



**COUNTY OF LAKE
BOARD OF SUPERVISORS**

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October 22, 2024

Honorable Lynda Hopkins, District 5 Supervisor
C/o Sonoma County Administrative Office
575 Administration Drive, Ste 104A
Santa Rosa, CA 95403

RE: Charles M. Shulz Sonoma County Airport (STS) Approach Feasibility Study

The County of Lake values economic opportunity brought to our greater region through Sonoma County's efforts to grow usage of the Charles M. Schulz Sonoma County Airport (STS). We also value the opportunity to provide input on the STS Approach Feasibility Study, and most specifically, the Flight Procedures Study. You will appreciate, as a neighboring county, residents in the Cobb and Middletown communities are affected by approach/departure air traffic, and particularly traffic originating from Runway 14 (RWY 14).

Air traffic over southern Lake County has been steadily increasing as STS has become an important commercial air transportation hub serving the North Bay. RWY 14-associated air traffic arrivals/approaches have brought large jets directly over the southern portion of Lake County, specifically Middletown and Cobb in an east to west direction (*departures will be addressed in a future study*).

As you will be aware, this traffic follows a specific highway in the sky, where waypoints are used to roughly "stay in the lane." The altitude/height in which the aircraft must stay is determined by the controller in charge of the airspace the aircraft is in. In this case, the aircraft would be in communication with the control center out of Mather, CA; it is in charge of airspace 23,000 feet and below. Once the aircraft reaches the controlled airspace of Charles M. Schultz airport, the control is handed over from Mather to Santa Rosa.

It is expected air traffic will only increase over time, creating more noise pollution over the serene, historically quiet, populated areas of the southern portion of our county. The County of Lake therefore requests STS consider the following.

SUGGESTED MITIGATING FACTORS

Altitude Factors: We request STS increase your shallow-angle approach of 3.0% to their available option of 3.5% (see *excerpt noted below*) for RWY 14, to increase altitude of aircraft approaching on V-301 over southern Lake County on a continuous descent approach. Additionally, we request TRACON adjust altitude upward closer to the 23,000-foot ceiling for aircraft control on approach to STS. Increased altitude reduces noise by keeping aircraft further overhead. Again, it is noted this ceiling may now be only 18,000 feet instead of 23,000 feet.

Stricter Vector Adherence: We request pilots stay on centerline of vectors being used. Perhaps using more/different waypoints for better accuracy. This will keep air traffic further south of us, and further north of us – over lesser populated areas.

We appreciate your earnest consideration of these recommendations, as they have the potential to meaningfully reduce noise pollution in populated areas of southern Lake County. STS is a remarkable regional resource, and attending to details such as these will ensure economic and other benefits are realized while minimizing negative effects on residents.

Sincerely,

Bruno Sabatier, Chair
Lake County Board of Supervisors