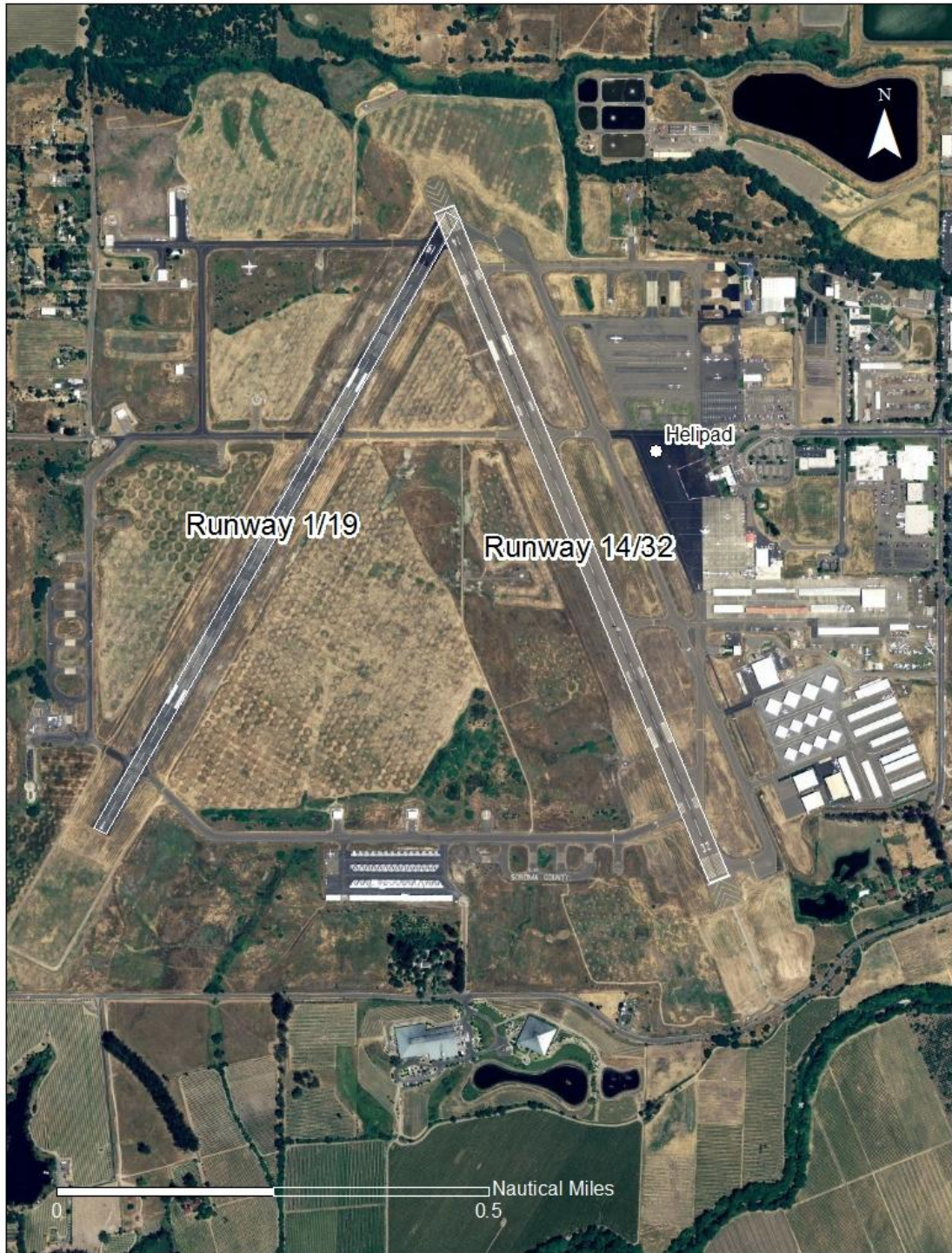


Figure 4-1  
CHARLES M. SCHULZ-SONOMA COUNTY AIRPORT AIRFIELD MAP



SOURCE: MGA/L&B (2011)

Discussions with airport and FAA ATCT personnel were used to determine runway use for the Airport. Time of day of operations is critical for determining CNEL as operations occurring between the hours of 7:00 pm and 10:00 pm are weighted by 5 dB, between the hours of 10:00 pm and 7:00 am are weighted by 10 dB. Tables 4-3 and 4-4 depict the percent of use by aircraft operation of primary INM aircraft types. Table 4-5 lists the Touch and Go allocations.

*Table 4-3*  
**DEPARTURE RUNWAY UTILIZATION – BASELINE 2009**

Aircraft Type	Runway 01	Runway 19	Runway 14	Runway 32	Helipad
737700	-	-	91%	9%	
BEC58P	3%	12%	57%	28%	-
CNA172	3%	12%	57%	28%	-
CNA182	3%	12%	57%	28%	-
CNA206	3%	12%	57%	28%	-
CNA208	3%	12%	57%	28%	-
CNA20T	3%	12%	57%	28%	-
CNA441	3%	12%	57%	28%	-
DHC6	3%	12%	57%	28%	-
GASEPF	3%	12%	57%	28%	-
GASEPV	3%	12%	57%	28%	-
PA30	3%	12%	57%	28%	-
PA31	3%	12%	57%	28%	-
S70	-	-	-	-	100%
SD330	3%	12%	57%	28%	-
A109	-	-	-	-	100%
B407	-	-	-	-	100%
B222	-	-	-	-	100%
R44	-	-	-	-	100%
EC130	-	-	-	-	100%
DHC830(Q400)	-	-	91%	9%	-
C130	-	-	91%	9%	-
OV10A	3%	12%	57%	28%	-
SD330	3%	12%	57%	28%	-
CIT3	-	1%	60%	39%	-
CL600	-	1%	60%	39%	-
<i>Table 4-3 continued</i> CNA500	-	1%	60%	39%	-
CNA510	-	1%	60%	39%	-
CNA750	-	1%	60%	39%	-

Aircraft Type	Runway 01	Runway 19	Runway 14	Runway 32	Helipad
EMB120	-	1%	60%	39%	-
EMB145	-	-	91%	9%	-
DO328	-	-	91%	9%	-
FAL20	-	1%	60%	39%	-
GII	-	1%	60%	39%	-
GIIB	-	1%	60%	39%	-
GIV	-	1%	60%	39%	-
GV	-	1%	60%	39%	-
IA1125	-	1%	60%	39%	-
LEAR25	-	1%	60%	39%	-
LEAR35	-	1%	60%	39%	-
MU3001	-	1%	60%	39%	50%

SOURCE: FAA, MGA/L&B (2011)

*Table 4-4*  
**ARRIVAL RUNWAY UTILIZATION – BASELINE 2009**

Aircraft Type	Runway 01	Runway 19	Runway 14	Runway 32	Helipad
737700	-	-	17%	83%	-
BEC58P	1%	4%	50%	45%	-
CNA172	1%	4%	50%	45%	-
CNA182	1%	4%	50%	45%	-
CNA206	1%	4%	50%	45%	-
CNA208	1%	4%	50%	45%	-
CNA20T	1%	4%	50%	45%	-
CNA441	1%	4%	50%	45%	-
DHC6	1%	4%	50%	45%	-
GASEPF	1%	4%	50%	45%	-
GASEPV	1%	4%	50%	45%	-
PA30	1%	4%	50%	45%	-
PA31	1%	4%	50%	45%	-
S70	-	-	-	-	100%
SD330	1%	4%	50%	45%	-
A109	-	-	-	-	100%
B407	-	-	-	-	100%
B222	-	-	-	-	100%

Aircraft Type	Runway 01	Runway 19	Runway 14	Runway 32	Helipad
R44	-	-	-	-	100%
EC130	-	-	-	-	100%
DHC830(Q400)	-	-	17%	83%	-
C130	-	-	17%	83%	-
OV10A	1%	4%	50%	45%	-
SD330	1%	4%	50%	45%	-
CIT3	-	1%	42%	57%	-
CL600	-	1%	42%	57%	-
CNA500	-	1%	42%	57%	-
CNA510	-	1%	42%	57%	-
CNA750	-	1%	42%	57%	-
EMB120	-	1%	42%	57%	-
EMB145	-	-	17%	83%	-
DO328	-	-	17%	83%	-
FAL20	-	1%	42%	57%	-
GII	-	1%	42%	57%	-
GIIB	-	1%	42%	57%	-
GIV	-	1%	42%	57%	-
GV	-	1%	42%	57%	-
IA1125	-	1%	42%	57%	-
LEAR25	-	1%	42%	57%	-
LEAR35	-	1%	42%	57%	-
MU3001	-	1%	42%	57%	-

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SOURCE: FAA, MGA/L&B (2011)

*Table 4-5*  
**TOUCH AND GO RUNWAY UTILIZATION – BASELINE 2009**

<b>Aircraft Type</b>	<b>Runway 01</b>	<b>Runway 19</b>	<b>Runway 14</b>	<b>Runway 32</b>	<b>Helipad</b>
BEC58P	3%	12%	57%	28%	-
GASEPF	3%	12%	57%	28%	-
GASEPV	3%	12%	57%	28%	-

SOURCE: FAA, MGA/L&B (2011)

The data shown in these tables was derived from discussions with ATCT personnel and FAA Radar data. These tables indicate that Runway 14/32 is the most used runway for arrivals and departures.

### ***Flight Tracks***

The FAA has established paths for aircraft arriving to and departing from the Airport. These paths are not precisely defined ground tracks, but represent a broad area over which the aircraft generally fly. To determine the location of these tracks, discussions with ATCT personnel and FAA radar data were obtained and analyzed for input into the INM. The resulting flight tracks are representative of the most common flight tracks used at the Airport. These tracks are not inclusive of all paths used by aircraft as they are designed to represent the most common paths used by aircraft arriving and departing the Airport. For purposes of noise prediction and analysis, including the determination of cumulative noise exposure levels, the flight tracks presented in this study accurately reflect all flight operations. Figure 4-2a depicts arrival tracks, Figure 4-2b depicts departure tracks, and Figure 4-2c depicts touch and go tracks.