

Charles M. Schulz SONOMA COUNTY AIRPORT

2290 Airport Blvd. Santa Rosa, CA 95403 Phone: 707-565-7243 FAA Identifier: STS





Coordinates: N38 30.58' W122 48.77'

Field Elevation: 128.7'

Runways: 14-32 6,000' x 150'

2-20 5,202' x 100'

TRAFFIC PATTERN ALTITUDES:

Small Aircraft 1,128' MSL (1,000' AGL) Large Aircraft 1,628' MSL (1,500' AGL)

AIR TRAFFIC CONTROL:

Santa Rosa Tower (707) 546-4294 Operating hours: 7am - 8pm local time

FREQUENCIES:

 Santa Rosa Tower
 118.50 (0700-2000 local)

 Ground Control
 121.90 (0700-2000 local)

 CTAF
 118.5 (When ATCT is closed)

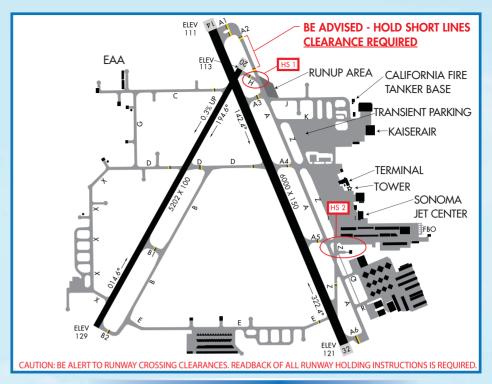
UNICOM 122.95

ATIS 120.55 (707-545-ATIS)

Oakland ARTCC 127.80

NOISE MANAGEMENT PROGRAM

Minimizing aircraft noise over residential areas and operating a safe and efficient air transportation system is a worldwide challenge. Charles M. Schulz Sonoma County Airport is located near the cities of Santa Rosa and Windsor. Courteous pilots can make a difference by flying as quietly as safety permits. Please help maintain a "Good Neighbor" relationship with the surrounding communities by following the recommended noise management procedures listed here.



AIRPORT SERVICES:

FUEL:

100LL - available 24 hours with credit card

JET A - available 0530 - 2300 and on a call-out basis outside those hours.

PARKING: tiedowns

LANDING FEES: None for GA up to 12,500 lbs., yes for GA over 12,500 lbs. and

commercial operators

KAISERAIR - SANTA ROSA JET CENTER

(707) 528-7400 Frequency 129.725 **SONOMA JET CENTER** (707) 523-2800 Frequency 131.375

RESTAURANT AT AIRPORT

Sky Lounge (707) 542-9400

OTHER SERVICES: avionics services, air cargo, charter flights, flight instruction, aircraft rental, aircraft sales, parachute services, aircraft maintenance repairs up to Part 141 services See website for additional service provider information.

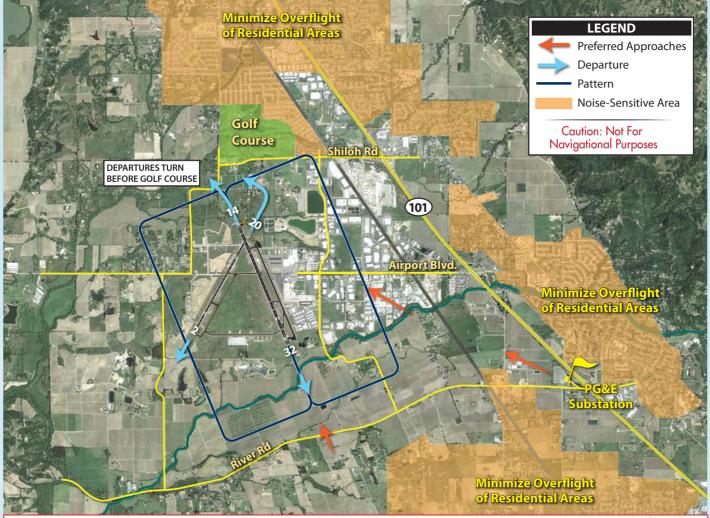
FLY NEIGHBORLY SUGGESTIONS*

Jet Operators are requested to follow the noise abatement recommendations as outlined by the aircraft manufacturer and suggested by NBAA.

Helicopter Operators are requested to reach an altitude of 625' MSL (500' AGL) prior to leaving Airport boundaries.

Constant Speed Propeller Aircraft reduce high rpm settings as soon as practical.

*Pilots are responsible for safe operation of their aircraft. None of the above suggestions override safety - SAFETY FIRST!



NOISE ABATEMENT PROCEDURES SHOULD BE USED ONLY WHEN CONSISTENT WITH THE SAFE OPERATION OF AIRCRAFT.

DEPARTING AIRCRAFT:

- Delay turns until clearing the runway end and reaching an altitude of at least 625' MSL (500' AGL).
- Climb at best angle until crossing airport boundaries and then climb at best rate of climb.
- If able, reduce power and rpm when reaching the airport boundary and remain as high as practical over residential areas.

APPROACHING AIRCRAFT:

 Remain as high as practical until intercepting the PAPI or glideslope unless otherwise directed by ATC.

SOUTH FLOW:

 Wind permitting, aircraft are requested to use Rwy 20 for departure operations and Rwy 14 for arrival operations.

Arrivals from the east

- Overfly the PG&E substation located 2.5 miles east of the Airport to minimize flight over residential areas.
- Expect a left downwind to Rwy 14.
 Maintain a Standard pattern when maneuvering east of the Airport.
- Complete base turn south of Shiloh Rd.

NORTH FLOW:

 Wind permitting, aircraft are requested to use Rwy 32 for departure and arrival operations.

TOUCH-AND-GO OPERATIONS:

 Touch-and-go/stop-and-go operations are discouraged between 2200 and 0700 Monday through Saturday and 2100 to 0900 Sundays and holidays.



ATC REQUESTS.

- Pilots should be aware that U.S. Hwy
 101 is oriented northwest-southeast
 when reporting aircraft position and
 altitude. Frequently, aircraft located
 southeast along Hwy 101 incorrectly
 state their position as being south (instead
 of southeast) of the Airport. This may
 lead to ATC delay in visually acquiring
 aircraft and negatively impact safety.
- Read back all tower and ground control taxi and hold short instructions.
- Utilize standard traffic pattern entries as indicated in the AIM, FARs, and appropriate ACs.

AIRCRAFT NOISE LIMITS:

Pilots are requested to ensure that their operation complies with these limits prior to operating at the Airport. Pilots are responsible for determining compliance with these noise limits:

Daytime Noise Limit (0600 - 2200L): 83.2 dBA Nighttime Noise Limit (2200 - 0600L): 72.0 dBA

The noise limits are based on departure noise levels as published in Advisory Circular 36-3. For a copy of the most recent AC 36-3, see:

www.faa.gov/regulations_policies/advisory_circulars/

Pilots are requested to operate their aircraft at the most reduced power settings in the traffic pattern or while entering the pattern consistent with safety.

NOTES:

Airport does have California Department of Forestry operations from mid-June through early October that may include fire bombers up to DC-6 sized aircraft.

Aircraft noise limits are not applicable to emergency and government service aircraft.

