about four or five years, there was no commercial air carrier or anything else. So it's another concern, the cost. Is it worth the cost? Would the money be better spent on widening 101 all the way down to Novato or Marin to be actually useful, or a train or something else where we would get more daily use out of it?

Anonymous

I have grave concerns about the impact on the quality of life for us on the west side of town. There are small farms, quiet areas. Houses have been there for 30 years, and suddenly there is going to be tremendous noise impact in a particular area.

I would be interested in lowering the Number of carriers that could be arriving, coming in -- I guess coming in, because at this point, it is 15 per day, by 2010, 21 per day projected is a huge impact on a small portion of Sonoma County that has not been impacted by noise in any way before this -- very quiet area. So that is my big worry.

It is disconcerting to realize that the air traffic pattern, the departures will be taking off south, even though that is the more populated area that will have a greater impact. Why are they not taking off to the north, which is not as densely populated as the southern area? I am not sure if I got those facts straight yet, but I am concerned about why that is happening, too. I think it is wind -- prevailing winds. Well, it doesn't matter. There are people there, too. So I think I would rather not put my name in right now, but I am going to become a lot more active, and I think it is time for the Airport Action Coalition to get back enforce. It's been gone.

Anonymous

I live in the city limits of Santa Rosa, and there are planes constantly going over my house -- most of them are departures. I would like to suggest that when the planes take off, they veer west so that they avoid the heavily populated areas of suburban Santa Rosa.

Sandra LaMantia

At the Tuesday, September 18, 2007 Draft Master Plan public meeting, the Airport Terminal Area Concept Plan diagram was on display for the public, but necessary information was missing or not included.

The concept plan shows possible future airport development for a new passenger terminal, five gates, and other terminal areas.

This plan revealed the footprint of the proposed future terminal building as a green/blue-colored rectangle, inside of a larger rectangle made by a series of black broken lines. I questioned staff if this larger rectangle was a Phase II for the proposed passenger terminal, for it was not labeled, but staff did not know. Gloria suggested that I ask the airport manager, John Stout, and I did.

Mr. Stout agreed that the larger box on the concept plan diagram was the second phase. This second phase has a much larger terminal building to support eight to ten gates. The larger terminal building, and eight to ten gates should be represented clearly in this terminal concept plan, and not just a suggestion of a larger terminal building, as it is presently. Otherwise, it could appear that the airport is piecemealing information to the public as they choose, and when they choose. Thank you.

Anonymous

My comment is I have a concern of the decibel level. And as I understand it, the regional jets that are going to be proposed to go along with this expansion have higher decibel levels. And the other item that I understand could be a future problem is that only three inches of asphalt added to the tarmac separate this airport from an airport that could except a Southwest multiple flights per day from what we have now, and what they are offering for the expansion. In other words, we could be going from five flights a day to 12 to 14, is the proposed plan now, and with a limit of 21. But if the Tarmac was improved to take heavier airplanes, we could potentially have more expanded commercial service to actually reach that 21, which I object to. It

seems that the Master Plan to expand the airport runway would be the main objective to getting to that final point, and adding three inches of asphalt to the Tarmac would just be icing on the cake. Once the expansion is completed, there would be nothing stopping the airport from having even more commercial flights per day than what they are projecting for the year 2030, which is 12 to 14.

Kathy McConnell, 6350 Starr Road, Windsor 95492

I am concerned about the environmental impact report and noise studies so that we get a baseline level, current level, of noise, and projected level of noise. And I also want to make certain that there is no transfer of noise, so not moving the noise from where it is now to some other new neighborhood.

September 20, 2007

(The following comment were made September 20, 2007,
6:30 to 8:30 p.m.
at Huerta Gym in Windsor, California
and reported by Kelly K. Lopez, CSR #7785.)

Ed Brady, Windsor, California

I'm against the proposal. I believe that the airport is being an unfair neighbor. There doesn't seem to be an overwhelming need for airport extension or more flights, given the number of nonservice that we had for years. The current service that is available and the airplanes that fly in and out of the airport now are noisy and low flying, and with the expansion it will only get worse. So as of today, I am against that, until they address my needs of how they are going to offset the congestion that's going to happen over my house, when my house was here before the airport.

Shannan Johnson

My name is Shannan Johnson. I live at 2555 Mark West Station Road in Windsor. And I have read the draft land use plan, and I've lived by the airport since 1992. What I would like to see from this, after having looked at how the airport has been developing over time, I would like to see that we get planes to Windsor that fit our airport, rather than build an airport to fit our planes. We haven't sustained regular air traffic here for 15 years. And the idea of spending taxpayer money to expand the airport doesn't really make sense to me. So many people in Sonoma County value the quality of life. And what we're going to bring is, is all the trouble we are having trouble managing already, which is water, traffic and land use issues, as well as water. So I would like to see the board of supervisors consider trying to get airplanes here that will fit on our existing runway. I understand they have to make the safety area bigger, and I am supportive of that, but I'm not supportive of expanding the runway. That's good.

Anonymous

What I'm concerned about is the noise factor with increased air flight potential, because I live in a residential community that is in the air flight path right now, so I'm concerned how much more that's going to be affected.

Gary and Debbie Mumm

Basically, I think that our biggest concern here, we'd just like to go on record as stating that we are highly opposed to any expansion of the airport that involves a safety zone over the top of a high school.

Mari Featherstone

Well, first of all, let me say that I am someone who lives within the radius of the airport, so I have air traffic directly over me, and it does create some noise. However, I just feel that wherever you live there's going to be something that's going to happen, and it doesn't really bother me. I don't find that adding additional flights or commercial flights will really make -- have that much of an impact. So, just as somebody who's close to the airport, I wanted to say that I'm okay with expanding the amount of air service that we have and, in fact, in bringing more in, because I do believe that, as a county, we can enhance what we offer our citizens and enhance others from around and make it more viable for Sonoma County. I believe that -- let's see. I wrote this down. I believe that having the connections so that you have a more viable airport are essential to the economic success of Sonoma County, from two or three perspectives. One, is from the perspective of redeveloping the high-tech industry, that for the high-tech industry it's important to be able to get in and out of the county because most of their business is located globally. And the idea of sitting two to three hours in a car to get to San Francisco or Oakland or Sacramento is a real challenge. Secondly, for those of us who even just live here, our ability to get in and out of places is an advantage. And then, finally, for the tourist industry, which is our second largest economic basis, being able to bring in tourists directly to Sonoma County is a huge improvement. So from those perspective, I think that it makes a big difference to have a viable airport in Sonoma County. I do think that keeping the plan flexible is really important, as well. I think that there seems to be -- in reviewing it, there seems to be some rigid parameters in terms of future growth, and that was based on some projections from ten years ago. So I think if we can put in more language that makes it more flexible, it would be good.

And then, finally, I think one of the advantages of the airport is that it takes cars off the road. And it's important to emphasize that, because so often we feel the negative of the noise and everything, but we don't look to the positives. And so I think the fact that we're taking cars off the road with each flight is environmentally good and, also, just helps in terms of congestion. So I think using that to promote the airport is probably something that has been wasted or not used enough to sell it. That's my comments. So I do approve of the plan, and I do hope that you get it passed.

Christina and Michael Raymond

We live in Vantana subdivision, and we're very worried about the future of the airport. Already, the three flights, four flights, are horrible, coming right over our house. Plus, the Bohemian club, all the jets. Plus, just the traffic all day long over our house, we don't even want to use our yard, and we have a beautiful yard, you know?

Plus, they fly so low. Tim might say they don't, but they do. And I'm disgusted that they don't feel that Windsor qualifies as a large enough community for the FAA to do a noise study. That is all we want to say. That's it in a nut shell. We're against expansion. We have enough planes with Horizon right now.

Katrina Small (Speaking for Pam Amante from Beach Comber Motel in Ft. Bragg)

I am here representing the Mendocino Lodging Association. They were unable to attend, and they asked me to stand in for them tonight, so I'm doing that for them. And for them, I want to say that they totally support the airport expansion or airport growth. They feel like the growth is going to help Mendocino County

lodging. It's going to help open it up so more people can come up not only to Sonoma County, but go on up into Mendocino County and visit the businesses there. And, you know, the people in Mendocino County have to drive so far in order to take a plane, and so this is going to be so much better for them. And the more flights that can open up and, eventually, the more destinations that the flights can go to, not only help Sonoma County, but Mendocino County also, and the business owners there, and the lodging association in particular.

Mike Merrill

So I'm Mike Merrill. I've lived in Windsor since 1988. My address is 9284 Vine Crest Road. And I've been a resident of Sonoma County since 1971. I'm very much in favor of the airport expansion and the increased service levels. I think it enhances the opportunity for the community to expand on its attraction as, really, a world-class vacation spot, and really develop a clean industry and preserve a lot of our natural beauty and life-style. So it's a great opportunity for that. Also, a great opportunity to take traffic off the road, because we obviously have a lot of gridlock. And the more people we can get in the air, the better. I'm happy with the expanded commercial service, know that it's an absolute necessity to do the expansion or the extension of the runway to add that extra margin of safety so that we can attract a few more airlines to come in. And I, living in the particular area that I do, happen to be under the flight path of the new airline, Horizon, because their aircraft goes, pretty much, over the top of my house. And I have to say it's incredibly quiet. I have had quite a history of private aviation, myself, and the larger planes, as a practical matter, are much more quiet than the smaller ones. And I think that's about all I have to say.

In general plans, it's incredibly important to set a broad scope that gives you an opportunity to work within that broad scope and have a forward looking vision as opposed to trying to hold back and kind of look in the rearview mirror in your planning. Many years ago, when we approached the airport issues in the general plan, we did just that. We took a very restrictive look and did our planning for the 21st century with our eyes firmly on the rearview mirror. So this time, we hope the Board of Supervisors won't make that mistake and have a broad vision looking forward.

Myrna Werder

I live in Oak Creek subdivision, which is right near the corner of Shiloh and Old Redwood. You know, it's on the east side of the airport. We are on the flight approach. I have called in several times for planes that have been real low, real noisy, you know, all the above. I've never gotten a person. I've only gotten an answering machine, so I've left my name and what I saw. I don't know anything about planes, so all I can do is say the time and kind of what it looks like. I don't know anything more about the planes, you know, the types of planes. But I do have a time, which in itself, it seems would give them plenty of information. I understand there's some kind of Web site that you can go on to, and if you say the time that the plane went overhead, and what kind it was, that they can tag it right there as to what kind it is, anyway, as to who it is.

Anyway, at the present time, yes, it's noisy. Okay. My concern is the additional traffic that is going to be down the line, and the bigger jets. I guess there's one there that is the equivalent to 737. My husband said he's never seen that one, but they say that those are running. My question is, why -- most of the people -- now it's a statement. Most of the people in Windsor live on the east side of the airport. Why can't the approach be on the west side where there's a lot of grapes and open land, et cetera, and not that many people? Why is it that that cannot be the approach, made the approach? I understand it has something -- that the wind, the direction that the wind is coming from, or whatever it is, has a lot to do with it; but then one of the guys over

there, that's a pilot, said basically the wind is not even an issue here. It's not like we're in a terrific wind pattern here. What it is, is that the tower tells them how to approach, and so they do it, naturally. Why is it -- and I realize that the tower can't just randomly say "now this time you take the other way." It's got to come down through the channels, to put it over onto the west side. But could we -- I just would like to voice my request that that be considered.

Paul Palmatier

Well, I think one of the major concerns I would have would be the noise issues of increased use of the airport, either in terms of the amount of flights per day, or the noise generation of each individual flight. I live about a mile south of the airport, and just west of the landing pattern for the main runway. And so over the past 18 years, there have been commercial flights on a couple of previous periods of time, some of which their take-off patterns were essentially right over the top of our house. And so as I've tried to learn more about the extension of the runway, there is not currently information about what this is going to be, the noise impact that this is going to have. In discussions with some of the people here, they've mentioned that the airport has some, but perhaps limited, ability to specify the noise factor of the planes they use. So that if they have a contract with Horizon, and they had multiple planes, that they may choose planes different from ones shown here at the airport. So we may have a plane shown to us here that creates one decibel level noise, but the airport doesn't have the ability to say they can't use that plane. So, therefore, hidden in all this process is what is going to be the noise impact. And I think that I, myself, would want to be certain that the expansion doesn't reduce the noise quality of those people who live within several miles of the airport.

Phil Lane

In support of. Couple reasons. Economic growth, tourism, jobs.

Mike Grover

Mike Grover doesn't like the large Horizon planes flying right over my house at three to 400 feet, close enough where I can see the pilot's face, as in Tuesday night. They're coming closer and closer. They are not flying at a thousand feet, like the airport manager says they're supposed to. Everybody in my 500-home subdivision is very upset, but obviously not upset enough to come in here, so I'll have to stir them up.

I guess the question is, this thing, all, is supposed to be a suggestion of what the FAA should be having them do. This is nowhere near my house. Why am I in the flight path? I'm on Flame Tree Circle in Windsor. I was never in the flight path when there was other carriers serving the area. Even the small corporate jets out of Apax Aviation, I know for a fact they are coming in too low. I can also see their faces. They seem to be using our Province subdivision as a turning point. Why are they not flying over the western edge of town where the sewage treatment ponds are? Why are they flying over the most highly populated area of the region? I mentioned Tuesday night, right approximately 6:30, seven o'clock, he was so low I could see the face of the pilot and some of the passengers.

Marc LaMantia

I really feel that the updated master plan is not transparent to the public in the aspect of the terminal size and amount of gates. At the meeting here they're only showing a gate, a blue box area with like four or five aircraft around it, when they're really -- they are proposing a Phase II of a terminal that is 78,000 square feet or more, with about 10 to 13 gates. And currently, now, if you look at the poster that they have up, nothing

indicates that. And it's very deceitful to the public, and not, you know, a full picture of the real picture of what they want to do. And that is just not right for the public.

Also, in the updated master plan there is no safety and noise abatement procedures or any call for any safety and noise abatement procedures, which is, again, very important to the community and the public. And I think a lot of the people have shown up to this hearing, from what I can tell, the percentage is more in favor or have been here for the topic of noise and safety. And I feel that issue has been really side-stepped here.

Also, too, the numbers they've used in this updated master plan are not factual. They are not supported. They're basically plucked from the air and not supportable. And this whole expansion and estimates on passengers and supporting the expansion is not supportable by the numbers. The Tristar report that they use is, for one, old and outdated. And the original methodology and numbers that are used are not accurate. Also, Tristar has a conflict of interest because they not only wrote that report, but then they were hired to do the marketing. So it's obvious they are going to write a good marketing report, because they're doing the marketing for the airport. And also, the own airport attacks the report. They contacted 31 different airlines, and presented a presentation to them. Only three out of the 31 responded that the runway was not long enough. That demonstrates that there is really not a need to extend the runway. And, again, that relates to they've had three failed airlines in the past. Horizon is new, and the numbers may seem good now, but there's a lot of promotional seating, a lot of subsidized seating, and a lot of promotional freebies. They got one point six million dollars to come in here, so when that runs out and everything runs out, will they be able to stand the weather and really, you know, be an airline, here, and support the updated master plan for the expansion?

Also, the Pilots' Guide put out is a total bogus document. Even the airport's own noise professional, Vince Matre, said the pilots will not follow it. And John Stout told the group, Good Neighbors Group of Sonoma County, and myself, that this brochure would really help the community with noise. And this has never happened. The community neighborhood guide is not honest to the public either. The airport has a way of omitting information until they want to inform the public, or even at all, just like in the updated master plan. The updated master plan has no mechanism in the master plan to halt expansion if not needed because of airline failure.

The Press Democrat reported the Board of Supervisors are going through with the expansion, even if the maximum flights allowed are not brought into reality. And it's more or less a "build it and they will come" kind of mentality.

We also need a current factual noise study conducted at the airport to substantiate the present noise contours. We also need a long-term detailed noise study of the surrounding community to evaluate noise and safety on the approach, and departures for at least a week long in the summer and one week in the winter. It is my understanding that the FAR, part 150, noise study is slated for the update master plan. And this study must be done to help protect the community. The current general plan ATE is supposed to drive the airport master plan, not the airport plan drive the general plan ATE. This master plan does not address the lack of security at the airport. Currently, the airport can only identify 25 to 30 percent of the aircraft that are reported for noise complaints. This is unacceptable, especially with the terror threat in the aviation sector.

Also, monies that will be needed to finance this possible disaster to the county is all coming from taxpayers, one way or another, federal or local. We need to look at the actual facts and not what business and commerce dictate.

Also not addressed in the master plan, nor the noise element, is helicopters. Helicopters are one of the biggest offenders in the community. And it's understandable that some of it is sheriffs, and REACH, and

they're doing a great service, which is great, but when they are training, they don't need to be doing it over populated communities and residential areas. They can go out somewhere else and do it. Also, on return trips from emergency calls, they could take more patterns back to the airport that are less obtrusive to the community, which would cut down at least 50 percent of the noise if they did that. And, basically, that's it for now.

Steve Penning

I'm for it all. I live in Windsor, I live right underneath the final approach for runway one four. And airplanes don't bother me at all. I do co-own a business at the airport, so --

The comments from the neighbors around my neighborhood and my friends and stuff are all positive towards the airport. As far as the extra noise around Windsor, I don't believe that. I think the newer airplanes that are coming into the area are much quieter, fly at higher flight paths, and I don't think we'll -- it's going to be quieter with the new improvements than it is now, so sure.

Sandy LaMantia

First of all, I'd like to say I'm against the airport extension. And the main reason is the cost that it will cost to build the extension. And I'm not sure that they can justify that cost, having three failed commercial airlines previously. I don't think that the extension is warranted. Also, I am concerned about the extension for noise, and there is no noise abatement. And I would like to see the airport have a long-term detailed noise study done. And by long term, at least 10 days or two weeks would be good.

I'd also like to have noise abatement and safety procedures to be included with a right-right approach to the airport to minimize noise over the airport's own identified noise sensitive areas. Also, I also would like future noise reduction alternatives and, based on the information gathered from the actual field measurements, possible action to reduce noise impacts and -- also with the noise monitoring, I want to make sure that they examine the low frequency noise events using the sea weighted decibel metric. I think that's it for now.

Jay Alman

I would like to see the plans include limitations on the size of the aircraft, limited to aircraft that will carry no more than 70 passengers, approximately 70 passengers, and limit the decibel levels to no more than 70 decibels. I'd like to limit the air traffic to areas that -- into narrow areas that keep the traffic patterns more focused over currently utilized areas, such as Highway 101. That's it.

Tim Slater

I wanted to be a pilot, practically from the time I looked up and understood what airplanes were. Studied hard. My parents told me I needed to be good in science, math, and geography, which I didn't get good at until after I started flying airplanes. But now I am a resident of Sonoma County, live downwind from runway three two, and look up and see airplanes coming and going all times, day, night. And I am so happy to have a community airport that I can't hardly stand it. I look at the jobs that it creates to help support the local community. I look at the service it provides in allowing the people who live here to get to other places easily, without having to go through the trouble of Highway 101. I look at the feedback that is provided to our students, in terms of aviation education, where they can come out and not only learn to fly, but they can see everything about how an airport runs and an airport works, right here, as opposed to many communities that have seen their airports disappear over the years.

I think that the job that this group of people has done to further the goals of the community by expanding

the airport, in terms of enhanced safety and utility for all users of the airport, while taking into consideration the concerns of the residents who live here and, indeed, under the flight paths of the airplanes, is commendable. They haven't gone overboard, requesting a 10,000-foot runway that would have 767 service to all points to the globe. But they have asked for improvements that will significantly expand where residents of this county and neighboring counties can go without the trouble and hassle of having to go to one of the Bay Area airports, or even Sacramento's airport. To that end, I think that they have considered all parties and attempted to come up with a compromise that meets everybody's needs as best they can.

(End of public comments.)

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