SECTION C
INDIVIDUALS COMMENTING ON THE DRAFT EIR

Section C1
Individuals Submitting Written Comments

COMMENT LETTER C1 – EMAIL SUBMITTED BY PATTI FOSTER

> Great spread in todays PD. Just one little note....."We hear
> that you do not want a sprawling hub airport in the County" - YOU
> DIDN'T HEAR THAT FROM ME! We want one!
>
> Sonoma County has allowed hotels that only out of towners can pay
> for to be built. We have restaurants that many can only dream
> about visiting. We have celebritiy winery and business owners
> who are a big draw to this area.
>
> We need more flights to Southern California for family vacations
> - different destination than LAX.

1

> We live in the flight pattern and are thrilled to do so.
> I served on the Sonoma County Grand Jury for 2 1/2 years during
> discussions of the High School location.....which came first the
> Airport or the School and neighboring homes?
>
> Sonoma County needs the revenue that a larger Airport could
> generate. We are a #1 Tourist Destination....let's start acting
> like it!
>
> GROW STS GROW!
>
> Next stop for me.....Airport Land Use Commission.....it's time
> to step up Sonoma County.

RESPONSE TO COMMENT LETTER C1 - EMAIL SUBMITTED BY PATTI FOSTER

C1-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C2 – EMAIL SUBMITTED BY MARY CARRAO

1 I am a former resident of San Diego. I used to fly there from Sacramento. It became too much trouble, too far to travel from Fort Bragg and too confusing with all the new construction going on. A non stop flight from your airport to San Diego would be ideal. I'd pay any price! Here's hoping.

RESPONSE TO COMMENT LETTER C2 - EMAIL SUBMITTED BY MARY CARRAO

C2-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C3 – EMAIL SUBMITTED BY CINDY K BUCKLES

Comments: As much as I like traveling out of STS I would be opposed to an expansion of the airport if the flight pattern flies over my home. I live in the hills above Mark West. The noise would drive me crazy and ruin the bucolic nature of our quiet neighborhood. Hopefully this will not be the case!!

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RESPONSE TO COMMENT LETTER C3 - EMAIL SUBMITTED BY CINDY K BUCKLES

C3-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

The existing flight tracks for all aircraft are presented in Figures 4-2a and 4-2b on pages M-38 and M-39 of Appendix M of the Draft EIR.

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COMMENT LETTER C4 – EMAIL SUBMITTED BY DAVID R. FREEBAIRN

As of July 31, 2011, there are 3,894 members of the Church who live in the Santa Rosa, Sebastopol, Windsor, and Healdsburg areas. I'm intentionally not commenting about Church members in Rohnert Park or other areas as I do not have their statistics. The association with Utah includes attendance at general conferences, students attending Brigham Young University, workshops and seminars offered by BYU, and attendance at BYU sports events, as well as other activities throughout the year. In addition, many members have ties to family in Utah. 1

Currently the choices for travel are: driving personal vehicles; Amtrack; plane - which includes driving to Oakland or San Francisco.

While I cannot promise that Church members will take advantage of service from Charles M. Schulz - Sonoma County Airport from Santa Rosa to Salt Lake City (it needs to be competitive in cost as well as in time), I believe it is worthy of your consideration.

RESPONSE TO COMMENT LETTER C4 - EMAIL SUBMITTED BY DAVID R. FREEBAIRN

C4-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C5 – EMAIL (1) SUBMITTED BY PAT MOFFITT

1 I would like to know what properties north of the airport is being looked at to purchase by the airport.

RESPONSE TO COMMENT LETTER C5 - EMAIL (1) SUBMITTED BY PAT MOFFITT

C5-1 This comment does not specifically address the analyses contained in the Draft EIR.

Table 3.2-1 on page 3.2-7 of the Draft EIR identifies the properties north of the Airport for acquisition as a short-term project element. These properties, which include the assessor parcel numbers of 164-170-011, 164-170-010, and 164-170-004, are in Area 1, which is shown in Figure 3.2-3 on page 3.2-8 of the Draft EIR.

Table 3.2-2 on page 3.2-9 of the Draft EIR identifies the properties north of the Airport for acquisition as a long-term project element. These properties, which include the assessor parcel numbers of 164-150-025, 164-160-002, 066-220-042, are in Areas 6, 7, and 8, respectively, which are shown in Figure 3.2-4 on page 3.2-10 of the Draft EIR.

COMMENT LETTER C6 – EMAIL (2) SUBMITTED BY PAT MOFFITT

1 I would like to complain about FEDEX when they come in to land they fly from the east in front of my house to the runway. This is not the normal fly travel by other airplanes why can they get away with this approach.

RESPONSE TO COMMENT LETTER C6 - EMAIL (2) SUBMITTED BY PAT MOFFITT

C6-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding FedEx aircraft is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

The FAA is solely responsible for the vectoring and sequencing of aircraft within the airspace approaching the Airport. Once aircraft are near the Airport they are required to fly established procedures in the air traffic pattern to ensure a safe and orderly approach to landing. Although the FAA and the Airport coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved and implemented by the FAA.

The existing flight tracks for all aircraft are presented in Figures 4-2a and 4-2b on pages M-38 and M-39 of Appendix M of the Draft EIR.

COMMENT LETTER C7 – EMAIL SUBMITTED BY PAUL STIMSON

1 Comments: I feel the improvements to the runway system at KSTS will benefit the local economy with increased commercial jet traffic and make the airport safer for departing and arriving flights both commercial and private.

RESPONSE TO COMMENT LETTER C7 - EMAIL SUBMITTED BY PAUL STIMSON

C7-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C8 – EMAIL SUBMITTED BY DAVE BASSIGNANI
Page 1 of 2

Hello,

I have lived in Sonoma County since birth, 58 years now. I took my first flying lesson at Let's Fly/Redwood Aviation on July 1, 1969, between my sophmore and junior year in high school. I have flown for many different business located in Sonoma County over the many decades, and I currently fly a corporate jet for a company in Petaluma. I also flew for the CDF for 15 years, as well as flight instructed out of Let's Fly and Nation's Flight Service from 1975 thru 1985.

1 Speaking specifically to the proposed expansion of the runways at Santa Rosa, I can attest to the great development of aircraft and engines, more specifically the jet engine. Over the past several decades the jet engine has become extremely efficient. The jet engine is very light in weight and more powerfull than a piston engine. Engine manufacture's have done three specific things to the jet engine that makes it highly desireable to operate out of Santa Rosa.

2 First, they have cleaned up the visible exhaust output, second, they have made great strides in noise reductions, and thirdly, they have made them extremely fuel efficent. Todays generation of jet engines are, to put it simply, damn good.

3 Also keep in mind that, as Horizon does, flights won't be leaving until 6:30-7am or so, and last flights will probably end at 7-8pm or so. There won't be any San Francisco Airport type of operation because the area/current location simply doesn't and probably never will support a situation as such.

4 There are also Noise Abatement procedures that can be designed to allow aircraft to operate safely and efficiently while being sensitive to the surrounding neighbors.

5 The County can really benefit from the jobs this construction

1

COMMENT LETTER C8 – EMAIL SUBMITTED BY DAVE BASSIGNANI
Page 2 of 2

5 project would add. Tourism from a far greater reach will be there because with the jet you can travel farther distances. The overall taxes generated from the construction project, Jet-A fuel sales, Tourism, and addition of jobs will be increased.

6 Also remember that the FAA assists in funding this project, which is like money in the bank to the County.

7 Remember too, that you now have a great restaurant and new terminal, car rental agencies, and near-by Hotels and Restaurants, why not maximize those benefits! How fantastic all that is!

8 There is absolutely no reason why this can't be done in a very safe, efficient, and friendly manner. I support this project a thousand percent.

I invite you to contact me with any further comments, I look forward to being an assistant to you and the community.

Sincerely,

David M. Bassignani

RESPONSES TO COMMENT LETTER C8 - EMAIL SUBMITTED BY DAVE BASSIGNANI

C8-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the development of jet engines is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C8-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding noise reduction and fuel efficiency of jet engines is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C8-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding future flight schedules at the Airport is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C8-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding noise abatement procedures is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C8-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the overall tax benefit of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C8-6 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding FAA funding is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C8-7 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding hospitality benefits is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C8-8 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C9 – EMAIL SUBMITTED BY PAM CHANTER

1 Comments: Small businesses can utilize the East West Denver hub as many of us work with suppliers and service companies that we visit and visa versa, located on the East Coast and Midwest.

RESPONSE TO COMMENT LETTER C9 - EMAIL SUBMITTED BY PAM CHANTER

C9-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C10 – COMMENT CARD (1) SUBMITTED BY ROBERT SHIPERLY
Page 1 of 3

FROM : ROBERT SHIPERLY PHONE NO. : 707 528 9602 Sep. 06 2011 05:27PM P1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: ROB SHIPERLY rshiperly@sbcglobal.net

Organization: _____ Title: _____

[redacted]

City: SANTA ROSA State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

1 We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

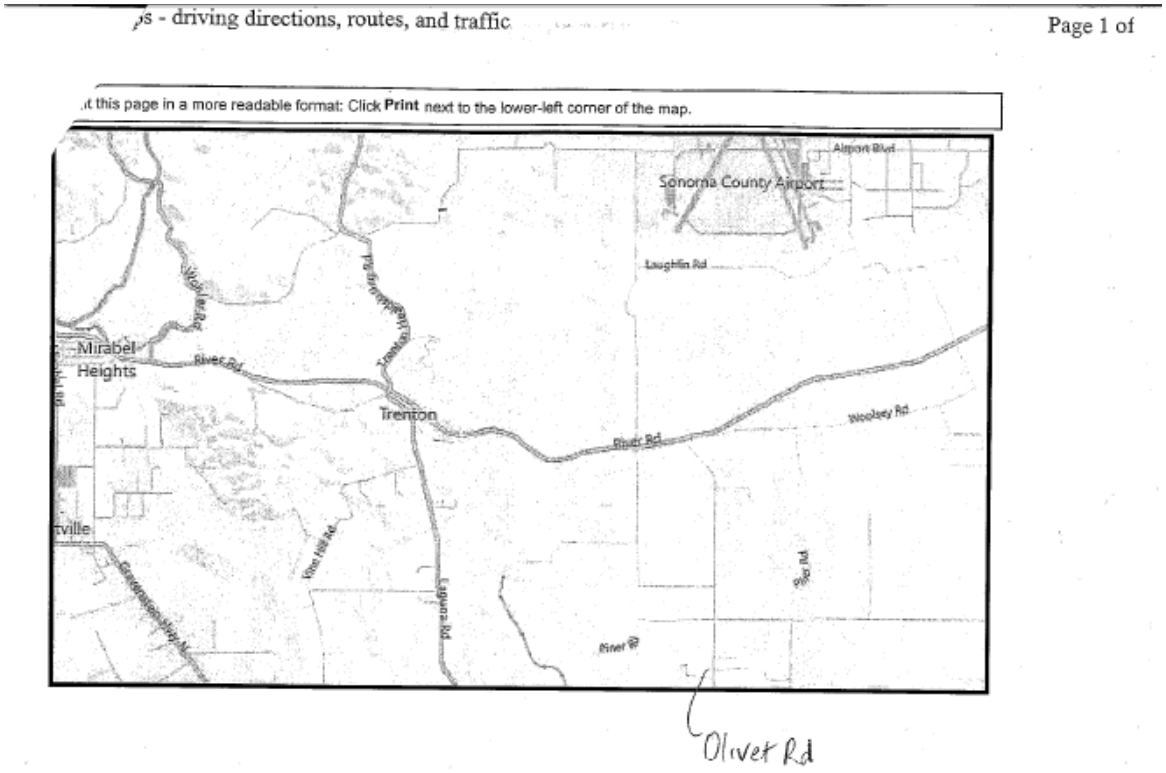
9/16

Comments will be accepted until 5:00 pm PDT on September 19, 2011 and may be submitted via mail, email or fax with attention to: Crystal Acker, County of Sonoma Permit and Resource Management Department, 2550 Ventura Avenue, Santa Rosa, CA 95403; Email: crystal.acker@sonoma-county.org; Fax: (707) 565-1103.

www.sonomacountyairport.org

(1) Meeting w/ Jon Stout (2) Provide dates for last day of public comment (3) Provide dates of upcoming meetings where he can participate

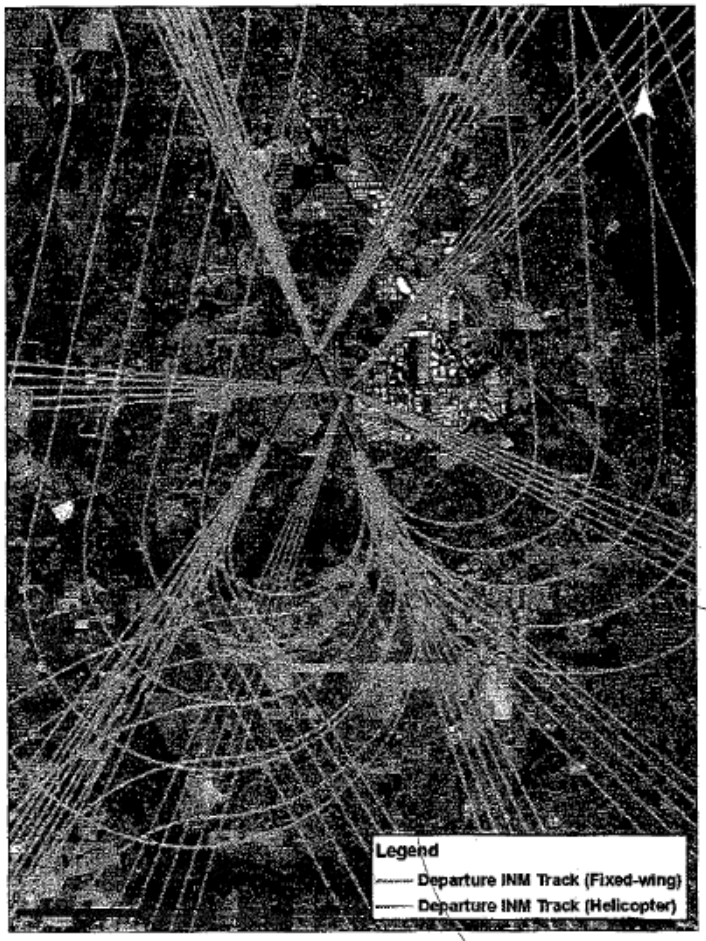
COMMENT LETTER C10 – COMMENT CARD (1) SUBMITTED BY ROBERT SHIPERLY
Page 2 of 3



COMMENT LETTER C10 – COMMENT CARD (1) SUBMITTED BY ROBERT SHIPERLY
Page 3 of 3

FROM : ROBERT SHIPERLY PHONE NO. : 707 528 9602 Sep. 06 2011 05:13PM P1

Figure 4-2b
BASELINE 2009 INM DEPARTURE FLIGHT TRACKS



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

2433 Olivet

goal:
planes go out farther before banking right over River Rd.

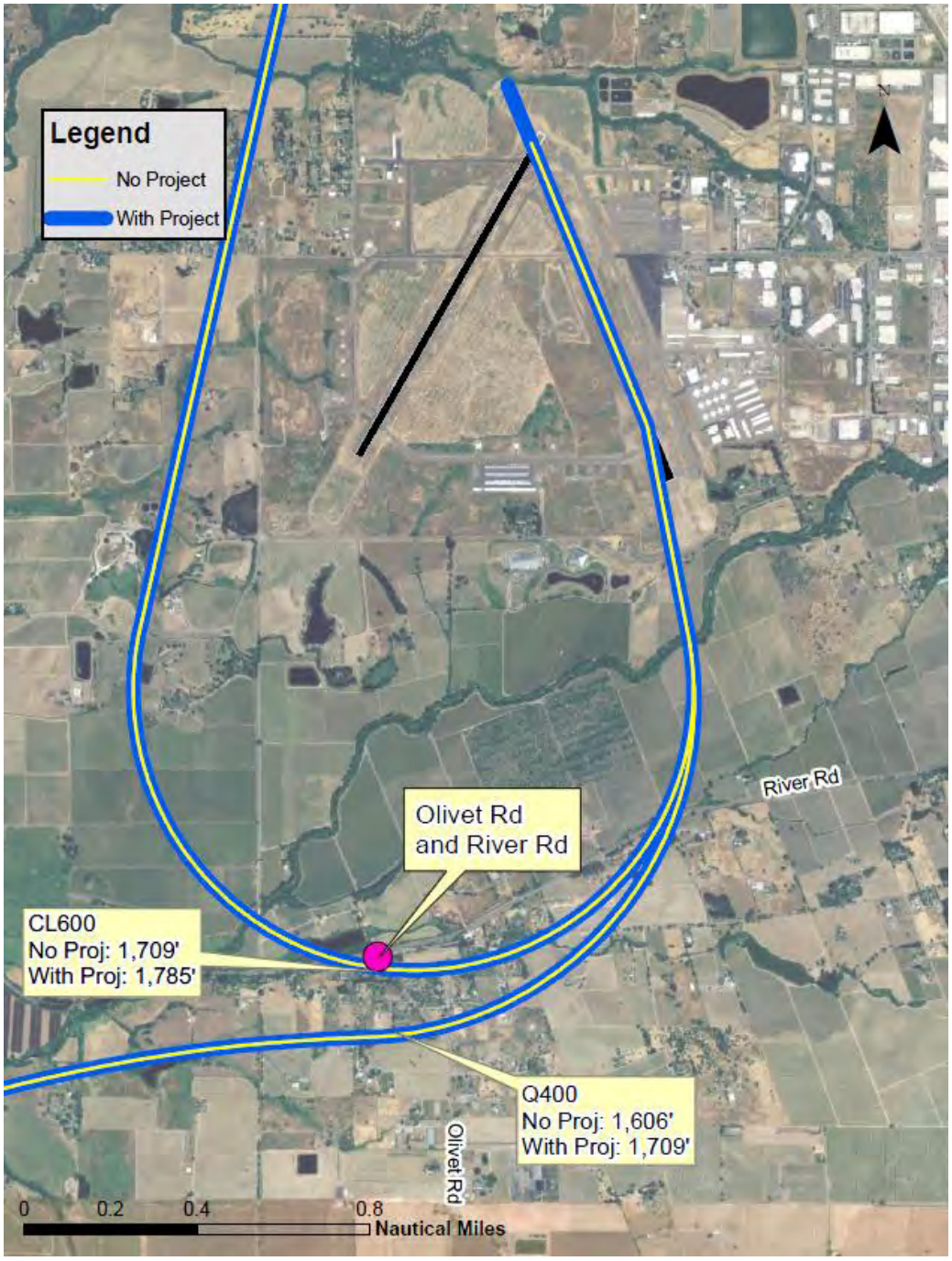
M-39

RESPONSE TO COMMENT LETTER C10 - COMMENT CARD (1) SUBMITTED BY ROBERT SHIPERLY

C10-1 The commenter's concerns over noise associated with project-related aircraft to the south and southwest is acknowledged. Because the start of the takeoff roll would be further north with the Proposed Project compared to without the Proposed Project, the aircraft that would fly over the River Road / Olivet Road intersection would be at a higher altitude with the Proposed Project compared to without the Proposed Project. Thus, starting the departure 885 feet further to the north would enable the Q-400 aircraft (the type flown by Horizon) to be 103 feet higher with the Proposed Project compared to without the Proposed Project. Similarly, the CL-600 aircraft (Challenger 600, a business jet aircraft) would be about 76 feet higher with the Proposed Project compared to without the Proposed Project. **Figure C10-1-1** on the next page provides a comparison of these flight tracks.

It is important to note that the FAA is solely responsible for the vectoring and sequencing of aircraft within the airspace approaching the Airport. Once aircraft are near the Airport they are required to fly established procedures in the air traffic pattern to ensure a safe and orderly approach to landing. Although the FAA and the Airport coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved and implemented by the FAA.

Figure C10-1-1
FLIGHT TRACKS OF THE Q-400 AND THE CL600 AIRCRAFT NEAR THE RIVER ROAD / OLIVET ROAD INTERSECTION



SOURCE: L&B, 2011
PREPARED BY: L&B, 2011

COMMENT LETTER C11 – EMAIL SUBMITTED BY VIVIAN BERNHART

1 Comments: My husband and I have flown out of Sonoma County Airport on two occasions on Horizon Airlines. We very much appreciated the convenience and ease afforded by having a local airport and hope that the plans for expansion of the airport and number of flights is successful. The county is growing and having a larger airport, with more cities served, would be advantageous to both visitors and to the growing number of residents in Sonoma County. (We hate the trek to SFO) Good luck.

RESPONSE TO COMMENT LETTER C11 – EMAIL SUBMITTED BY VIVIAN BERNHART

C11-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C12 – EMAIL SUBMITTED BY DAVID CARLSON

1 Comments: Get-r-done! Would be great to get a 737-900 in here. direct transcontinental, hawaii etc. Let me know what I can do to help. I'm retired aero engineer..be glad to help if I can.

RESPONSE TO COMMENT LETTER C12 – EMAIL SUBMITTED BY DAVID CARLSON

C12-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C13 – EMAIL SUBMITTED BY LOREN COOPER

1 Comments: I am in favor of lengthening the runways to accomodate regional jets. Sonoma County has a population of 500,000 people now and deserves to have a modern airport with service to more cities. In particular, I would love to see flights to Orange County.

RESPONSE TO COMMENT LETTER C13 – EMAIL SUBMITTED BY LOREN COOPER

C13-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C14 – EMAIL SUBMITTED BY PATTY HAYNES

1

This comment is just to let you know that as business owners in Sonoma County who travel frequently on business, my husband and I are in full support of expanding service to the Sonoma County Airport. Our county has grown to a size that we should have more air service to more destinations. If you build it they will come!
Thank you,
Patty Haynes

RESPONSE TO COMMENT LETTER C14 – EMAIL SUBMITTED BY PATTY HAYNES

C14-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C15 – EMAIL (1) SUBMITTED BY DARRYL E. LAXO

We appreciate the effort to inform the public and to solicit our comments about the proposed airport expansion.
We do have our doubts that our opinion really matters, but we will make the effort to be heard.

1 Why does the project not extend the runway to the south, where there is no residential area, and maintain the current landing point at the north end? That would avoid the need to lower the flight path over the residential area (and the high school).

2 I read an earlier report of what was being planned. It sounds like an economically good thing for the area. Unfortunately, it does not sound like such a good thing for us local residents who live under the current flight path.

3 My calculations indicate that a 1,000 foot extension of the runway to the north will lower the flight path about 100 feet below the current elevation. That alone is going to increase the noise and increase the hazard for the residents (and students at the high school) under the flight path. That is 100 ft less maneuvering space for an aircraft in trouble. Add to that the increase in heavy aircraft traffic and it is going to get real uncomfortable (noise and safety concerns) down here.

4 We appreciate the convenience of having the airport close by, but we do not want the aircraft landing in our neighborhood.

We hope to see this issue addressed in the future EIRs.

Darryl E. Laxo, P.E.
Windsor/Vintana Resident

RESPONSES TO COMMENT LETTER C15 – EMAIL (1) SUBMITTED BY DARRYL E. LAXO

C15-1 The potential of extending the Runway 14/32 to the south was evaluated early in the Master Plan Update process. However, this would not result in decoupling the approach ends of Runways 14 and 19, which is one of the primary objectives of the Proposed Project.

It also is important to note that an extension of Runway 14/32 to the south would result in the need to realign Laughlin Road and would result in impacts to Mark West Creek, which provides habitat for protected salmonid species. It is likely that these impacts would be considered significant by the National Marine Fisheries Service and would require extensive mitigation to ensure that impacts to protected salmonid species would be reduced to a less-than-significant level. In fact, any extension of more than 150 feet to the south would result in impacts to Mark West Creek.

In addition, extending Runway 14/32 to the south would require redesign of the precision instrument approach and relocation of the 2,500-foot long approach lighting system. This would require acquisition of additional property and further effect Mark West Creek. As a result of this information, the County, through the Master Plan Update process, focused on an extension of Runway 14/32 to the north.

C15-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the flight paths associated with the Airport is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C15-3 The commenter is correct in noting that the flight path for aircraft approaching on Runway 14 would be lower with an extension of Runway 14/32 to the north. With a 20:1 glide slope associated with an approach to the end of Runway 14, an extension of 885 feet would result in the elevation of aircraft to be about 45 feet lower than the existing elevations of aircraft on approach to the end of Runway 14, not 100 feet lower as suggested by the commenter. A 20:1 slope is the standard approach path used by aircraft under visual conditions. Runway 14 is equipped with a VASI, a type of visual approach aid, which is set for a 3° glide path. Only under visual conditions is the 20:1 slope required by aircraft. The change in elevation is incorporated into the noise analysis in Section 3.10 of the Draft EIR and the noise contours to the north of the Airport reflect the change in elevation for aircraft approaching the end of Runway 14. However, this change in elevation would not cause any existing safety concerns since it does meet the FAA‘s criteria.

C15-4 These comments do not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding the convenience of the Airport and the comment regarding the safety of the neighborhood are acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C16 – EMAIL SUBMITTED BY RENEE LOPILATO

I support the carefully planned expansion of the Schulz Airport as described in the PD today; I have taken flights to all 4 cities from SR and suggest adding one more flight to LAX later in the morning and a direct flight to Phoenix. 1

Thanks,

Renee

RESPONSE TO COMMENT LETTER C16 – EMAIL SUBMITTED BY RENEE LOPILATO

C16-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C17 – EMAIL SUBMITTED BY BRIAN MOE EMAIL
Page 1 of 11

1 Sonoma County supervisors and airport leaders have for many years been stuck on the idea that longer runways are needed to accommodate regional jets. At one point, that might have been a valid consideration. In the meantime, however, current events and industry practices have left local plans in the past. It's time to update some assumptions. Airlines are ditching regional jets in large numbers because they have become inefficient to operate compared with larger jets as well as with turboprops. Our own local carrier, Alaska/Horizon, has jettisoned ALL of its small Bombardier regional jets in favor of a fleet that's all 737 jets and Q400 turboprops. The Boeing Co. expects the use of regional jets in the next 10 years to fall to a 5% share of airline fleets, down from 15% last year. I would encourage you to do some research and not waste taxpayer dollars on ideas that are 10 years out of date.

2 A further problem with lengthening the runways only to the north means neighborhoods in Windsor will be adversely affected by aircraft flying lower over residential areas and over Windsor High School.

http://www.centreforaviation.com/news/2011/06/17/boeing-doesnt-think-much-of-regional-aircraft-future-forecast-part-ii/page1

http://marginalrevolution.com/marginalrevolution/2005/11/the_rise_and_fa.html

http://www.atraircraft.com/media/downloads/Regional%20Market%20Outlook%202010-2029.pdf

1

Centre for Asia Pacific Aviation



Boeing doesn't think much of regional aircraft future: Forecast Part II

17th June, 2011

© Centre for Asia Pacific Aviation

One of the major take-aways from the latest Boeing (/profiles/suppliers/boeing) Current Market Outlook is its prediction about a diminishing role for regional jets. While it sees no drop in mainline aircraft lifespans, it does say the regional jet fleet lifespan may be about 16 years compared with the 23 to 24 years for single and twin-aisle jets.

In addition, it suggests that after rising to 15% of the current fleet, regional jets will constitute only 5% of the fleet by the end of the forecast period and may be eliminated from some regions such as the Middle East where Embraer (/profiles/suppliers/embraer) has had success with its E-Jets.

Fleet mix changing



Source: Boeing

Regional (/profiles/airlines/regional-vs) jets to be 2% of market value

COMMENT LETTER C17 – EMAIL SUBMITTED BY BRIAN MOE EMAIL
Page 3 of 11



Source: Boeing

11% of demand

North America
Key indicators and new airplane markets

Growth measures	
Economy (GDP)	2.7%
Traffic (RPK)	2.9%
Cargo (RTK)	4.8%
Airplane fleet	1.7%

Market size	
Deliveries	7,530
Market value	$760B
Average value	$100M

	New airplanes	Share by size
Large	50	1%
Twin aisle	1,110	15%
Single aisle	5,540	73%
Regional jets	830	11%
Total	**7,530**	

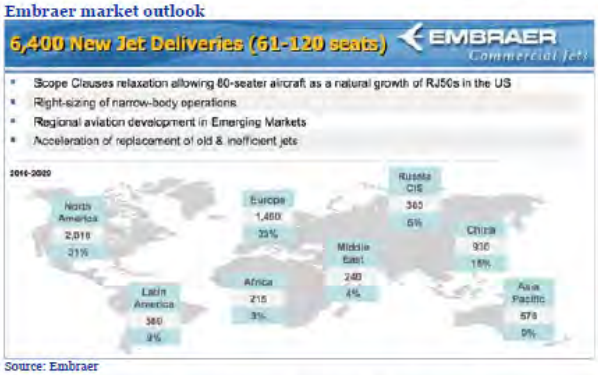
	2010 Fleet	2030 Fleet
Large	110	140
Twin aisle	1,000	1,630
Single aisle	3,720	6,800
Regional jets	1,780	760
Total	**6,610**	**9,330**

Source: Boeing

As Boeing said that regional jets will drop from 1780 aircraft in the 2010 fleet to 760 in 2030 - about the same as Delta (/profiles/airlines/delta-air-lines-dl)'s regional fleet is today - it is clear from presentations during the recent Regional Airline Association meeting regional OEMs seriously disagree.

Embraer projected a need for 6400 61- to 120-seat aircraft through 2030, compared with 830 predicted by Boeing.

Embraer market outlook



Source: Embraer

Meanwhile, Bombardier (/profiles/suppliers/bombardier-aerospace) sees a demand for 13,000 aircraft in the 20 to 149-seat market with the sector expecting to generate USD588.6 billion in total revenues. Bombardier Commercial Aircraft President Gary Scott sees a need for 6000 aircraft in the 100 to 149-seat range and is banking that Boeing and Airbus (/profiles/suppliers/airbus) will stay out of the below-150-seat market.

Even so, Airbus points to its robust A320neo order book since its December announcement as forestalling a need for the CSeries. For its part, Bombardier recently announce new orders but its order book remains woefully weak, according to lessors speaking at the International Society of Transport Aircraft Traders who called significant order increases for the CSeries CS100 and CS300 is critical this year.



Source: Bombardier

Bombardier said the 20- to 99-seat segment will account for 38% of revenues or USD226.6 billion while the 100- to 149-seat segment will generate 62% or USD362 billion.

Bombardier market outlook

COMMENT LETTER C17 – EMAIL SUBMITTED BY BRIAN MOE EMAIL
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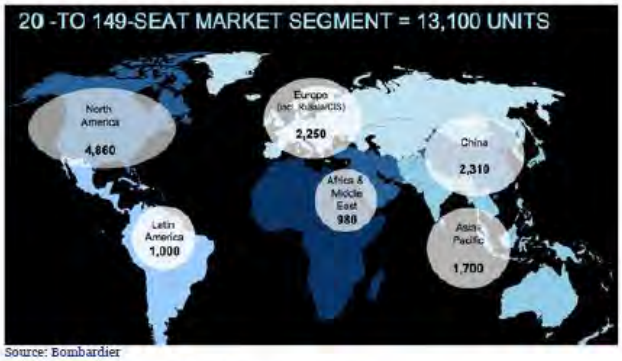
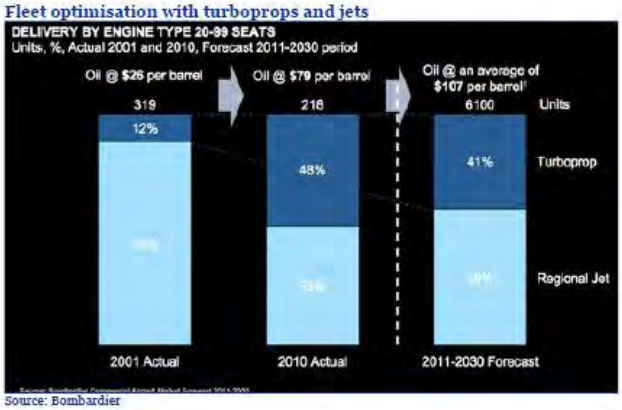


Source: Bombardier

Fleet optimisation with turboprops and jets



Source: Bombardier

Delivery forecast

Segments	Fleet 2010	Deliveries	Retirements	Fleet 2030
20 to 59 seats	3,600	300	2,500	1,400
60 to 99 seats	2,200	5,800	1,200	6,800
100 to 149 seats	5,200	7,000	3,000	9,200
Total (20 to 149 seats)	11,000	13,100	6,700	17,400

Source: Bombardier

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Bombardier's forecast for smaller aircraft is interesting judging from comments by regional CEOs during the RAA meeting. They cited a growing need to replace the current fleet of Saab 340s, Dash 8s, Cessna 402s and Beech 1900s which are ageing. Such turboprop and piston aircraft represent 2392 aircraft and 120,551 seats in current **US (/profiles/airports/athens-airport-ahn)** regional airline service.

US (/profiles/countries/united-states) regional aircraft fleet as of July 2010

Manufacturer	Aircraft Type	Number of Aircraft	% of Total Aircraft	Average Seats	Total Seats
Regional Jets					
Bombardier	CRJ 100/200	672	27.0%	50	33,600
Embraer	EMB 135	510	20.6%	50	25,650
Bombardier	CRJ 700/703	232	10.1%	70	17,640
Embraer	EMB 135/170	166	6.7%	70	11,635
Bombardier	CRJ 900	159	5.6%	86	11,554
Embraer	EMB 135/140	101	4.1%	37	3,737
Embraer	EMB 190**	22	0.9%	106	2,332
Total		**1,871**	**75.3%**	-	**106,833**
Turboprops and Pistons					
Bombardier	DHC-8-100/200	101	4.1%	37	3,737
Raytheon	Beech 1900	79	3.2%	19	1,501
Saab	340	78	3.1%	35	2,730
Cessna	402**	62	2.5%	9	558
Bombardier	DHC-8D-400	54	2.2%	74	3,996
Embraer	EMB 120	54	2.2%	80	3,620
Bombardier	DHC-8D-300	47	1.9%	50	2,350
ATR	ATR 72	28	1.0%	50	2,345
Cessna	DB-Caravan	23	1.2%	17	299
Bombardier	DHC-2	14	1.0%	16	462
Cessna	DH-Stewarton**	19	0.8%	8	114
Piper	Chaffian**	13	0.6%	8	117
Pilatus/Cessna	405	4	0.2%	5	36
Blaine Norman	RH Alamo**	2	0.1%	8	27
Fairchild/Dornier	Metro	2	0.1%	19	57
ATR	ATR 42	2	0.1%	46	96
Raytheon	3200	2	0.1%	9	18
Embraer	EMB110	1	0.0%	15	15
Total		**614**	**24.7%**	-	**20,058**
Total		**2,485**		-	**126,891**

Source: Regional Airline Association Annual Report

Despite the push from regional airline CEOs, current manufacturers - Bombardier and **ATR (/profiles/suppliers/atr)**, along with engine manufacturers GE and **Pratt & Whitney (/profiles/suppliers/pratt--whitney) Canada (/profiles/countries/canada)** - are focussing on the larger end of the regional aircraft market and say there is no market below 50 seats any longer. Indeed, they indicated that used 30 to 50-seat turboprops that came on the market in the mid-1980s will meet the need for replacing aircraft. However, regional airlines are already using the de Havilland Dash 8s/Q200, the Embraer Brasilias and Saab 340/340Bs and still see a need for a new generation of small turboprops to replace current aircraft including the 50-seat regional jets.

What is most interesting about the current crop of turboprop airlines - excluding the **ATR (/profiles/lessors/atr)** 42/72 and the Bombardier Q400 - is the potential for building a new generation regional airline serving markets that have been abandoned as mainlines used regionals to serve larger and larger markets. These abandoned markets used to be lucrative, bread-and-butter markets that served to make the regionals in the 1980s attractive to codesharing opportunities with the majors in the first place.

Numerous questions surround this potential including whether travellers from those abandoned markets have been retrained to drive to low-cost carrier markets. The likelihood is high that east of the Mississippi, they have already found alternatives to their local airports unless there are geographic barriers standing in the way such as the rugged West Virginia mountains. This accounts for the fierce loyalty rural legislators in Washington have for the Essential Air Service programme.

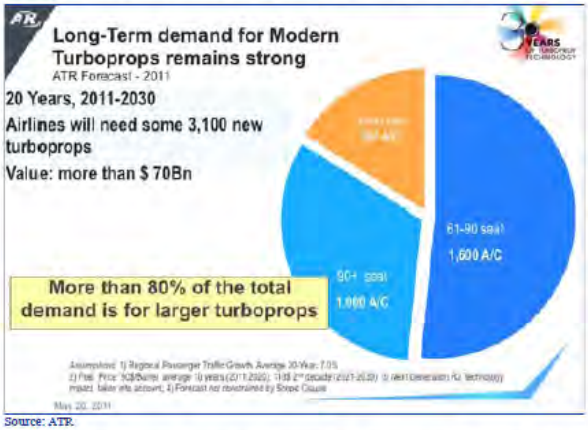
Aircraft such as the Fairchild Metro III, Bandeirante and Twin Otter have long since been replaced by Embraer Brasilias, the Dash 8s and Saab 340s. Indeed the Dash 8s and Brasilias are now scarce, according to the regional CEOs attending the RAA conference in May such as Cape Air (/profiles/airlines/cape-air-9k) and Great Lakes, who continue to rely on the Cessna 402 and the Beech 1900, respectively. West of the Mississippi, the problem is greater because of the long windshield time between regional and low-cost carrier airports so alternatives are harder to come by.

Other questions include whether airline operating costs wrought by the single-level-of-safety regulations in the 1990s and new training requirements imposed in the wake of the 2009 Colgan (/profiles/airlines/colgan-air-9l) accident have raised the financial bar too high for what had been pretty lucrative markets during the 1980s through the 1990s. Today, many of these abandoned markets include those once served by regional jets.

Questions also focus on financing in what is now a very tight credit market. Consequently, it is likely regionals will have to continue to make do with last-generation small turboprops until they prove the market potential of a new-generation aircraft.

Turboprops are growing segment of market

Despite predictions a decade ago that turboprops would go the way of the DC-3 in commercial service, both Bombardier and ATR make passionate presentations as to the potential of their 60-plus-seat turboprops during RAA, positing a larger role for turboprops on rising fuel, especially for short-haul markets. ATR noted that turboprops were only 15% of the fleet in 2001 and were now 40% of the fleet.



Source: ATR.

Activity on the regional level is far higher that suggested by Boeing's forecast as evidenced by aircraft programmes and the needs of the industry, at least expressed by regional executives.

While forecasts are intriguing, Boeing says nothing about the make-up of the OEM universe in 2030 which is more intriguing still, given the programmes coming out of China (/profiles/countries/china) and Russia (/profiles/countries/russian-federation) at both the regional and mainline levels. Both Boeing and Airbus expect a third mainline airframer to enter the market and Embraer has already stated it is keeping a wary eye of the market suggesting three airframers will be all the industry can take. Regardless, we all know that the worldwide aviation industry in 2030 will be vastly different than it is today. We can only hope that, by then, we will finally have achieved cross-border ownership.

The Rise and Fall of Regional Jets.. and the disastrous dilemma facing Independence Air

by Cord Blomquist on November 4, 2005 at 6:59 am in Current Affairs | Permalink

This past Saturday's *Financial Post* carried a piece *(subscription required)* on aircraft manufacturer Bombardier's woes.

Bombardier was a darling of late 90s and early 2000s (along with Embraer) for its Regional Jets – small aircraft which are less costly to operate than Boeing 737s or Airbus 319s but unlike the turboprops which they competed against, these were jets. Regional Carriers, especially in the United States, couldn't get enough of them.

Now regional jets aren't as attractive, and the pendulum is even swinging back towards ordering turboprops.

Though they were touted as a customer favorite, the real value in regional jets was that these aircraft were bigger and flew farther than turboprops, so regional carriers could fly these planes on routes that major carriers *used to fly*. (While the planes were advertised as preferable to turboprops, in reality they replaced larger jets.) The major airlines could outsource flying to their lower cost regional affiliates.

Fifty-seat regional sets were at the heart of this revolution, because in general airline pilot contracts allowed the majors to pay smaller regional airlines to fly the planes. Anything larger and the majors would run into contract problems with their pilots union (since they'd be contracting out flying of aircraft close to the size that their own pilots flew, something often verboten under collective bargaining agreements).

Over 1000 of Bombardier's 50 seat Canadair Regional Jets are now in operation, with 152 having been delivered in Bombardier's fiscal year 2004. Now, though, they're all out of orders and they've announced layoffs of 660 employees.

> [S]ome analysts warned it could be a long time before the company books another order for a 50-seat RJ. "The market is glutted," Canaccord Capital analyst Bob Fay said.
>
> There's several reasons for that. RJs, introduced by Bombardier in 1992, caught on primarily in the U.S., and by early this decade the market was getting saturated. Then, major carriers were hit by plunging traffic (after the Sept. 11, 2001 attacks) and growing competition from discount airlines. That pushed some into bankruptcy; more followed after fuel prices soared. With fewer passengers, cheaper tickets and higher costs, 50-seat RJs became less economical on some routes.
>
> The industry-wide restructuring also forced unionized pilots to give up concessions, freeing airlines to add more large regional jets to their non-unionized feeder networks. They were previously limited to RJs with 50 seats or less, which weren't always optimally-sized for some routes.
>
> After predicting demand would gradually shift to larger RJs, Bombardier and rival Embraer had to throw out their earlier projections, as demand accelerated for the larger planes, and fell off for 50-seaters.

Airline bankruptcies have another financial consequence for Bombardier, a function of their aggressive sales agreements:

> Some of Bombardier's largest customers are expected to unleash dozens of 50-seaters onto the used market. That will whipsaw back at Bombardier: the company guarantees part of the resale value of its planes, and faces a maximum exposure of US$2.6-billion in the worst case scenario over the next 20 years or so.

Meanwhile, production of Bombardier's turboprops (e.g. Dash-8s) – the very planes that regional jets were supposed to send to the dustbin of history – are on the rise. Offering fewer seats, they were less attractive to major airlines and their regional partners who sought to replace mainline flying.

But the world has turned upside down. Major airlines have brought down their labor costs, so the cost advantages to outsourcing flying are lower. Major carrier bankruptcies have meant renegotiating down pilot and pension costs. Meanwhile,

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the cost of fuel has risen markedly and turboprops are more fuel efficient. Those two factors have the pendulum swinging back towards the 'old' prop planes.

Fast forward and we have a window into a key driver of the financial disaster that is Washington Dulles-based low fare carrier Independence Air.

Independence Air is the airline formerly known as Atlantic Coast, a long-time regional affiliate of United Airlines. When United entered bankruptcy it sought to reduce its payments to United Express carriers. Atlantic Coast wouldn't take lower fees, and threatened to go off on its own and start a new airline. Everyone, myself included, thought this was a bluff. It wasn't.

The airline owned planes and leased its own gates at Dulles, where it was already the largest carrier. It didn't have the luxury of starting slowly and building up markets. It had to fully utilize these assets on day one. Hence eight flights a day between DC and Lansing, Michigan. (At the time I thought they should at least split their fleet and operate half as a regional feeder for a major airline and only half as a startup low-fare carrier, allowing them to offer fewer flights at least until they built a customer base).

They had planes to fill, and while they advertised heavily in Washington, DC they didn't want to pay fees to the computer reservation systems like Sabre and Galileo. If customers booked direct on the Southwest website, they'd book direct at flyi.com too! Only not too many customers in Lansing thought of doing so. Even when Independence had the lowest price, Orbitz or Expedia didn't display it, and customers didn't book it. $39 fares to Pittsburgh without any advance purchase or minimum stay requirements weren't enough to fill planes.

Independence Air finally gave back aircraft and started paying for displays in CRS systems. But that only put the lie to their fundamental business model – which is that you can't be a low cost carrier if you have high costs, and your costs won't be low if you operate primarily a fleet of regional jets. (While a 50-seat regional jet costs less to fly than a 737, there are also a whole bunch fewer seats to amortize your fixed costs across.)

Only one carrier had tried the low-fare regional jet model before. Midway Airlines, in its second incarnation (when it no longer even *flew to* Chicago's Midway airport), operated primarily RJs (along with some Fokkers and a single Airbus). It survived for awhile through its marketing partnership with American, essentially operating as a feeder carrier, since American had scaled back its once near-hub operations at Midway's hub of Raleigh. When that partnership ended, so did Midway's revenue stream. The airline shut down operations in the days after 9/11, but was given enough cash to make once last failed attempt when the government paid out cash subsidies to all commercial carriers post-9/11 based on prior year traffic.

Insiders tell me Independence would love to scrap their whole business model, get rid of all the regional jets, and go for an all-Airbus fleet. But when they entered the third quarter of 2005 with less cash than they lost in the second quarter, they had to give up several Airbus orders, raising cash by getting deposits back.

The future appears to be a convergence between mainline aircraft and regional jets, with the most successful RJs being larger than in the past. Here's the latest move by United:

> United Airlines is slowly rolling out its latest weapon in its battle to fight off low-cost carriers and win over business travelers: new 70-seat regional jets.
>
> Unlike most small jets, these aircraft for short-haul flights of up to three hours on United Express have three seating sections — first class, "economy plus" and coach. In first class, the Embraer 170 twin-engine planes also have extra legroom (38 inches) and meals (a cold sandwich). Coach passengers get a soft drink and a snack.

Bombardier is a fairly diversified company, making smaller turboprops, larger regional jets, and even firefighting aircraft. But it's not clear how in the world Independence Air can possibly survive…

Like 0

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FACING THE PRESENT,
PREPARING THE FUTURE

CONTINUOUS INNOVATION:
THE BENEFITS OF THE ATR -600 SERIES

An important step in the ATR Product Policy development is the evolution from the -500 Series towards the -600 Series. This will assure the long-term continuity of ATR success in the regional market, by reinforcing the strengths of the current standard through the introduction of advanced technologies that are able to reduce operating costs.
The goal of the ATR -600 Series is to further enhance ATR products ability to match market requirements in terms of:
• Performance (shot & high« environment ; short runways; reduced maintenance costs...)
• Passenger comfort and cabin appeal (new seats, larger overhead bins, new PSU, dual-class cabin with business seats)
• Technology upgrade (New Avionics Suite; RNP; CAT IIIA; ADS-B...)

In the coming years, the ATR -600 Series will have the most advanced technology available anywhere in regional aviation.

NGTP: NEW GAME TO PLAY WITH
THE NEXT GENERATION OF LARGE TURBOPROP

In response to increased regional emplanements and mandatory operational cost reduction, the airline industry has already started to move towards the purchase of larger, more efficient regional aircraft, whether jets or turboprops.
Air traffic congestion will increase in the short term, access to airport slots will become increasingly constrained and rising fuel prices will remain an important factor influencing the cost of air travel.
Noise and emissions are taking on an increasing international significance and will have an impact on fleet planning and the next generation of aircraft design.
The 50-70-seat RJ market will be supplemented and then replaced by demand for larger capacity aircraft.
The average seating capacity of delivered regional aircraft has increased of only 11% between 1996 and 2001.
But in the last 5 years the average size of delivered regional aircraft has increased by 35%.
On the basis of previous assumptions, ATR has initiated a market and technology evaluation process to study the feasibility of the ATR Next Generation Large Turboprop aircraft.

A larger capacity, Next Generation family of 80-100-seat turboprops are being recognized as a necessary requirement in order to:
• Respond to increased demand and growing traffic on turboprop connections
• Reduce seat-mile costs
• Compete on short-haul connections with similar sized Regional Jets, taking advantage of future developments in technology, while maintaining the low-cost features of ATRs.
With the aim to select the best compromise between an appropriate «time to market», and the need to answer efficiently to airline requirements, ATR is analyzing the new technology's perspectives in the aviation industry in terms of aerodynamics, structures, next generation propulsion and state-of-the art systems and equipments.
The requirements coming from the market will be the key drivers to:

PROVIDING EXACTLY WHAT THE CUSTOMER NEEDS IN A FAST EVOLVING MARKET

ATR EC/E Marketing June 2010
This information contained in this document is presented in good faith and does not in any way constitute an offer or a warranty.
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MARKETING DEPARTMENT

REGIONAL MARKET
OUTLOOK
TURBOPROP PERSPECTIVES
2010-2029

An Alenia Aeronautica and EADS joint venture
ATR
PROPELLING TOMORROW'S WORLD

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REGIONAL MARKET OUTLOOK
TURBOPROP PERSPECTIVES

MARKET OVERVIEW

This document provides a concise review of today's turboprop market and insights on the future opportunities for these aircraft.
An outlook for the regional market over the next 20 years also outlines ATR perspectives in the framework of evolving regional air transport constraints and product development opportunities.

MARKET FORECAST

The regional aircraft market continues to be a key growth sector of the airline industry. More than 300 million passengers world-wide emplaned regional aircraft last year. The regional aircraft fleet will double on the next 10 years with expected revenues for the 30-100 seat aircraft deliveries to be 160 Bn US$ at 2009 currency rates.

The latest technology turboprops are and will remain an essential part of the world's regional aircraft fleet.
The past 5 years have witnessed the beginning of a strong recovery in turboprop sales (expansion and renewal), and orders/backlogs are at the healthiest they have been for a number of years (more than 560 new turboprops ordered in the last 5 years); and a backlog of around 220 turboprops at the end of March 2010.
The 50-seat RJ heyday is over. Whether as a result of fragile airline finances, lower fares or simple economics, the 50-70-seat RJ market seems to have stalled after its rapid growth over the last decade.

« We believe that in a high fuel cost environment, exacerbated by a concurrent stagnation of the overall economy, the US airline industry will likely recalibrate to a more conservative, i.e. less RJ-intensive set of air travel options. »

« ... and that the 50-seat RJs are increasingly untenable in purely economic terms. »

Douglas Abbey – *Air Insight, Jan. 2010*

Turboprop vs RJ: complementary roles
No speed advantage for short-haul sectors

Airlines have clearly identified the respective environments for RJ and TP, recognizing the respective advantages and the fact that the turboprop is the most profitable way to operate short-haul sectors.

Increasing role for Turboprops

Today the airline industry is struggling to preserve profitability and to ensure its survival, through:

- A strategy to face the current difficult economic situation (oil price increases, aggressive competition from low-cost carriers and high speed trains, declining yields).
- The reduction of overhead costs.
- The right choice of aircraft equipment, tailored to the actual network.

The high fuel prices, unlikely to be the last, have highlighted once again one of the principal benefits of the twin turboprop over the regional Jet: Its low fuel consumption and unrivaled economics on short-haul connections.

FUEL EFFICIENCY FAVOURS TURBOPROP ECONOMICS
REGIONAL JET: UP TO 66% HIGHER FUEL CONSUMPTION ON TYPICAL SHORT-HAUL SECTORS

- In the most important regional market in the world, the North-American region, Majors are cutting costs and revising contracts with affiliate airlines.

« Fee per departures » agreements, the core of regional profitability for years are being reviewed in the framework of Major airlines recovery process and in light of the current pressure to reduce costs even further.
« Guaranteed margins » philosophy is over; there is an increasing role for turboprops to keep costs down and maintain good margins.

A number of market dynamics coming to the fore, will soon have an impact on the regional aircraft industry: ageing aircraft, small turboprop retirement, increased turboprop demand, permanently rising fuel prices, greater environmental constraints and airspace/airports congestion.

THE FORECAST SCENARIO FOR THE NEXT DECADE IS FAVOURABLE TO A STABLE AND RECOVERED TURBOPROP DELIVERY TREND.

The confidence in the turboprop market potential is dramatically growing

20-year delivery forecast - TP vs RJ market share potential

10 years ago: 2000-2010
Today: 2010-2029

Regional Jet market potential still declining, mainly in the 50-to-70 category.

The fundamentals that drive the demand for turboprops remain intact and turboprop operations prevail on routes that are too marginal to be operated profitably by RJs.
More than 100,000 unprofitable monthly frequencies are operated on short-hauls sectors by Regional Jet. With economics increasingly relevant and with today's pressure on costs, airlines are rethinking the use of the appropriate aircraft in each sector.

Strong replacement potential of 30-50-seat turboprops & regional jets

1,700 ageing regional aircraft to be replaced in the short term

ATR 20-year Market Forecast (March 2010)
2,950 New Turboprops deliveries with a value of 71 Bn U$ and an average delivery rate of about 150 aircraft/year.

Turboprop airplanes in the category 61-90+ seats will represent about 80% of the total. In this category Turboprop deliveries are expected to exceed RJ deliveries with the introduction of larger capacity, latest technologies TP aircraft.
Regional Jet market demand is already moving towards the 90-130+ seat category.

RESPONSES TO COMMENT LETTER C17 – EMAIL SUBMITTED BY BRIAN MOE

C17-1 This response does not specifically address the analyses contained in the Draft EIR. Instead, it questions the wisdom of designing the Airport to accommodate regional jets. The County concurs with the commenter's statement that airline use of 40- to 50-seat regional jet aircraft is declining. However, the Draft EIR does not assume that 40- to 50-seat regional jet aircraft will provide service in the future. Rather, the Draft EIR assumes that turboprop aircraft, such as the Bombardier Q-400, and newer, quieter, more fuel efficient 70- to 99-seat regional jet aircraft, such as the Embraer 190, will provide service. The Airport has been seeking service to destinations such as Phoenix (PHX), Salt Lake City (SLC), and Denver (DEN). Although 40- to 50-seat aircraft are still serving some markets, the markets being considered by the County cannot be served effectively by such aircraft.

C17-2 For a discussion of the height of aircraft north of the Airport, please see the response to comment #C15-3 of the email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142.

COMMENT LETTER C18 – EMAIL SUBMITTED BY SHARYN SARQUIS

1 My husband and I are strongly in favor of the airport expansion project. While we recognize that near neighbors of the airport may be impacted, we believe adequate transportation for the general population is essential. When we moved here over ten years ago, from Sunnyvale, we immediately felt the impact of living so far from a viable airport. We were distressed when United Express discontinued service to Sonoma County. Whether it was bringing our grandchildren to see us, or our own personal travels, the trip to SFO has been a major inconvenience. Now that we're aging, the issue is even more important to us.

We need regular and reliable air services, not limited to places like Las Vegas or Los Angeles. Please count us as strong supporters of the project.

RESPONSE TO COMMENT LETTER C18 – EMAIL SUBMITTED BY SHARYN SARQUIS

C18-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C19 – EMAIL SUBMITTED BY LAWRENCE BROOKE

1 Comments: I was delighted to read about the improvements at Sonoma county airport in the Press Democrat today. At a time of great fiscal hardship it is reassuring to learn of some economic strengthening in our community. Air travel is fundamental to our local economy. I applaud the vision and direction of these improvements that will bring more business, employment and tourist revenue into our local economy.

RESPONSE TO COMMENT LETTER C19 – EMAIL SUBMITTED BY LAWRENCE BROOKE

C19-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C20 – EMAIL SUBMITTED BY DENNIS TAPLEY

1 Noise and pollution are the two most intense issues to be dealt with. Having said that, if aircraft chosen for this air facility are the quietest and least polluting available, I for one would probably be able to say "go ahead".

2 Of course, I run a tiny tourist business in the hills west of Sebastopol, have little political or economic clout and are less closely involved than will be residents and businesses closest to the extended runways and the service roads.

Still: My wife and I want our small business to continue to be undisturbed by jet aircraft noise of the type that involve themselves in our Bohemian Club days. Some great people, some gritty, nasty noise. Definitely offputting for seekers of quiet, country environs. THANKS, Dennis

RESPONSES TO COMMENT LETTER C20 – EMAIL SUBMITTED BY DENNIS TAPLEY

C20-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding support for using the quietest and least polluting aircraft is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C20-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the desire to be undisturbed by jet aircraft noise is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C21 – EMAIL SUBMITTED BY DAVID MARINSIK

1 Comments: Our airport is fine like it is, we don't want to have large commercial aircraft poluting our air and keeping us awake. Its already to large. Lets not make Santa Rosa another San Bruno.

RESPONSE TO COMMENT LETTER C21 – EMAIL SUBMITTED BY DAVID MARINSIK

C21-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C22 – EMAIL SUBMITTED BY SUSAN ARAGON

1 Comments: When it comes time to add flight destinations to/from our airport, we would really like to see Phoenix on the list!

RESPONSE TO COMMENT LETTER C22 – EMAIL SUBMITTED BY SUSAN ARAGON

C22-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding preferred flight destinations is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C23 – EMAIL SUBMITTED BY MARGARET SILVESTRI

1 I believe the airport is an important asset for Sonoma County. It allows travel into the county which is a boon to tourism and also allows travel to both the North (Seattle and Portland), South (LA) as well as to Las Vegas. I have friends who have used the airport to travel to Portland and I have used it to fly into LasVegas, allowing me to drive into southern Utah. The direct flight capability is extremely valuable for both business travels and for pleasure. It saves both time and money for those who utilize it.

RESPONSE TO COMMENT LETTER C23 – EMAIL SUBMITTED BY MARGARET SILVESTRI

C23-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C24 – EMAIL SUBMITTED BY WARREN WATKIN

As longtime Sonoma County residents who use the Horizon flights on a regular basis, we object to the direction for the airport as outlined in the press and Master Plan Update. Plans for the airport footprint, proposed expanded runways, and monster aircraft are a major step toward creating a regional oversized logjam in the north county. This is not the Sonoma County we want. It is not in keeping with the scale or quality of life here!

1 Horizon does quite well with the 75 passenger Bombardier Q400 sized aircraft. Expanded service to other locations by other airlines using the same or similar sized craft and using existing runways would expand the airport but maintain the quality of life we expect in Sonoma County. Do not let airlines dictate expensive and oversized runway/airport expansion. Å moderate sized local airport would be an asset. The typical regional airport is not a good environmental fit or good economics.

Warren and Janis Watkins
Healdsburg

RESPONSE TO COMMENT LETTER C24 – EMAIL SUBMITTED BY WARREN WATKIN

C24-1 The Proposed Project was not developed to change the character of the Airport. The Airport will continue to provide a limited number of airline departures to markets that can be served effectively. The general class of aircraft serving the Airport will be the same, with or without the project. Some regional jet aircraft are smaller than the Q400 turboprop used by Alaska/Horizon and some are larger than the Q400. All aircraft expected to serve the Airport are considered to be similar by industry standards.

The commenter incorrectly asserts that the Proposed Project is an ~~-o~~versized runway/airport expansion." The existing Air Transportation Element (ATE) of the Sonoma County General Plan already assumes 21 arrivals and 21 departures per day. The Proposed Project **does not** increase this number. While the Proposed Project will allow the County to accommodate regional jets to more efficiently meet the air service demands of the region, Policy AT-5b of the existing ATE already authorizes 21 daily departures for commercial air service, and this limit **will be retained** in the revised ATE. For a more comprehensive discussion of existing approved flight levels under the existing General Plan, please refer to Master Response G on page 4-20.

COMMENT LETTER C25 – EMAIL SUBMITTED BY MILO ILLICH

Sonoma is getting to be a more sophisticate County, therefore, better transportation, airport facilities, runways, other air lines and trains and busses as well as performing arts. Anyone who bought property and lived near it 50 years ago, can complain. All the others can stay out of the way of the improvements. They ARE going to happen sooner or later. Cheaper now than later.

I lived near Chicago International and in the 25 years I lived there,man did that aviation increase, but that is what progressives call progress.

You have my support. Age 79. A Californian since 1958

RESPONSE TO COMMENT LETTER C25 – EMAIL SUBMITTED BY MILO ILLICH

C25-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C26 – EMAIL SUBMITTED BY ROBERT WILLS, JR

1 Looks good to me, I hope you get all the support you need. I think that any money spent on the airport will be more than offset by incresed business and tourism in Sonoma County. We need to grow!

RESPONSE TO COMMENT LETTER C26 – EMAIL SUBMITTED BY ROBERT WILLS, JR

C26-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C27 – EMAIL SUBMITTED BY ANNE GOLSETH

Comments: I fully support expansion of service destinations from Sonoma County Airport. I am particulary hopeful that there will
1 be service to Denver and Phoenix. Paying a bit more to fly from Sonoma County is worth it! Thanks to all who are working to increase services and destinations.

RESPONSE TO COMMENT LETTER C27 – EMAIL SUBMITTED BY ANNE GOLSETH

C27-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C28 – EMAIL SUBMITTED BY PAM ZAINER

1 My husband & I would definitely use Sonoma County airport to fly to Salt Lake City and to Orange, if those flights were available.
Thanks

RESPONSE TO COMMENT LETTER C28 – EMAIL SUBMITTED BY PAM ZAINER

C28-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C29 – EMAIL (2) SUBMITTED BY DARRYL E. LAXO

Crystal,
Please add this note to the comments on the EIR for the Sonoma County Airport Expansion.

1 The reason given for not extending the runways to the south was that that would require realigning Laughlin Rd.

Laughlin Rd. is going to need improving due to the increased traffic brought by the airport expansion. By realigning now, and thus improving that roadway, future work will be avoided.

2 Extending the runway south will reduce the impact on the real estate values under the current flight path to the north (where the majority of the impacted public is located). Extending the runway north is going to decrease property values (due increased noise and fear of crashes) in some of the nicer neighborhoods, taking money away from the county tax rolls. These properties are already reduce by 30% or more. The increased air traffic is going to reduce the values another 20%. Can the county really afford this loss???

3 Realigning Laughlin Road as part of the airport expansion will be a one time expense (much of which will have to be expended anyway due to the increased traffic). The losses in property taxes will be ongoing forever, far exceeding any cost for realigning Laughlin Road.

4 The Airport Expansion Committee really should reevaluate the decision to not extend the runway to the south.

Darryl E. Laxo
A Windsor Resident Under the Flight Path

RESPONSES TO COMMENT LETTER C29 – EMAIL (2) SUBMITTED BY DARRYL E. LAXO

C29-1 The realignment of Laughlin Road was only one of the many factors that led to the rejection of the alternative to extend Runway 14/32 to the south. For a discussion of the reasons for rejecting the alternative to extend Runway 14/32 to the south, please see the response to comment #C15-1 of the email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142.

C29-2 For a discussion of property values, please see Master Response D on page 4-9.
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C29-3 As stated on page 3.12-10 of the Draft EIR, planned improvements to Laughlin Road include signalization of the Airport Boulevard / North Laughlin Road – Skylane Boulevard intersection and the construction of a roundabout at the River Road / Laughlin Road (Brickway Boulevard) intersection. These improvements are planned and are not dependent on the approval of the Proposed Project.

The transportation and traffic analysis presented in Section 3.12 of the Draft EIR indicates that the Laughlin Road intersections in the Airport vicinity will operate at an acceptable level of service in both 2015 and 2030. Therefore, no additional improvements would be necessary for Laughlin Road as a result of the Proposed Project. Therefore, no improvements other than those identified for the two intersections are anticipated for Laughlin Road and the commenter‘s assertion that realigning Laughlin Road now to avoid future work on the roadway is not supported by the analysis contained in the Draft EIR.

C29-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment requesting the reevaluate of the decision not to extend Runway 14/32 to the south is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors. For a discussion of the reasons for rejecting the alternative to extend Runway 14/32 to the south, please see the response to comment #C15-1 of the email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142.

COMMENT LETTER C30 – EMAIL SUBMITTED BY R THORNTON

1 I attended the 9/1/11 public hearing and I could not help but notice that almost all of the people in favor of the airport expansion did not live in or near the airport. Those of us who live in or near the airport or who are in the flight path do not want the airport expansion.

2 The EIR did not take into account the effect on the people of Santa Rosa and Windsor. Currently we have 5 flights a day with 5 take offs and 5 landings, that is livable. At over 20 flights a day with 20 take offs and 20 landings that is not livable.

3 Please don't turn Sonoma County into something we are not. We love the country, country life and our beautiful farmland. Please do not expand the airport and ruin our beautiful area by adding more flights, bigger planes, bigger cargo planes and more traffic on Airport Blvd.

4 Don't get me wrong, I do use the airport many times a year to see my grandkids in Oregon. Alaska Air does not need an expanded airport to continue service here. I am concerned about the loss of property value, safety issues, noise, number of flights and the larger planes. Please do not support the airport expansion and leave Sonoma County the rural area that makes us famous and a destination site.

RESPONSES TO COMMENT LETTER C30 – EMAIL SUBMITTED BY R THORNTON

C30-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition to the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C30-2 Pages 3.10-34 through 3.10-45 of the Draft EIR provide the analysis of noise impacts associated with Proposed Project for the year 2030. The analysis assumed 21 arrivals and 21 departures per day, which is the number of operations already approved by the County of Sonoma General Plan. The Proposed Project does not increase this number. The comment regarding the effect on people is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C30-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition to the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C30-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition to the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C31 – LETTER SUBMITTED BY MARK CALHOON
Page 1 of 2

RECEIVED
SEP 12 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT
COUNTY OF SONOMA

September 8, 2011

Crystal Acker
Permit & Resource Management Department
2550 Ventura Avenue
Santa Rosa, CA 95403

Dear Ms. Acker:

RE: DRAFT EIR
Charles M. Schultz – Sonoma County Airport
Master Plan Update Implementation Program
Dated July, 2011

I would like to offer the following comments in regards above referenced document.

1
1. The document is woefully lacking in analysis and documentation of increased airport activity anticipated upon which to base the subsequent analysis. The airport proposes doubling by 2015 and tripling by 2030 enplanements at airport without any quantitative or qualitative discussion of the increase in airport support and infrastructure activities that would be required. For example, there is no discussion of how an increase in flights would impact fueling activity (delivery/storage) at the airport with its attendant increase in environmental risk in event of a release.

2
2. There is no quantitative data on runoff from the increased airport footprint. It is noted that additional storm water basins are being added and creek modifications are proposed, but quantitative date upon which to review these modifications is not available.

3
3. There is no discussion of potential contaminants that may accumulate in the proposed storm water basins that can be expected from tarmac runoff. There will be a number of issues regarding management and discharge of waters accumulated in these basins.

4
4. While dismissively addressing increased light and noise issues as aesthetic, the report includes no discussion of increased light pollution and increased noise pollution as they might affect biologic feeding, nesting and reproductive activities in the area. The report further erroneously assumes no significant increase over existing use patterns even with the proposed removal of additional trees and vegetation for ground approach clearance

5
5. Potential road impacts are inadequate and fail to properly discuss potential "surge" impacts from airplane arrival/departure activity. In addition, impacts on airport access from Fulton Road and River Road-Laughlin Road are not discussed at all. These two roads are major access routes for north and west county residents.

COMMENT LETTER C31 – LETTER SUBMITTED BY MARK CALHOON
Page 2 of 2

6 5. The report makes no attempt to quantify either the increased CO_2 impacts or the quantitative thermatic effects of the increased concrete footprint (heat sink effect) on the airport and surrounds.

Unfortunately, the report has fundamental flaws that do not lend any faith that the current authors will be able to remedy to conclude a proper and appropriate study.

Sincerely,

Mark A Calhoon

Mark A. Calhoon

[redacted]

RESPONSES TO COMMENT LETTER C31 – LETTER SUBMITTED BY MARK CALHOON

C31-1 The Commenter incorrectly asserts that the Proposed Project would result in a doubling of enplanements at the Airport by 2015 and a tripling of enplanements by 2030. This incorrect assertion is based on the statement regarding the forecast that implementation of the Proposed Project is expected to increase commercial traffic at the Airport from the existing 5 daily departures up to potentially 21 departures per day. However, this comment overlooks two key facts.

First, the existing Air Transportation Element (ATE) of the County of Sonoma General Plan already assumes 21 arrivals and 21 departures per day. The Proposed Project **does not** increase this number. While the County does want to be able to accommodate regional jets to more efficiently meet the air service demands of the region, Policy AT-5b of the existing Air Transportation Element already authorizes 21 daily departures for commercial air service. The 21 daily airline departure limit was established in 1988 and **will be retained** in the revised ATE. This provision limits the number of scheduled airline services to 21 departures per day. Please also see Master Response G on page 4-20.

Second, total operations at the Airport would not double with implementation of the Proposed Project. As illustrated by Table 3.10-2 on pages 3.10-19 and 3.10-20 of the Draft EIR and Table 3.10-20 on pages 3.10-35 and 3.10-36 of the Draft EIR, total Airport operations are expected to increase from the existing level of 90,660 flights per year to a projected level of 143,209 flights per year in 2015 and 173,785 flights per year in 2030 with or without the Proposed Project. While the Airport anticipates that commercial flights would increase from the current 5 daily departures to 11 daily departures in 2015 and 19 daily departures in 2030, this constitutes only a small fraction of total operations at the Airport. Commercial operations currently represent less than five percent (5%) of the total daily activity at the Airport (10 flights per day out of 248 total daily operations). These operations are expected to rise to 5.6 percent of total operations by 2015 and 8.0 percent of total operations by 2030. Even in the unlikely event commercial flights reach the daily limit of 21 flights as early as 2015, they would represent less than 11 percent of total operations at the Airport (21 flights per day x 2 [arrival and departure] x 365 days per year) divided by 143,209 total flights per year). By 2030, that percentage decreases to just 8.8 percent of the projected 173,785 total operations at the Airport. Thus, commenter‘s statement that operations would double or triple over the life of the Proposed Project is both incorrect and misleading.

Contrary to the commenter‘s assertion, Impact 3.7.2 on pages 3.7-6 and 3.7-7 of the Draft EIR specifically discusses the impacts associated with an increase in the use of fuel at the Airport and details the Best Management Practices (BMPs) and other measures already in place to accommodate this activity.

C31-2 The commenter incorrectly asserts that the Draft EIR provides ~~n~~o quantitative data on runoff from the increased Airport footprint.” Quantitative data were produced to assess increased runoff from increased impervious surfaces. Runoff calculations were prepared in compliance with *Guidelines for Standard Urban Storm Water Mitigation* and the *Sonoma County Water Agency Flood Control Design Criteria Manual* and those calculations were presented in Appendix J-2 of the Draft EIR. Additionally, calculations were produced to model potential impacts to the on-site creeks and size the required culvert to accommodate the increased runoff to ensure the impacts of the Proposed Project are less than significant. This data is contained in Appendix J-1 of the Draft EIR.

In addition, as discussed at length in Section3.8 of the Draft EIR, any potential impacts associated with increased runoff from long-term project elements will be more fully analyzed in a subsequent project-level environmental review that will focus on site-specific concerns for each long-term project element. These subsequent reviews will occur once the precise scope, design, and location for a long-term element is more clearly defined and brought forward for public review.

C31-3 The commenter is incorrect in the assertion that the Draft EIR does not include a discussion of potential contaminants that may accumulative in the proposed storm water basins as a result of tarmac runoff. Appendix J-2 of the Draft EIR contains the following maintenance requirements for the stormwater treatment, retention and detention facilities:

- Vegetated Buffer Areas: The Airport shall monitor and maintain the vegetated buffer areas adjacent to paved areas. Vegetated Buffers are intended to protect the water quality of neighboring areas and slow stormwater runoff. Monitoring would include annual visual inspection prior to the rainy season (October). Inspection should identify any areas of failure, i.e. erosion, or dead vegetation. Any areas identified shall be graded to a uniform surface to match the surrounding topography, reseeded, fertilized and mulched. Any dead vegetation shall be removed prior to soil grading and preparation. Seed shall be in kind to surrounding grass or plant species.

- Underground Retention Facility: The Airport shall monitor and maintain the underground retention facility. The retention facility shall be designed with a collection system upstream of the facility to capture and collect large debris and trash prior to entering the facility. Additionally, access manholes shall be included in the design to allow sediment and fine debris to be removed from within the facility, as well as, monitoring ports to observe the current sediment level within the facility. Monitoring and maintenance will differ slightly depending on the type of facility installed. Typically, it is required to inspect a retention facility bi-monthly within the first year of operation. For subsequent years, the inspection interval can be adjusted based on previous observation of sediment deposition and trash collection. Any trash observed in the collection system shall be removed immediately and disposed of properly per Local, State and Federal regulations. Sediment removal frequency from within the facility is dictated by allowed sediment levels as recommended by the facility manufacturer. Sediment levels would be observed through the monitoring ports. When sediment is removed, it should be disposed of properly per Local, State and Federal regulations.

- Detention Basin: The Airport shall monitor and maintain the detention basin. A sediment forebay shall be designed into the detention basin to capture sediment prior to entering the detention basin and being discharged downstream. As part of the required inspections, the structural integrity of the outlet and berms shall

be inspected semi-annually. Accumulated trash and debris shall be removed at the beginning and end of each rainy season (October and April). Sediment shall be removed from the forebay when the sediment level reaches ¼ the depth of the forebay.

As indicated, the Best Management Practices (BMPs) that are in place or would be implemented as part of the Proposed Project specifically contemplate the disposal of contaminants from pavements at the Airport. Thus, materials and sediment removed would be disposed of in accordance with local, state and federal regulations.

C31-4 With regard to light pollution, the Airport currently has an extensive airfield lighting system that would be modified, but not appreciably expanded, with the Proposed Project. Effects on wildlife use patterns in adjacent natural areas would be negligible, as wildlife in the area has already become acclimatized to the lighting. Even with the removal of additional trees and vegetation, there would be no significant increase over existing wildlife use patterns. With regard to increased noise levels, the Draft EIR takes into account the potential for short-term, construction-related disturbances to nesting birds and other wildlife. Mitigation Measures 3.4.5, 3.4.6, 3.4.8, 3.4.17, 3.4.18, and 3.4.19 all require the establishment of protective buffer zones as approved by the appropriate resource agency(ies) to avoid construction-related disturbances (including noise disturbance) to nesting and denning sites. With regard to long-term noise effects on wildlife in adjacent natural areas, noise effects would be considered potentially significant only if an appreciable increase in ambient noise levels were to occur. As demonstrated in Section 3.10 of the Draft EIR, adjacent lands (including lands containing avoided natural areas) would continue to be within noise contours ranging from 55 – 65 dB (i.e. there would be no increase in ambient noise levels). Noise contours where appreciable increases in ambient levels could occur (above the 70dB range) would all be located with the immediate vicinity of the runways, which are lands not containing natural habitats and are actively managed to exclude birds and many other wildlife due to aircraft safety concerns.

With regard to the impact on wildlife use patterns from tree and vegetation removal, the commenter is incorrect in stating that the Draft EIR assumes no impact. Impact 3.4.14 on pages 3.4-50 and 3.4-51 of the Draft EIR recognizes that the existing Airport Creek wildlife movement corridor would be significantly degraded by the Proposed Project. However, as fully disclosed in the discussion of Impact 3.4.14 in the Draft EIR, FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants on or Near Airports*, requires the Airport to exclude large wildlife from the Airport property. Thus, the Draft EIR acknowledges that degradation of this wildlife movement corridor is considered to be a significant impact that cannot be mitigated to the level of less-than-significant.

C31-5 The commenter incorrectly asserts that the Draft EIR does not assess potential ~~-s~~urge" and other surface street impacts. However, Section 3.12 of the Draft EIR fully evaluates the ~~-s~~urge" of surface street traffic related to aircraft arrivals and departures. Surveys were conducted of traffic activity associated with existing arrivals/departures (passenger drop off/pickup volumes; short- and long-term parking volumes; taxi, bus and shuttle van volumes; bicycle volumes; Airporter volumes to Oakland International Airport and San Francisco International Airport, etc.). This data was then used to determine the surface street traffic associated with a very conservatively high number of assumed arrivals and

departures during the surface street commute hours. In 2015, the analysis assumes two new arrivals/departures during the AM commute peak hour and two new arrivals/departures during the PM commute peak hour. For the 2030 analysis, it was assumed that there would be four new arrivals/departures during the AM peak hour and six new arrivals/departures during the PM peak hour. Therefore, the traffic analysis does account for the ~~-s~~urge" of traffic associated with aircraft arrivals and departures.

Airport access from River Road is fully discussed, as operating conditions at River Road/Laughlin Road and River Road/Slusser Road are evaluated for all analysis horizons and conditions. In addition, project access via Airport Boulevard is fully discussed, from its interchange with the U.S.101 freeway to the entrance of the Airport. Any Airport-related traffic using Fulton Road would either be using River Road or Airport Boulevard for their access route.

C31-6 Carbon dioxide (CO_2) is not considered to be a criteria air pollutant by the U.S. Environmental Protection Agency (USEPA). Therefore, the air quality analysis does not analyze or quantify any change in CO_2 emissions as a result of the Proposed Project. For a discussion of greenhouse gas emissions, please see Master Response C on page 4-7.

COMMENT LETTER C32 – FAX SUBMITTED BY SCOTT AND SHEILA O'BRIEN

Sep 09 11 06:43p S OBrien 7078292339 p.1

RECEIVED
SEP 12 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT SONOMA

SCOTT & SHEILA O'BRIEN

[redacted]

September 9, 2011

VIA FAX: 565-1103 (one page)

Ms. Crystal Acker
PRMD
2550 Ventura Avenue
Santa Rosa, CA 95403

RE: Airport Expansion Plans

Dear Ms. Acker:

1 This is a comment regarding the planned airport expansion. We oppose further expansion at this time, because we believe we have good, adequate, and eco-friendly service through existing resources, which allow us to fly to distant destinations often enough, at a reasonable cost, and without the additional noise and pollution that an expanded airport, with no federally permitted curfew, would entail. And we would like to keep and restore the quality of our environment health. We have been residents here for 24 years.

Thank you.

Very truly yours,

Scott O'Brien and Sheila O'Brien

RESPONSES TO COMMENT LETTER C32 – FAX SUBMITTED BY SCOTT AND SHEILA O'BRIEN

1. This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C33 – LETTER SUBMITTED BY LISA CRIST

9.9.11

RECEIVED
SEP 12 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT
COUNTY OF SONOMA

To whom it may concern,

No to airport expansion.

I live in Healdsburg and already planes on their way to the airport pass over my house. I would not like to have more planes and more noise than there is now. To increase the airport in size would do just that . Ever been to Hillsborough ? The S.F. airport ruins that place with constant sound pollution.

1

Wanting to be heard [though it will do no good as money always wins].

Lisa Crist

[redacted]

RESPONSE TO COMMENT LETTER C33 – LETTER SUBMITTED BY LISA CRIST

C33-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of the noise impacts associated with the Proposed Project, please see Section 3.10 of the Draft EIR. That analysis shows that no noise impacts would occur within the City of Healdsburg.

For a discussion of the size of the Airport and the number of commercial service flights authorized to operate at the Airport, please see Master Response G on page 4-20.

COMMENT LETTER C34 – EMAIL SUBMITTED BY PENNY MABE CHAMBERS

Dear Commissioners,

1 I am fully in support of the proposed improvements outlined in the Master Plan for STS Airport.

2 As a private pilot I agree with the need to separate the V juncture of runways 14 and 19 to prevent any possible error when landing. This would most likely happen for a pilot unfamiliar with STS, as those trained out of Santa Rosa are very familiar with the runways and taxi ways.

3 As a traveler I support the desire for longer runways to accommodate larger commercial aircraft which can increase our selection of destinations out of STS without the need to travel over an hour and a half to SFO or OAK.

4 As a business person I acknowledge the need for more cargo service and the greater passenger service as they allow local businesses to grow.

5 My only concern is the mitigation for the wildlife migratory path and hope there can be a temporary solution.

Respectfully submitted,

Penny Mabe Chambers

RESPONSES TO COMMENT LETTER C34 – EMAIL SUBMITTED BY PENNY MABE CHAMBERS

C34-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C34-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the need to decouple the existing runways is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C34-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the need to accommodate larger aircraft is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C34-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding more passenger and cargo service is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C34-5 Mitigation Measure 3.4.14 on page 3.4-51 of the Draft EIR identifies the mitigation proposed to reduce the impact associated with the loss of the wildlife movement corridor along Airport Creek. Also, as more fully discussed in the analysis of Impact 3.4.14 on pages 3.4-50 through 3.4-51 of the Draft EIR, the FAA requires the Airport to limit wildlife movement corridors and exclude large wildlife from the Airport property.

.

COMMENT LETTER C35 – EMAIL (3) SUBMITTED BY DARRYL E. LAXO

1 Sonoma County is about to lose another 20 to 30 percent in property taxes from the properties to the north of Sonoma County Airport, unless you take action NOW! (The EIR comment reception close date is 19 September 2011.)

2 These properties have already seen a drop in value of 30 to 40 percent or more. Extending the airport runway to the north will lower the glide path over Windsor High School and the surrounding residences about 100 to 200 feet closer to the roof tops, increasing the noise level, and dropping the property values another 20 percent. That is 50 to 60 percent less tax money coming to the County from these thousands of properties. To the south of the airport are very few residences and lots of acres of vineyards. The vines do not mind the noise.

3 Why do I mention this? Expansion of the airport requires the runway to be extended 1,000 ft. The Airport Expansions Committee has stated that they looked at extending the runway 1,000 ft to the south, but decided it would be too expensive because they would have to realign Laughlin Road. They seem to ignore the fact that they will need to redo the road due to the increased traffic around the airport. Why not realign the road now, to allow extending the runway to the south. Instead, they want to extend the runway 1,000 ft to the north where there are numerous subdivisions, schools, parks, etc.

4 Expansion of the Sonoma County Airport is going to increase traffic on the roads around the airport. Laughlin Road will become unsafe in its current condition. Future work and tax money will be required to upgrade the road.

5 Realigning Laughlin Road would be a one-time expense, which would allow extending the runway to the south. The property tax lost by extending the runway to the north will be ongoing forever!

6 Please use the influence of your office to help the Airport Expansion Committee correct their decision on which way to extend the runway, and keep up the value of the properties to the north. The county will still get the added income from the expansion, but won't lose the tax money from the properties to the north.

I hope to receive your response to this situation in the near future.

RESPONSES TO COMMENT LETTER C35 – EMAIL (3) SUBMITTED BY DARRYL E. LAXO

C35-1 This comment does not specifically address the analyses contained in the Draft EIR. For a discussion of the impact to property values, please see Master Response D on page 4-9.

C35-2 For a discussion of the height of aircraft after the extension of Runway 14/32, please see the response to comment #C15-3 of email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142. For a discussion of the impact to property values, please see Master Response D on page 4-9.

C35-3 For a discussion of the reasons for rejecting the alternative to extend Runway 14/32 to the south, please see the response to comment #C15-1 of email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142 and the responses to comments #C29-1 and #C29-3 of the email (2) submitted by Darryl E. Laxo (Comment Letter C29) on page 5-169.

C35-4 For a discussion on Laughlin Road, please see the response to comment #C29-2 of email (2) submitted by Darryl E. Laxo (Comment Letter C29) on page 5-169.

C35-5 Please see the response to comment #C29-2 of email (2) submitted by Darryl E. Laxo (Comment Letter C29) on page 5-169. In addition, this comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the loss in property taxes and the future expenditures associated with Laughlin Road is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C35-6 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment requesting the reevaluate of the decision not to extend Runway 14/32 to the south is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C36 – COMMENT CARD SUBMITTED BY JEAN MCMULLEN

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

RECEIVED
SEP 15 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT
COUNTY OF SONOMA

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Jean McMullen

Organization: _____ Title: neighbor

[redacted]

City: Windsor State: CA Zip: 95492

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

My friend Audrey, age 80, was miffed at Horizon because they landed her in Oakland.

1 Could the Environmental document show how often Horizon has redirected flights due to foggy weather? What provisions

2 nowadays are there to allow planes to land in fog?

The history of the airport is that in 1941 we thought

3 the Japanese would attack so the Army came and created a base, which is now the Sonoma County Airport. at this site because it is a natural fog pocket (corrected) We have learned to grow world recognized Pinot Noir grapes because of the soil and the cool climate. The ocean air comes up the Russian River to the Mark West Creek. They don't grow Pinot in Alexander Valley. Santa Rosa will be sunny while the airport is under a cloud.

Comments will be accepted until 5:00 pm PDT on September 19, 2011 and may be submitted via mail, email or fax with attention to: Crystal Acker, County of Sonoma Permit and Resource Management Department, 2550 Ventura Avenue, Santa Rosa, CA 95403; **Email:** crystal.acker@sonoma-county.org; **Fax:** (707) 565-1103.

I would like to see the fact that it is a fog pocket addressed in the Environmental document.

www.sonomacountyairport.org

Thank you for reading this hand written comment and attending the Planning Meeting. It is appreciated!

RESPONSES TO COMMENT LETTER C36 – COMMENT CARD SUBMITTED BY JEAN MCMULLEN

C36-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the frequency of flights redirected from the Airport as a result of inclement weather is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C36-2 It is acknowledged that all aircraft operating in foggy or inclement weather conditions operate using instrument flight rules (IFR) conditions. This results in achieving the highest degree of safety. Aircraft have instrument landing capabilities that allow aircraft to communicate with ground navigational devices, such as an instrument landing system (ILS). These systems allow aircraft to land safety in low visibility conditions such as 'fog.'

C36-3 This comment does not specifically address the analyses contained in the Draft EIR. The comment regarding the Airport and region's history, as well as the observation that foggy conditions occur at the Airport, is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C37 – LETTER SUBMITTED BY CAROLE H. STRODE
Page 1 of 2

September 12, 2011

RECEIVED
SEP 13 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT COUNTY OF SONOMA

PRMD
2550 Ventura Avenue
Santa Rosa, Ca. 95403
Attn: Crystal Acker

Re: Air Port Expansion & Environmental Impact Report
Noise Factor

On September 11, 2011 I had occasion to read "let the public speak" in the local paper and Darryl E. Laxos' letter complaining about the air port expansion. February 24, 2011, Windsor Times had an article about the expansion and that they would be holding hearings for the public, that was the last that I heard.

In August 2010 two surveyor's drove into The Shamrock Mobile Home Park, the manager asked "What are you doing here", they said "We are here to survey for the Airport, they are expanding the holding pattern for the planes". This is very close to the Mattie Washburn Elementary School located at 75 Pleasant avenue in Windsor, next to the school is Pleasant Oak Park, a large neighborhood park. 1

I have been a resident of Windsor for the past seventeen years and have watched, or better listened to, the planes coming and going, the last two years the noise has become so loud I can not be outside when the planes are overhead. I live one block from the school and park. There are many licensed Day Care with in several blocks of the school. One of the day care mothers said, some of the children she cares for have ear problems, and they would cry from the noise of the planes.

COMMENT LETTER C37 – LETTER SUBMITTED BY CAROLE H. STRODE
Page 2 of 2

1 I believe the path should be moved away from the elementary school and park to another area. There should be further studies in regard to the noise factor. Many people that live near the school work all day (do not hear the noise) or are renters and will be moving on and do not want to get involved. Home owners across from the park have voiced their concern over the noise, but have not taken it any further, don't believe they realize that this is only the beginning, and the larger planes will be landing, the noise increasing and the property values will be going down.

Respectfully,

Carole H. Strode

Carole H. Strode

[redacted]

RESPONSE TO COMMENT LETTER C37 – LETTER SUBMITTED BY CAROLE H. STRODE

C37-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment requesting the alteration of flight paths to reduce noise in the Town of Windsor is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Section 3.10 of the Draft EIR provides a detailed analysis of the noise impacts associated with the Proposed Project. In addition, Section 3.9 of the Draft EIR provides a detailed analysis of the land use compatibility issues associated with the operation of the Airport. This includes an analysis of various land uses (including schools and parks) and the effects of the Proposed Project on these land uses.

The FAA is solely responsible for the vectoring and sequencing of aircraft within the airspace approaching the Airport. Once aircraft are near the Airport they are required to fly established procedures in the air traffic pattern to ensure a safe and orderly approach to landing. Although the FAA and the Airport coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved and implemented by the FAA.

COMMENT LETTER C38 – LETTER SUBMITTED BY JAMES AND MARTHA LINDGREN

RECEIVED
SEP 12 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT COUNTY OF SONOMA

Hello -

1 We write this in strong opposition to the proposed expansion of the Sonoma County airport runway. This represents a number of negatives in our opinion. There will be bigger and noisier jet airplanes that will fly low and directly over our house as we are in the landing flight path. It also represents a hazard to the public schools which are also in the flight path.

2 Why do we in Windsor always have to suffer the most from the noise and potential danger of more airport traffic? What will this do to our future property value? A San Jose North type airport will only cause the ruin of our wonderful, pristine environment that we all enjoy.

We would greatly appreciate a reply stating your position on this important issue.

Thank you very much.

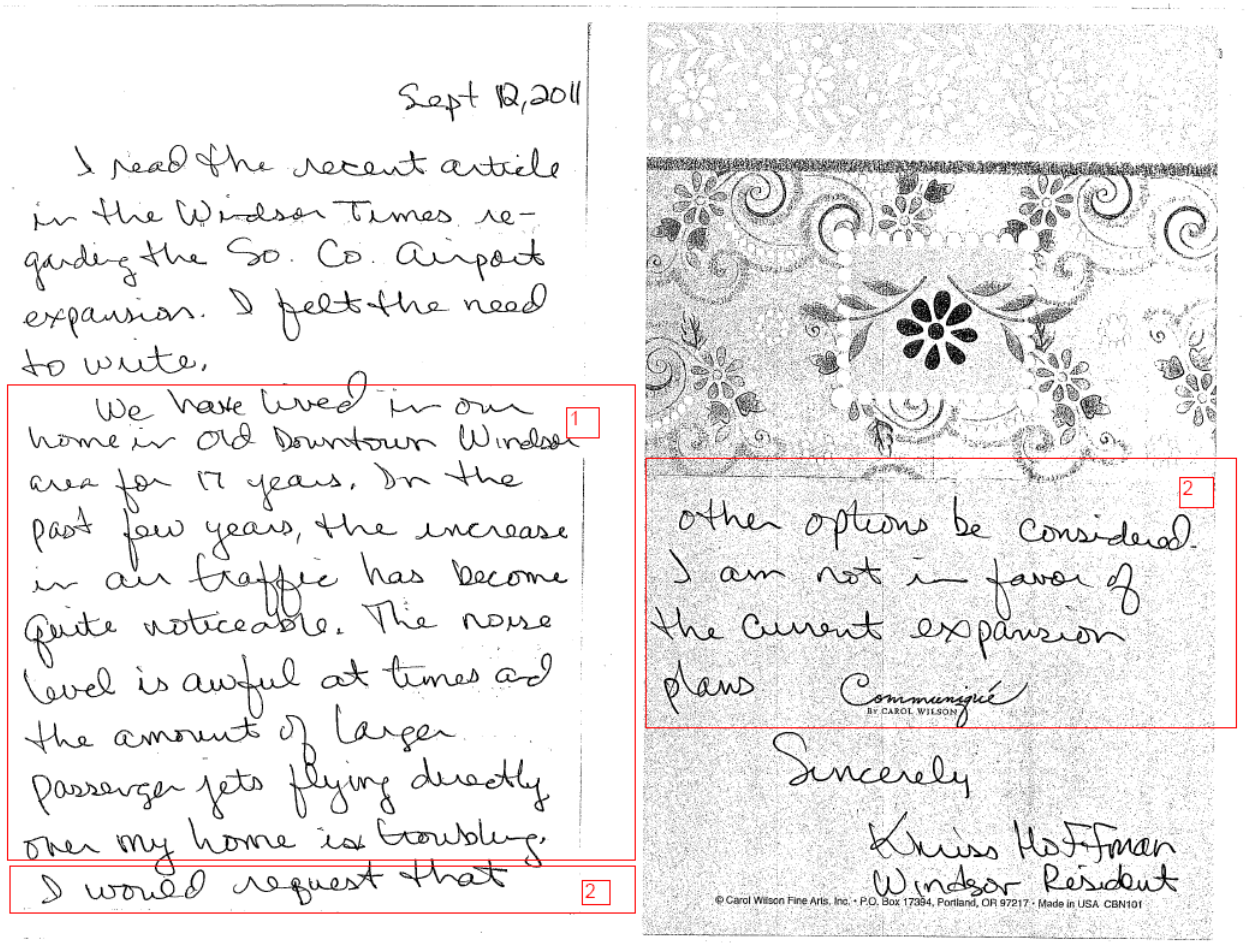
James and Martha Lindgren
[redacted]

RESPONSES TO COMMENT LETTER C38 – LETTER SUBMITTED BY JAMES AND MARTHA LINDGREN

C38-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition to the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C38-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition to the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors. For a discussion of the effects on property values in the Airport vicinity, please see Master Response D on page 4-9.

COMMENT LETTER C39 – LETTER SUBMITTED BY KHRISTINE M. HOFFMAN



Sept 12, 2011

I read the recent article in the Windsor Times regarding the So. Co. Airport expansion. I felt the need to write.

We have lived in our home in Old Downtown Windsor area for 17 years. In the past few years, the increase in air traffic has become quite noticeable. The noise level is awful at times and the amount of larger passenger jets flying directly over my home is troubling. I would request that other options be considered. I am not in favor of the current expansion plans

1

2

2

Communiqué
BY CAROL WILSON

Sincerely

Khriss Hoffman
Windsor Resident

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RESPONSES TO COMMENT LETTER C39 – LETTER SUBMITTED BY KHRISTINE M. HOFFMAN

C39-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the noise levels and overflight of aircraft is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of the size of the Airport and the number of commercial service flights authorized to operate at the Airport, please see Master Response G on page 4-20.

C39-2 Chapter 4 of the Draft EIR provides an overview of the alternatives that were considered as part of the master planning and environmental review process. Consistent with the California Environmental Quality Act (CEQA), Chapter 4 of the Draft EIR examined a reasonable range of alternatives. As was stated therein, none of the alternatives examined meet the objectives of the Proposed Project or would do so only with unacceptable adverse environmental impacts.

COMMENT LETTER C40 – EMAIL SUBMITTED BY JEFFREY DESAUTEL AND LINDA ROCKWOOD

My wife and I, who live in Denver, also own a home in Healdsburg, and visit often. We currently fly into Sacramento, or drive from Denver, and would love to have the option to have a non-stop flight into STS. It would not only make our general travel plans easier and quicker, but would also allow us to come out more often, on a 'spur-of-the-moment' basis for a weekend.

We are aware that a lot of people from Denver and Colorado love to come to wine country, and further that, like us, they like to come during the 'off' seasons - in February or March, and October and November. That allows us to enjoy greenery that comes earlier to Sonoma County than to Colorado, and that hangs around later in the fall. Of course, by the same token, residents of Sonoma County would then have a quicker way to get to Denver and the Colorado ski country. Since Vail now owns two Tahoe area resorts, and issues a large number of Epic passes, some of which surely are purchased by Sonoma County residents, this new service would be a wonderful benefit to them (and is a separate reason to choose Denver over either Phoenix or Salt Lake as an initial service expansion).

1

We first heard about a possible extension to Denver over a year ago, and have been very interested ever since. We urge that these plans be approved, and move forward as quickly as possible. We believe the benefits to Sonoma County would be substantial.

Jeffrey Desautels and Linda Rockwood

RESPONSE TO COMMENT LETTER C40 – EMAIL SUBMITTED BY JEFFREY DESAUTEL AND LINDA ROCKWOOD

C40-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C41 – EMAIL SUBMITTED BY JOHN PEARSON

1 We would love to see flights to Spokane WA. Spokane is the hub for eastern WA, northern ID & western Montana. I think you would do well. Even every other day would be good. Fly to Spokane one day & Phoenix/Denver the other.
Thanks

RESPONSE TO COMMENT LETTER C41 – EMAIL SUBMITTED BY JOHN PEARSON

C41-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding preferred flight destinations is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C42 – EMAIL SUBMITTED BY ROBERT SARQUIS

1 Of course we need to improve the airport to permit larger planes and more airlines to come to Santa Rosa. This is progress we need. There is no good reason we should remain provincial and isolated just because a few people may be inconvenienced to a relatively small degree.

RESPONSE TO COMMENT LETTER C42 – EMAIL SUBMITTED BY ROBERT SARQUIS

C42-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C43 – EMAIL SUBMITTED BY G. HARDMAN
Page 1 of 2

1 Planes landing at SFO come in over the Bay and do not impact as many residential homes as STS. Fort Hamilton in Novato would have had a similar configuration where flights over residential homes would have had little impact. In Marin they put it to a vote and the residents of Marin voted down the airport and their representatives supported their contingencies view, so no Airport was created in Marin although it is much closer to San Francisco.

2 Here in the North Bay it appears that a few Companies needs outweigh the citizens of Santa Rosa and nearby communities. The proposed expansion will not benefit those who live near the airport or are in the flight path. It will not benefit the shuttle services to SFO, it will not benefit tourists coming to the area whose vacation will interrupted by the noise created from the additional incoming and outgoing flights. They will be glad to leave the area and to return to a home more peaceful.

3 The homes in the flight path will have their property value reduced and will bottom with very little possibility of ever increasing in value. The County Real Estate Taxes will also be reduced on the reduced appraisal values. The impact to retired families and the elderly whose lives will be disrupted not just on the weekends but every day. The working families who look forward to a peaceful weekend gardening in the yard, having guests over for a barbecue or just trying to relax and read will find these simple activities taken from them.

4 So who does this benefit a few companies who promised great fortunes for the city? Sure they will sweeten the story with the promise of creating jobs but at whose expense? Sure a few

COMMENT LETTER C43 – EMAIL SUBMITTED BY G. HARDMAN
Page 2 of 2

travelers who occasionally will use the airport will benefit. They won't have the inconvenience of having to take an air conditioned shuttle to SFO and it may save them some commute time. They won't mind if they don't live in the flight path even if they do I wonder how much consideration they gave to the impact on their homes. How often do they travel? How long will it take for the savings in time and gas to make up for the loss in their property values? Will they live that long?

4

My purpose for this note was to call your attention to consider to the impact it will have on the lives of the people and families that live near or in adjacent communities. Not just in their air quality, noise pollution but also to the financial impact to families whose home values have been severely hit with housing crash. Another hit to the home values like this one will change peoples financial and quality of life probably for as long as they live.

5

The amount of air traffic today alone is barely tolerable. Just sitting in the backyard for a short while and you will see and hear a plane every few minutes, I am not saying these are all commercial carriers but just a large volume of air traffic noise. If you want to see how bad it can be go to the communities near the San Jose airport. Just walking down the street in downtown San Jose will give you pause to be thankful you don't live in an area where 727's are landing so close that you can see the windows and experience noise that interrupts a conversation by causing everyone to look up and interrupts even thoughts. Is this what we want to bring to Santa Rosa and the surrounding communities? Are the citizens in the Santa Rosa area deserving any less consideration than the citizens South of us in Marin? I don't think so and I hope those that are reviewing the request for STS expansion also agree that the citizens in Sonoma County are entitled to the same peaceful environment in their homes as as those citizens south of us in Marin County.

6

RESPONSES TO COMMENT LETTER C43 – EMAIL SUBMITTED BY G. HARDMAN

C43-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding flight tracks at various airports in the Bay Area is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C43-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding potential lack of benefits for Santa Rosa and nearby communities is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C43-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors. For a discussion of property values in the Airport vicinity, please see Master Response D on page 4-9.

C43-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the current inconveniences of traveling to other airports and living under the existing flight path is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C43-5 The air quality impacts of the Proposed Project are fully discussed in Section 3.3 of the Draft EIR. The noise impacts of the Proposed Project are fully discussed in Section 3.10 of the Draft EIR. For a discussion of property values in the Airport vicinity, please see Master Response D on page 4-9.

C43-6 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition to the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors..

COMMENT LETTER C44 – EMAIL SUBMITTED BY RENEE CARRIERE

Dear Crystal Acker

1 Perhaps something of this magnitude should be brought before Sonoma County voters? I find it bemusing to think that the Smart project took so long before it passed; we definitely all knew about it no matter where we stood. Not so in the case of the airport. Personally I think If this project goes ahead as it stands the cost won't be on our tax bills instead it will be in congested roadways, pollution and decibels that go with a South San Francisco ambiance day and night 24/7; this will be a major part of what we bequeath to the future residents of Sonoma County.

2

3 Yes the easy answer is to expand the airport but that is not the far sighted answer which will need more innovation and input from an adequately informed public.

Sincerely,

Renee Carriere

RESPONSES TO COMMENT LETTER C44 – EMAIL SUBMITTED BY RENEE CARRIERE

C44-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment suggesting that the Proposed Project be put before voters in Sonoma County is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C44-2 The traffic impacts of the Proposed Project are discussed in Section 3.12 of the Draft EIR. The air quality impacts of the Proposed Project are discussed in Section 3.3 of the Draft EIR. The noise impacts of the Proposed Project are discussed in Section 3.10 of the Draft EIR.

C44-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment suggesting more innovation and input from the public is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C45 – EMAIL SUBMITTED BY MARTI SWAB

1	Comments: YES! The runway at our Santa Rosa airport MUST be extended! (and should have been done long ago!) A city our size is way overdue for an airport to provide needed air service to many more CA/U.S. cities! We need it for individuals, we need it for families, we need it for businesses. We need it for the environment--no more long emission-producing drives to San Francisco or Oakland. And we need it to bring in tourism/visitors with the economic boost that gives to Sonoma County. There is no question, our airport must be expanded, and must be done as soon as possible!

RESPONSE TO COMMENT LETTER C45 – EMAIL SUBMITTED BY MARTI SWAB

C45-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C46 – LETTER SUBMITTED BY JOHN W. ELDRIDGE, JR.
Page 1 of 3

John W. Eldridge Jr.
[redacted]

Permit & Resource Management Department
2550 Ventura Avenue
Santa Rosa, CA 95403
Attn: Crystal Acker

RE: Sonoma Co. Airport Expansion

Dear Ms. Acker,

1 I am writing to protest the proposed expansion of the Sonoma County Airport. I am one of the original homeowners in the Deer Creek housing development located at the crossroads of Windsor River Road and Starr Road. My house is directly under the landing wheels of the Alaska Airlines planes that land at the north end of the current runway. The noise and visual distraction is an unwelcome nuisance at the levels and frequency we endure today. The proposal to extend the runway 1,000 feet to the north will increase the noise level, ground proximity of the commercial airplanes and frequency of commercial flights to an absolutely unbearable level for the hundreds of Windsor residents who live in this flight path.

2 Sonoma County was responsible for permitting residential development in this area before Windsor was incorporated as an independent jurisdiction. Sonoma County has a continuing responsibility for assuring a decent quality of life for the residents of these homes when evaluating any new development such as the extension of the airport runway. When I look at the quality of life impact that the increase in commercial airline noise and traffic levels that will result from this proposed development, it appears that you have abandoned this very basic responsibility of local government toward your residents, homeowners and taxpayers.

3 When I purchased my home in 1990 I was assured by the developer that the size of the local airport would limit any future commercial flights to a few per day and would also limit the size and noise level of the commercial airplanes that can be used there. To date I have found this to be an acceptable nuisance level that does not exceed the level I had anticipated based on that warning when I purchased my home. This ill conceived proposal to extend the runway to the north beaks the basic trust that home owners should expect from their local government.

4 County Government and especially the planning departments have a very basic responsibility to evaluate future growth and development and carefully regulate that development for the long term benefit of their residents. A County Governments

COMMENT LETTER C46 – LETTER SUBMITTED BY JOHN W. ELDRIDGE, JR.
Page 2 of 3

4 planning horizon should project at least 25 to 30 years into the future when evaluating future development. If the planning department was open to the expansion of the Sonoma County Airport runway to the north, they never should have permitted the hundreds of new homes, the new Cali grade school and even the new Windsor High School into this future flight path for commercial airlines. The County has always had both a professional and moral responsibility to assure that new residential development and schools were not permitted in the path of possible future airport runway expansion. That is so obvious and essential that should be apparent to anyone, and most certainly is part of the required education for any professional planner. What went wrong in Sonoma County?

5 When you look at the view of the Sonoma County Airport on Google Earth it is apparent that the distance from the runway to the nearest residential development is four times further at the south end of the runway than it is at the north end of the runway. If an expansion is ever done it is clear that expansion should be done to the south, or better yet to the west where there is ample open space. The Airport manager's response in the Windsor Times article on this topic was "expansion to the south would require road as well as creek realignment, which would be cost prohibitive." That is a proper response from an airport managers rather limited point of view. But where is County Government who should be speaking for the residents and taxpayers who would be impacted by this poor decision making? The public and their public officials should be asking questions like: "That would be cost prohibitive for who? The airport developers? What about the proposed expansion to the north which would be cost prohibitive for hundreds of residents who would lose quality of life by being placed under the expanded runway. What about all of those property owners whose home values will plummet because of that. Future home buyers will shun homes in the expanded flight path once they hear the commercial planes come in over the home they were considering. What about the endless future loss in real estate taxes to the County as the value of all those homes continue to be depressed year after year. We all expect the current economy to improve over time, but those homes in this new flight path will not share in that improvement because an airport expansion is not a temporary event.

6 Will the County or the Airport manager reimburse homeowners for the economic devaluation of the properties in this flight path compared to equivalent homes that are away from the flight path? Will the Airport manager reimburse Sonoma County every year into the future for the annual loss in tax revenue from the homes in the flight path? Seriously, would you buy… or even rent a home under this proposed expanded runway?

7 I am definitely opposed to the expansion of the Sonoma County Airport because the damage it will cause to both the quality of life and the property values of the current homes in the flight path is far greater than the speculative and inflated economic values imagined by the developers. If any expansion of this airport is ever done, that expansion should clearly be done to the south or better yet, with a new runway to the west. In the meantime any future residential development in those possible future flight paths should be prohibited.

COMMENT LETTER C46 – LETTER SUBMITTED BY JOHN W. ELDRIDGE, JR.
Page 3 of 3

8 I am gravely disappointed that the professional planners and government officials who developed the Sonoma County Comprehensive Plan and the Environmental Impact Report for this misguided airport expansion proposal have failed to meet their most basic responsibility to the residents and school children whose lives and property values will be harmed by this action. Please do what you can to stop this sad chapter in Sonoma County history from going forward.

Sincerely,
John W. Eldridge Jr.
John W. Eldridge Jr.

CC: Sonoma County Board of Supervisors

[redacted]
NORTH BAY CA 949
14 SEP 2011 PM 2 T

Permit & Resource Management Department
2550 Ventura Ave.
Santa Rosa, CA 95403

RECEIVED
SEP 15 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT
COUNTY OF SONOMA

HN: Ms. Crystal Acker

95403+2823

RESPONSES TO COMMENT LETTER C46 – LETTER SUBMITTED BY JOHN W. ELDRIDGE, JR

C46-1 The noise impacts of the Proposed Project are discussed in Section 3.10 of the Draft EIR. As stated therein, with the exception of temporary construction-related impacts, mitigation measures have been identified to reduce all potential noise impacts associated with the Proposed Project to less than significant levels.

For a discussion of the height of aircraft flying over areas north of the Airport, please see the response to comment #C15-3 of email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142.

With respect to the frequency of commercial service aircraft in the future, it is important to note that the currently adopted General Plan Air Transportation Element (ATE) allows greater numbers of airline operations and greater passenger numbers than what is forecast in the Master Plan Update and the Draft EIR. All projected growth can be accommodated well within the currently permitted 21 daily airline departure allocation limit established in 1988 in the ATE and retained in the revised ATE.

C46-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding quality of life issues is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C46-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the trust that homeowners should expect from their local government is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

It is also important to note that the Airport predates almost all other land uses in the vicinity of the Airport. In addition, the deed restrictions transferring the Airport to the County require that the County operate the property as a public airport.

C46-4 The County of Sonoma does not have jurisdiction for long-range planning for the Town of Windsor. As part of the effort to ensure compatible land uses in the vicinity of the Airport, the County, through the Airport Manager, has provided input to the Town of Windsor regarding changes in land uses in areas near the Airport.

C46-5 For a discussion of the reasons for rejecting the alternative to extend Runway 14/32 to the south, please see the response to comment #15-1 of the email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142 and the responses to comments #C29-1 and #C29-3 of the email (2) submitted by Darryl E. Laxo (Comment Letter C29) on page 5-171.

C46-6 For a discussion of property values in the Airport vicinity, please see Master Response D on page 4-9. The comment regarding reimbursement of tax revenues does not specifically address the analyses contained in the Draft EIR. This comment is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C46-7 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the commenter's preferred location for any runway extension is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C46-8 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition to the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C47 – LETTER SUBMITTED BY ROBERT HOPKINS
Page 1 of 1

Hopkins River Ranch
8300 Eastside Road
Healdsburg, CA
95448
(707) 838-6306

Crystal Acker
Sonoma County Permit and Resource Management
2550 Ventura Ave.
Santa Rosa, CA 95403

September 15, 2011

Dear Ms Acker:

My family and I have been airport neighbors since 1954. We are deeply concerned that the Sonoma County Airport may develop in ways that diminish the quality of life for the many families who live in the area under the approach and departure tracks for the airport.

1 I believe that the Draft EIR for the Sonoma County Airport is deficient in that it fails to adequately address Single Event Noise Exposure Level impacts for those areas which are outside of the Community Noise Equivalent Level footprint. Noise impacts outside of the CNEL footprint are relegated to the status of mere annoyance because they fall below the decibel level which would be considered to have health impacts upon residents.

2 Single Event Noise Exposures have a real effect on residents and on their property values and should not be simply dispensed with by the designation of "annoyance". Despite the fact that " Annoyance levels have never been correlated statistically to Single Event Noise Exposure Levels…" (page M-15, Appendix Volume II) an attempt should be made to recognize the negative impacts which these events have.

3 Figures 4-2a and 4-2b of Appendix Volume II illustrating the 2009 baseline arrival and departure tracks should be modified to incorporate altitudes at various points over the illustrated tracks. The modified figures should be incorporated into the primary EIR rather than being buried in an appendix. This information should become part of the disclosure process for all real property sales within the affected area.

Regards,

Robert E. Hopkins

RESPONSES TO COMMENT LETTER C47 – LETTER SUBMITTED BY ROBERT HOPKINS'

C47-1 Impact 3.10.6 on pages 3.10-45 through 3.10-56 of the Draft EIR discusses single-event noise impacts associated with the Proposed Project. This analysis showed that the Sound Exposure Level (SEL) associated with single-event noise impacts of the four representative aircraft operating at the Airport would not result in any sleep disturbance. This is because the shift in the SEL noise contours would amount to approximately 1 dB SEL, which is not discernible by the human ear.

C47-2 As stated in Section 3.10.1.1 on pages 3.10-1 through 3.10-4 of the Draft EIR, there are no significance thresholds associated with single-event noise levels. However, the Draft EIR does discuss the relative change in SEL noise contours that would occur as a result of the Proposed Project. Thus, the impact associated with single-event noise was disclosed in the Draft EIR.

C47-3 Figures 4.2a and 4.2b on pages M-38 and M-39 of the Draft EIR, respectively, show flight tracks for all aircraft arriving to and departing from the Airport. Because these flight tracks include all aircraft with various performance characteristics, and therefore, a unique altitude for each type, a graphic that shows altitudes of aircraft along each flight track is not possible.

This comment regarding the need to include the information on single-event noise as part of the disclosure process for all real estate property sales in the Airport vicinity is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors. However, it is important to note that the requested requirement is not within the purview of the County of Sonoma Board of Supervisors.

COMMENT LETTER C48 – EMAIL SUBMITTED BY DONNA CHERLIN

1 Comments: While I enjoy the convenience of a local airport and realize it's value to the community, I do not want any expansion that will increase the noise level or extend the flight path beyond current limits. Air pollution and noise levels are of primary importance to me, and any increase will affect the quality of living in Sonoma County.

RESPONSE TO COMMENT LETTER C48 – EMAIL SUBMITTED BY DONNA CHERLIN

C48-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Section 3.1 of the Draft EIR provides a discussion of the air quality impacts associated with the Proposed Project. Section 3.10 of the Draft EIR provides a discussion of the noise impacts associated with the Proposed Project.

COMMENT LETTER C49 – EMAIL SUBMITTED BY CONSTANCE DALE

Dear Ms. Acker,

It is my considered opinion that the proposed airport extension will be an environmental and economic setback for myself and my neighbors.
Extending the runways will mean that aircraft will be coming over our homes at a much lower altitude than they presently do now. It also will mean that larger aircraft will create more noise and pollution. Traffic will be increased considerably by those accessing the Shiloh/Skylark approach to the terminal which is already congested not only for airport access but additionally by trucks hauling chicken manure to the proposed methanol plant. 1

This area will be adversely affected by the airport's increased size and activity. And, of course, property values already impacted by the present economy will be affected in a negative way.

For these reasons, we would strongly urge the plans for the airport extension be tabled.

Thank you for your consideration.

Sincerely,

Constance Dale

[redacted]

RESPONSE TO COMMENT LETTER C49 – EMAIL SUBMITTED BY CONSTANCE DALE

C49-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of the height of aircraft north of the Airport, please see the response to comment #3 of the Darryl E. Laxo (1) email.

Section 3.1 of the Draft EIR provides a discussion of the air quality impacts associated with the Proposed Project. Section 3.10 of the Draft EIR provides a discussion of the noise impacts associated with the Proposed Project. Section 3.12 of the Draft EIR provides a discussion of the traffic and transportation impacts associated with the Proposed Project.

For a discussion of property values in the Airport vicinity, please see Master Response D on page 4-9.

COMMENT LETTER C50 – EMAIL SUBMITTED BY DANA PRESTON

We are among the many families who use the STS airport frequently and are in favor of adding destinations. We appreciate the flights to LA as our children attend college there, and we have also used the airport for the other West Coast destinations. We would definitely appreciate it if flights were added to San Diego, Orange County, and especially Salt Lake as we (along with many others in the community) are Mormon and have relatives there. Our county will also benefit economically from increased tourism spending, and if the runway improvements are mostly covered by grants we see no reason not to take advantage of the opportunity to expand. 1

Thank you for listening. We look forward to future travels!

The Preston Family

RESPONSE TO COMMENT LETTER C50 – EMAIL SUBMITTED BY DANA PRESTON

C50-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C51 – EMAIL SUBMITTED BY LAURA DUGGAN

Thank you for making this report available on-line. I was not able to read it in its entirety, but scanned relevant sections. I must say that I have very mixed feelings. As a traveler, I would love to see more flights in and out of Sonoma County. Avoiding a 2 hour drive to San Francisco is good for me and good for our environment. At the same time, the reason that I enjoy using Sonoma County airport is because it is small and easy to deal with. When I read that the existing building would be demolished, to be replaced with a new (?3-story?) building, I realized that with the expansion, the small-town feel of the airport would be completely demolished as well. In that case, I have some hesitation about the plan. I am also concerned about the impact on wildlife, and noise abatement. 1

Therefore, all I can ask is that the people who are elected to decide, really take time to consider all the pros and cons before signing yes. There is no question it will bring economic growth. The question is, at what cost.
Thank you.

RESPONSE TO COMMENT LETTER C51 – EMAIL SUBMITTED BY LAURA DUGGAN

C51-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comments regarding design of the new terminal, the concern about impacts to wildlife and noise abatement, and the request that the decision-makers take time to consider all the pros and cons of the Proposed Project are acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

With respect the existing terminal building, the demolition of that structure is not proposed at this time. If the County chooses to demolish the existing terminal building, that project would be subject to future environmental review and future approval by the County of Sonoma Board of Supervisors.

COMMENT LETTER C52 – EMAIL SUBMITTED BY JOE DIETZEN

1 Comments: As someone who has been involved in the business community in Sonoma County as a banker to local businesses since 1988, I endorse the efforts to expand the Sonoma County Airport. A larger airport will support business travel for companies in the area and draw business to the county. This will result in more jobs in Sonoma County and lead to increased demand for industrial and office space in the county. That in turn leads to jobs for local construction trades.

RESPONSE TO COMMENT LETTER C52 – EMAIL SUBMITTED BY JOE DIETZEN

C52-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C53 – EMAIL SUBMITTED BY STEVE SCHOFIELD

1 It is important to approve the expansion at the Schultz Airport. The better access we can get to Sonoma County the better opportunities we have for economic development and economic expansion in Sonoma County. Please approve the expansion at the airport.

Thanks,

Steve Schofield

RESPONSE TO COMMENT LETTER C53 – EMAIL SUBMITTED BY STEVE SCHOFIELD

C53-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C54 – EMAIL SUBMITTED BY JEFF WEBER

I am the Sonoma County public affairs manager for Agilent Technologies, the largest technology employer in the North Bay Area with approximately 1,150 employees at the company's Santa Rosa facility. Agilent strongly supports the safety improvements and runway extensions outlined in the airport draft EIR. Longer runways are needed to enable profitable commercial air service to Denver, with connections to other eastern destinations.

This service would be very advantageous to Agilent, which has several major facilities in Colorado. Every year, Agilent employees take hundreds of flights to Denver through airports in
1 San Francisco or Oakland. A significant number of these flights would be taken out of Santa Rosa if commercial service was available, increasing productivity for our employees by avoiding two-plus hours traveling to Bay Area airports -- and at the same time reducing traffic congestion and improving air quality by eliminating the lenghty commute and removing vehicles from roadways.

Commercial air service to Denver would also be beneficial to the Sonoma County economy, making it more attractive to companies considering locating jobs here. In addition, it would benefit existing companies by making it easier to travel, providing an incentive for those businesses to expand and grow in Sonoma County.

For all these reasons, Agilent Technologies joins the Santa Rosa Chamber of Commerce and other local business organizations in encouraging approval of the airport EIR.

RESPONSE TO COMMENT LETTER C54 – EMAIL SUBMITTED BY JEFF WEBER

C54-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C55 – EMAIL SUBMITTED BY JEFF CROUCH

1 Comments: I view this connection as being critical to the growth of our community. I fully support it.

RESPONSE TO COMMENT LETTER C55 – EMAIL SUBMITTED BY JEFF CROUCH

C55-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

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COMMENT LETTER C56 – EMAIL SUBMITTED BY JOAN LANGFELD
Page 1 of 2

Like everything else, growth is inevitable. But how things grow needs to be delicately managed. There are pros and cons to expansion of the airport. I will relay my thoughts below:

1

- I have been in the same house for > 30 years and plan to live here until I am unable to take care of the property. I live outside the city limits in the "country". I chose to live here because of the quiet, beauty, and connection with nature/animals and plants. I love hearing the crickets, birds, frogs, fox and coyote. Otherwise I'd live in the noisy, fast-paced city among the city traffic.

2

- I hear planes going overhead now, but they are prop planes for the most part. I can tell when the Bohemian Grove gang arrives and when they leave, not by the newspapers, but by the numerous jets that fill the silence. One runway route goes directly over my house, but I have never complained even with the increase in air traffic over the years.

3

- I am not opposed to more flights if they are small prop planes, but I am opposed to larger jets with much more noise and air pollution and probably more noise and air pollution more frequently.

4

- If the airport decides to expand, have the expansion move towards the city and have routes fly over the city of Santa Rosa, where there already is noise rather than the country areas. Noise pollution has increased over the years with the increased air traffic on the route that goes over my house.

5

- There will be a significant increase in noise pollution with an airport expansion. Even with a noise curfew for late night/early morning, if the airport needs more flights in the future, to increase their economic needs, the curfew would probably be dropped, just like the controversy that happened with the San Jose airport.

COMMENT LETTER C56 – EMAIL SUBMITTED BY JOAN LANGFELD
Page 2 of 2

6 • As I have been reading, the airport wants to extend the runways and encourage more flights to attract more visitors and new companies into the area. It is not that we need a bigger airport because Santa Rosa and the surrounding areas have grown so much larger. It is that some folks want Santa Rosa to grow larger to bring businesses in to "help" our economy. If you recall, Petaluma had an increase of businesses into the area, Telecom Valley, but the Petaluma airport was not increased in size to attract these businesses.

7 • There will be a possible decrease in home values with increased air traffic, air pollution, noise pollution, water pollution and change in aesthetics.

8 • If my property value decreases and businesses profit by these changes, how will homeowners like myself be compensated? (For example, the Chamber of Commerce is pushing for this change and hopes to benefit monetarily from this change.)

9 • There will be a significant increase in aircraft air pollution long-term. But in the short-term, there will be a high chance of increase in car/bus/taxi air pollution from the added number of visitors/tourists in "wine country" since access would be easier.

10 • Building and expanding the airport doesn't seem to be a smart idea when our roads need fixing and the county is laying employees off and expanding the airport will bring in more tourists using the roads with no one to fix the roads. And the traffic problems on rural roads to the airport will only increase.

11 • I personally do not want our beautiful, resourceful county to grow like San Jose. Santa Rosa has already changed from Luther Burbank's words, "this is the chosen spot of all this earth as far as Nature is concerned" but the surrounding area of Santa Rosa still rings true from Luther Burbank's words…at least the area where I live. Let's be smart about how we grow.

RESPONSES TO COMMENT LETTER C56 – EMAIL SUBMITTED BY JOAN LANGFELD

C56-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the choice that the commenter made in choosing a home location is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C56-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the location of the commenter's home with respect to the existing flight track is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C56-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of larger planes is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C56-4 For a discussion of the reasons for rejecting the alternative to extend Runway 14/32 to the south, please see the response to comment #C15-1 of email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142.

The FAA is solely responsible for the vectoring and sequencing of aircraft within the airspace approaching the Airport. Once aircraft are near the Airport they are required to fly established procedures in the air traffic pattern to ensure a safe and orderly approach to landing. Although the FAA and the Airport coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved and implemented by the FAA.

C56-5 For a discussion of the noise impacts associated with the Proposed Project, please see Section 3.10 of the Draft EIR. It is important to note that the Airport does not have an existing noise curfew. For a discussion of a voluntary nighttime noise curfew, please see the response to comment #A3-9 of the letter submitted by the Town of Windsor (Comment Letter A3) on page 5-17.

C56-6 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the increase in business in Petaluma is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

It also is important to note that the airport in Petaluma is not a commercial service airport. Therefore, it is not appropriate to make any comparison in demand associated with an increase in business in Petaluma.

C56-7 For a discussion of property values in the Airport vicinity, please see Master Response D on page 4-9.

C56-8 The comment regarding reimbursement of the loss of property values does not specifically address the analyses contained in the Draft EIR. This comment is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors. Please refer to Master Response D on Page 4-9.

C56-9 For a discussion of the air quality impacts associated with the Proposed Project, please see Section 3.3 of the Draft EIR. Section 3.3 fully analyzed all potential air quality impacts associated with the proposed project, including air quality impacts associated with surface street traffic serving the Airport.

C56-10 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the need to fix local roadways is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of the impacts of the Proposed Project on local roadways, please see Section 3.12 of the Draft EIR.

C56-11 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition to the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C57 – EMAIL SUBMITTED BY BRIAN BOLLMAN

1 Air traffic in and out of the Charles M Schulz Sonoma County Airport directly affects the town and neighborhood where I live. I have lived beneath the flight path of this airport for over 20 years and have heard the noise of every type of aircraft that has used the airport. During peak periods of use (e.g. Bohemian Grove events, and air shows) the noise has been nearly unbearable. Fortunately, such events only occur a few times a year. The noise level of aircraft varies considerably--sometimes it is so loud that it shakes the entire house. Because of my long experience with the noise from this airport, I have a pretty good idea of the real consequences of lengthening the runway in my direction, as well as the impact of increased air traffic. After reading the DEIR I have objections to the information presented and the conclusions drawn.

2 The method of observing noise levels does not appear to adequately represent what residents in the flight path actually experience. There were no observations taken anywhere in my neighborhood, which is directly under the flight path. Instead, the observations that were taken in residential areas were significantly away from the flight path. In addition, the measurements were taken indoors, with the windows shut. (We have spent many hours over a long period of time making our yard a sanctuary, we don't want to have to abandon it because of airport noise. We also don't have air conditioning, and must have our windows open much of the time in the summer.) We have measured outdoor aircraft noise in the last few days at as high as 88 decibels in our yard. With the runway lengthening in our direction the decibels will be significantly higher.

In order to get a truly accurate idea of the noise levels that

2 residents are experiencing now, far more metering locations would be required, and they would need to be located more directly in the flight path(s). In addition, it would be more meaningful to have both indoor and outdoor noise levels metered.

RESPONSES TO COMMENT LETTER C57 – EMAIL SUBMITTED BY BRIAN BOLLMAN

C57-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the location of the commenter's home with respect to the existing flight track is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C57-2 Commenter incorrectly asserts that the Draft EIR is flawed because it did not take noise measurements in his neighborhood. The prescribed methodology for analyzing noise associated with aircraft is the Community Noise Equivalent Level (CNEL).

For a discussion of the use of the CNEL as the metric used to analyze noise, please see the response to comment #B4-8 of the letter submitted by the Sierra Club (Comment Letter B4) on page 5-83.

The ten noise receptor sites identified in Table 3.10-3 on page 3.10-6 of the Draft EIR and shown in Figure 3.10-2 on page 3.10-8 of the Draft EIR were chosen to represent a variety of different land uses in the Airport vicinity. Five of the ten noise receptor sites are in residential neighborhoods (noise receptor site #3 is the closest residential area off the end of Runway 32, noise receptor site 5 is a distant neighborhood under the flight track associated with the approach end of Runway 14, noise receptor site 6 is the closest residential area off the approach end of Runway 14, noise receptor site 7 is the residential area off the approach end of Runway 19, and noise receptor site 9 is the residential area off the approach end of Runway 1).

The commenter incorrectly asserts that noise measurements were taken indoors with doors and windows closed. There were no measurements performed indoors. The Sonoma County Noise Standards in the General Plan Noise Element are expressed in terms of outdoor noise levels. Consistent with those guidelines, all measurements used to prepare the noise analysis in Section 3.10 of the Draft EIR were taken outdoors.

The noise contours presented in the Draft EIR are based on outputs from the Integrated Noise Model (INM). This model calculates noise levels for all areas in the Airport vicinity and not just at the ten noise receptor sites. Thus, the noise environment at any specific residential area can be determined by reviewing the noise contour maps presented throughout Section 3.10 of the Draft EIR. The noise levels at the noise receptor sites can be used to ensure that the noise contour output from the INM is accurate. Thus, adding more noise receptor sites would have no bearing on the noise contours themselves and additional noise receptor sites are not necessary to fully understand the noise environment in the Airport vicinity. The noise contours provide that information and are what are used to determine noise-related impacts.

It also is important to note that any noise measurements taken by the commenter are related to single-event noise. Therefore, an individual reading of 88 decibels does not equal a CNEL of 88db. For a discussion of how noise levels are calculated, please see Appendix M of the Draft EIR.

COMMENT LETTER C58 – EMAIL SUBMITTED BY ELISABETH BOLLMAN
Page 1 of 2

1

1. The decibel measurements are not taken directly under or even close to the center of the flight path, but up to a mile east of it. I have been informed by the airport spokespeople in the past just where the center of the flight path is and it is far west of Rio Russo and Windsor High.

2

2. It is entirely unfair, unrealistic and deceptive that measurements are permitted to be taken indoors with doors and windows shut. We live in an exceedingly nice climate and most people spend a great deal of time outdoors, as do animals, which have little choice.

3

3. It is very insensitive to residents and irresponsible to contemplate changes in the runways to allow for an increase in the number and size of planes, when the decibel readings of current flights are not being accurately measured. At close to 90 decibels, which the current Horizon flights measure in some areas outdoors two miles north of the airport, it is impossible to carry on a conversation. Fortunately, these flights are not constant, but during certain annual periods of heavy traffic it is necessary to go inside and shut the windows. Whoever determined that the current measuring standards were fair apparently believes we should stay inside all of the time. It has been proven that frequent noise this loud can be stressful and conducive to hearing loss in both people and animals.

4

4. There is obviously an increased danger of accidents with an increase in the number of flights.

COMMENT LETTER C58 – EMAIL SUBMITTED BY ELISABETH BOLLMAN
Page 2 of 2

I did not attend the last meeting because at a previous meeting at Huerta Gym, the airport spokesman told me that it was my fault for choosing 22 years ago to live where I do. After that, I did not see the point of attending another meeting.

We moved to Windsor because we could buy a nice house with a large yard in a semi-rural area of gorgeous oak woodlands near the lovely Russian River, an area considered to be the southern tip of the "Wine Country." The area is advertised to visitors and potential residents as a pastoral paradise and in many ways it still is exactly that. Constant screaming jet noise is not compatible with this lifestyle. The horses grazing in pastures cannot go inside and shut the windows. People cannot enjoy a leisurely picnic or float downstream when they cannot carry on a conversation above the painful roar of planes. In fact, an increase in jet traffic will affect the whole county and, paradoxically, is likely to eventually cause many visitors and potential residents to stop coming to the area.

5

RESPONSES TO COMMENT LETTER C58 – EMAIL SUBMITTED BY ELISABETH BOLLMAN

C58-1 The ten noise receptor sites identified in Table 3.10-3 on page 3.10-6 of the Draft EIR and shown in Figure 3.10-2 on page 3.10-8 of the Draft EIR were chosen to represent a variety of different land uses in the Airport vicinity. The Rio Russo and Windsor High School noise receptor sites were selected as a noise-sensitive residential area and a noise-sensitive school, respectively. The noise impact of the center of the flight path was calculated by using the Integrated Noise Model (INM) computer program. The 10 receptor sites that were selected by the Draft EIR represent the worst case scenario. All other areas would be further removed from the Proposed Project and would necessarily have lesser noise impacts. Since the Draft EIR did not identify any significant impacts at the 10 receptor sites studied (all of which are closer to the Proposed Project than the sites suggested by the commenter), the Proposed Project would not have a significant noise impact at any of the sites suggested by the commenter.

C58-2 The commenter incorrectly asserts that noise measurements were taken indoors with doors and windows closed. There were no measurements performed indoors. The Sonoma County Noise Standards in the General Plan Noise Element are expressed in terms of outdoor noise levels. Consistent with those guidelines, all measurements used to prepare the noise analysis in Section 3.10 of the Draft EIR were taken outdoors.

C58-3 All identified noise levels would meet established state and federal noise standards. As shown in Section 3.10 of the Draft EIR, no significant noise impacts would occur as a result of the Proposed Project.

For a discussion of the difference between the Community Noise Equivalent Level (CNEL) and single-event noise levels, please see pages M-6 through M-9 of Appendix M of the Draft EIR.

For a discussion of the effects of noise on humans, see pages M-10 through M-16 of Appendix M of the Draft EIR. Environmental noise does not have an effect on hearing threshold levels particularly due to the fact that environmental noise does not approximate occupational noise exposures in heavy industry, very noisy work environments with long-term exposure, or certain very loud recreational activities such as target shooting, motorcycle, or automobile racing, etc. The Occupational Safety and Health Administration (OSHA) identifies a noise exposure limit of 90 dBA for 8 hours per day to protect from hearing loss (higher limits are allowed for shorter duration exposures). Noise levels in neighborhoods, even in very noisy neighborhoods, are not sufficiently loud to cause hearing loss. It is interesting to note that while historically occupational noise was the primary cause of hearing loss, today it is recreational noise, and in particular, personal music players.

C58-4 Figures 3.11-1 and 3.11-2 on pages 3.11-2 and 3.11-3, respectively, of the Draft EIR show the general aviation accident contours for departures and arrivals. These figures are for accidents occurring on airports throughout the United States and are not specific to Charles M. Schulz – Sonoma County Airport. However, there is no correlation between an increase in aircraft operations and accidents.

C58-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will

be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C59 – EMAIL SUBMITTED BY DONNA AND RICH SANFILIPPO

Dear Ms. Acker,

1 Not everything needs to be about business. Most people live in, or moved to, Sonoma County for the quality of life they can't get elsewhere. If we wanted a bustling community and a busy airport, we would be living in an area that had those. And it's not like we live in the middle of Nebraska, where the nearest big airport is 5 hours away.

2 Even though the DEIR notes that decibel levels don't increase dramatically for those of us in the flight path, it fails to note the impact of the increased frequency of those sound levels. Being subjected to 60 or 65 db five times a day is far different than being subjected to them 30 times a day. The emotional and physical toll on both man and beast of repeated increased sound pressure levels is well-documented.

3 This airport expansion is an unneeded and costly exercise that will greatly detract from the quality of life for the surrounding communities that we enjoy and expect. We urge the County to vote no on this expansion.

Donna & Rich Sanfilippo

RESPONSES TO COMMENT LETTER C59 – EMAIL SUBMITTED BY DONNA AND RICH SANFILIPPO

C59-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C59-2 The noise levels identified in the Draft EIR all fall within the lawfully permitted range for residential activity. Noises falling in the 60 to 65 decibel range are comparable to an active office environment or the noise from a suburban expressway at 90 meters (295 feet).[59]

In fact, noise in the 60 to 65 decibel range is actually less than a commercial urban area during the daytime. More importantly, these levels represent the noise on the exterior of buildings. Noise standards are designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. The thresholds for speech interference indoors are approximately 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher (i.e., 60 dBA and 70 dBA, respectively). Steady noise of sufficient intensity above 35 dBA and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA Ldn. For transportation noise sources such as vehicular traffic, the noise levels will fluctuate throughout the day. The highest hourly average noise level during the daytime is numerically about equal to the overall Ldn value, and nighttime levels are typically 10 dBA lower. Typical structural attenuation is 12 to17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Therefore, the 45 dBA Ldn interior residential standard would be exceeded with exterior noise levels between 57 and 62 dBA Ldn with open windows, and 65 and 70 dBA Ldn if the windows are closed. Levels of 55 to 60 dBA are common along collector streets and secondary arterials, while 65 to 70 dBA is a typical value for a primary/major arterial. Levels between 75 and 80 dBA are normal at the first row of development outside a freeway right-of-way.[60]

As discussed on pages M-6 through M-9 of Appendix M of the Draft EIR, a single-event noise level is not directly comparable to the Community Equivalent Noise Level (CNEL) because CNEL is a cumulative noise metric. Therefore, no comparisons between single-event noise levels and the CNEL are made in the Draft EIR.

C59-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

[59] Illingworth & Rodkin, 2009b.
[60] Ibid.

COMMENT LETTER C60 – EMAIL SUBMITTED BY KIM HENDERSON

1 Comments: is'nt the air polluted enough?remember san jose used to be alot like santa rosa.the last thing we need is more air and noise pollution! leave it alone alaskan is doing fine.

RESPONSE TO COMMENT LETTER C60 – EMAIL SUBMITTED BY KIM HENDERSON

C60-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C61 – EMAIL SUBMITTED BY PAUL AND STEPHANIE BROWNING
Page 1 of 2

Crystal Acker
Permit & Resource Management Department
2550 Ventura Ave.
Santa Rosa, CA 95403
(707) 565-1103

Mike McGuire
Supervisor District 4-Board of Supervisors
MikeMcguire@sonoma-county.org

Crystal and Mike,

This correspondence is in regards to the proposed expansion of the Sonoma County airport. My concerns were communicated to Mike several months ago.

As a long time Windsor resident and frequent Horizon passenger (I fly at least two round-trips per month), I would like to voice my concerns regarding this expansion project.

1 Most concerning is the possible use of regional jets and the noise associated with them. I have seen the decibel comparisons between the Q400 and what I assume is the most common regional jet, a Bombardier CRJ700. On paper it may appear to be an insignificant difference, but believe me, it is very noticeable. Whether standing on the jet way at an airport or in the planes themselves, there is no doubt when the regional jet is utilizing its thrust. I have spent many afternoons at friends' homes in the Ventana neighborhood, and when either a corporate jet or even the current, relatively quiet Q400's come in for landings, you have to stop talking and wait until the plane has passed to hear each other. I feel sorry for all of the families that must deal with this intrusion. The jets are also disruptive at Windsor Creek Elementary where my wife is a teacher. She has the same issue, having to stop in mid sentence, wait for the jet to pass and then continue her instruction. Has anyone considered the effects of this on Windsor High School which is directly in the flight path?

2 Not only will this proposal mean an increase in commercial regional jets but also the significantly larger and noisier private jets. I would guess over time these types of aircraft would outpace that of commercial. If this was indeed true, the Mayacama crowd would be the primary beneficiary. This represents a very, very small population of permanent Sonoma County residents.

3 Also of concern is the potential for late night flights. I think it is unreasonable for those surrounding residents to face the prospect of that type of intrusion.

4 Being a frequent flier, I will be the first to state how much I enjoy flying out of Sonoma County and avoiding the dreaded drive to/from SFO and OAK. While I have found the existing schedule is only suitable for 50% of my flights (yes, I fly every week), the proposed 21 flights a day is unreasonable. That type of air traffic will ruin what is so special about Sonoma County. I would welcome an expansion of the existing Horizon schedule by a flight or two but beyond that, it is excessive. Even at 81% occupancy, there many unfilled seats; that's roughly 1 in 5 empty seats. I'm not sure where these additional passengers are going to come from. If I really wanted the convenience of flying without any commute, I would move south but there are tradeoffs that people must make and it is an easy one for me and others I would suspect.

5 The advocates state it would help reduce unemployment, boost the economy and increase tourism. Over the last several months, since I became aware of the impending expansion, I have paid close attention to the "types"

COMMENT LETTER C61 – EMAIL SUBMITTED BY PAUL AND STEPHANIE BROWNING
Page 2 of 2

of passengers on each plane (yes, I have been profiling). I can tell you this: very few are frequent flyers/business travelers like myself. Trust me, it takes one to know one. I really doubt an expansion of our airport will have any measurable impact on the local economy or unemployment for that matter. Tourism might be affected slightly, but the majority of passengers appear to be family members coming and going, not tourists. Check out just how many people are waiting in the terminal for arriving passengers. I would be willing to bet over 98% of all tourists arrive via 101.

5

I am all for making our airport as safe as possible, this should be a priority. However, if I had to choose between the current configuration and the potential safety risks verses a safer expansion with noisy regional jets, I am willing to take my chances.

6

If one wants to get a feel for what it would be like, just pay attention during the two weeks that Bohemian Grove is taking place. The roar of those jets in unmistakable. I live on the most eastern edge of town and during these two weeks it is a noticeable change. I am not convinced this issue has been sufficiently raised with the average Sonoma County resident or the more impacted Windsor residents.

The benefits of this project are debatable, the detriments are certain and forever. I encourage you to say no to the expansion of the Sonoma County airport.

Thank you for your time.

Paul and Stephanie Browning

[redacted]

RESPONSES TO COMMENT LETTER C61 – EMAIL SUBMITTED BY PAUL AND STEPHANIE BROWNING

C61-1 For a discussion of the noise impacts associated with the Proposed Project, see Section 3.10 of the Draft EIR. As shown through Section 3.10 of the Draft EIR, Windsor High School was used as one of the noise receptors sites. Therefore, the analysis contained in Section 3.10 of the Draft EIR fully discusses the noise impacts of the Proposed Project as it relates to Windsor High School.

C61-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the primary beneficiary of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C61-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of night flights is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

The existing Air Transportation Element (ATE) of the General Plan has a 72 dB restriction for nighttime flights. The Proposed Project would not revise this existing restriction. For a discussion of a voluntary nighttime noise curfew, please see the response to comment #A3-9 of the letter submitted by the Town of Windsor (Comment Letter A3) on page 5-17.

C61-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding whether additional flights are needed is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

The approved County of Sonoma General Plan assumes 21 arrivals and 21 departures per day. The Proposed Project does not increase this number. For a discussion of existing approved flight levels under the existing ATE of the General Plan, please see Master Response G on page 4-20.

C61-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the type of passenger who uses the Airport is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C61-6 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C62 – LETTER SUBMITTED BY ROSEMARY OLSON
Page 1 of 2

Windsor Families and Community
Shiloh Greens Residents
Windsor, CA

September 19, 2011

Crystal Acker
Permit and Resource Management Department
County of Sonoma
2550 Ventura Avenue
Santa Rosa, CA 95403

Re: Proposed Expansion of the Charles M. Schulz – Sonoma County Airport

Dear Ms. Acker,

We represent the Windsor families and community of the Shiloh Greens residential development in the Town of Windsor. We have key concerns that are considered significant negative impacts regarding the proposed expansion of the Charles M. Schulz - Sonoma County Airport in Santa Rosa.

1.) The proposed project will allow for an increase in commercial carriers with larger aircraft, which will create, what we see as, a significant increase in **noise** in our community.

1 Currently, there are four commercial flights coming into the airport per day. Even though these flights are supposedly below the County's noise requirement levels for residential neighborhoods, these flights are loud and create a nuisance to residents. When these flights come in, they are loud enough that a person talking on the phone inside their house with a window open cannot hear the other person on the other end of the line. Residents in our neighborhood often have their windows open due to the mild climate and the fact that many of us do not have air conditioning. We are currently being woken at night and early morning from aircraft noise. However, we are tolerant of these aircraft, as we knew when buying our homes that we were moving into a development adjacent to a small airport that would have or has a few commercial flights a day. An increase in flights with potentially larger aircraft will mean an increase in noise to our residential neighborhood, which will be a significant negative impact on our quality of life.

2.) As proposed, once the expansion is complete, the community will not have any say over how many commercial airline trips are coming in and going out on a daily basis, or the hours of operation for commercial flights.

2 The number of commercial airline trips per day as well as hours of operation will have a major negative impact on our community as far as **noise** impacts are concerned. We understand that the airlines can be asked to "voluntarily" not operate before 7 AM and 10 PM, but that there is no mechanism to enforce these hours of operation. Our community is an extremely quiet neighborhood, especially at night. These potential

COMMENT LETTER C62 – LETTER SUBMITTED BY ROSEMARY OLSON
Page 2 of 2

2 noise impacts would affect the well being, health, and serenity of our community. It would also adversely affect the property values in our community. No one wants to live near a noisy airport. We understand that CEQA does not analyze impacts to property value, but we would hope that our County Supervisors would take that into account when considering the approval, disapproval or modifications of this project.

3.) The proposed project would contribute to an increase in air pollution and deterioration of **air quality**.

3 We are concerned about Sonoma County's air quality and the air quality surrounding our neighborhood. Even if the proposed project does not create "significant" increases in pollution or particulate matter as defined under CEQA or the regional air district, it will create an increase in air pollutants and have a negative effect on the health of the residents in our community.

4.) The proposed expansion of the airport to allow more airline carriers and larger aircraft is not compatible with the local community and out of scope with the Sonoma County General Plan (**Land Use**).

4 The northern Santa Rosa and Windsor corridor is a wine country, family oriented community. The proposed expansion of the airport to allow more airline carriers and potentially larger aircraft, which would create a significant increase in noise and greater air pollution, is not compatible with the goals and policies of the Sonoma County General Plan.

5 We understand that the Sonoma County Airport does not currently meet the federal safety standards with respect to its runways. We are not opposed to the airport upgrading its runways to meet these federal aviation standards nor are we opposed to bringing in smaller aircraft more tolerant to the noise sensitivity for travel to key hubs on minimal set daytime flight schedules.

We are advocates of increased jobs and growth for our region's business and tourism sectors; presumably resulting in increased revenues for the county. However, we are **strongly** opposed to any expansion that would allow for more commercial airlines with potentially larger aircraft utilizing the airport that would deteriorate our wine country quality of living, and the quality of health for our community.

Sincerely,

Rosemary Olson *on behalf of*
Windsor Families and Community
rolson@bohemian.com
707.695.8560

cc: Mike McGuire, Sonoma County Supervisor
Jon Stout, Sonoma County Airport Manager
Steve Allen, Mayor, Town of Windsor

RESPONSES TO COMMENT LETTER C62 – LETTER SUBMITTED BY ROSEMARY OLSON

C62-1 For a discussion of the noise impacts associated with the Proposed Project, please see Section 3.10 of the Draft EIR. With respect to the frequency of commercial service aircraft in the future, it is important to note that the currently adopted General Plan Air Transportation Element (ATE) allows 21 daily departures. Thus, all projected growth can be accommodated well within the 21 daily airline departure allocation limit established in 1988 in the ATE and retained in the revised ATE.

C62-2 For a discussion of the number of commercial airline flights at the Airport, please see the response to comment #C62-1 of this letter. For a discussion of existing approved flight levels under the existing ATE of the General Plan, please see Master Response G on page 4-20.

For a discussion of a voluntary nighttime noise curfew, please see the response to comment #A3-9 of the letter submitted by the Town of Windsor (Comment Letter A3) on page 5-17.

C62-3 Section 3.3 of the Draft EIR fully discusses and identifies mitigation to reduce the air quality impacts associated with the Proposed Project.

C62-4 Section 3.9 of the Draft EIR discusses the compatibility of the Proposed Project with the existing Sonoma County General Plan. Specifically, Impacts 3.9.2 and 3.9.3 on pages 3.9-9 through 3.9-13 of the Draft EIR fully discuss the compatibility of the Proposed Project with the goals and policies of the County of Sonoma General Plan.

C62-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C63 – EMAIL SUBMITTED BY SUSAN JUNGFRAU
Page 1 of 2

I understand that growth will occur in Sonoma County, and that services and infrastructure must accommodate that growth. However, when many and differing interests are involved in that growth and its "side effects", I feel that there must be compromise to meet all sides' needs and concerns.

I live within a five mile radius of the airport on Vine Hill. I currently hear and see the Horizon Air planes fly directly over my property. Although I would prefer that they not fly directly over my home at all, the noise level and times of flight are tolerable, and I have used the convenience of those flights on occasion.

1

However, I strongly protest those flights becoming jets with their attendant doubling of noise and flying at night. That would be greatly disturbing and intrusive, and affect the peace and character of my home and neighborhood (not to mention my sleep!). While EIRs focus on primarily environmental aspects, effects on humans and quality of life should not be overlooked.

I see a compromise as being an increase of flights of the currently used Horizon Air-type prop planes. The noise level would stay as it is now, although there would be an increased frequency of flights. The FAA requirement of no curfew (i.e. flying at night) would not be triggered. The project money can be used on improving roads and other existing infrastructure that sorely are in need. Businesses would still have an increase in visitors to the area, but the beauty and local character of our county which those visitors are seeking would not be reduced.

COMMENT LETTER C63 – EMAIL SUBMITTED BY SUSAN JUNGFRAU
Page 2 of 2

2 If my neighborhood becomes undesirable because of invasive noise level, who will compensate me for reduced property value? Some Chamber of Commerce members and business owners are for these airport changes, because they feel they will profit by increased business and tourism. Are they going to compensate me for reduced property value and quality (and quietude) of life?

3 Air pollution and green house gases will be increased at the same time Sonoma County is working hard to reduce these factors. This is very counter-productive, and financially wasteful.

4 The River and Laguna are near these flights paths, so if I am affected and distressed by these noise levels, other critters definitely will be too. I see them in my neighborhood daily...hawks, bald eagles, fox, deer to name a few. I'm sure the EIR goes into depth in the topics of wildlife and air quality.

5 I live within a five mile radius of the airport and would be affected by these changes, yet only heard about the meetings and comment period at the end of last week by chance when looking at a friend's two-week old edition of the Sonoma West Times. There should be a better, more consistent and comprehensive way of notifying the citizens that would be affected by theses airport changes.

Bottom line: smart growth that does not degrade the character of our county, where there is compromise by all involved...not just changes that profit those making a profit.

RESPONSES TO COMMENT LETTER C63 – EMAIL SUBMITTED BY SUSAN JUNGFRAU

C63-1 Section 3.10 of the Draft EIR discusses the noise impacts of the Proposed Project. The commenter incorrectly asserts that the Proposed Project would result in ~~th~~eir attendant doubling of noise and flying at night". As shown in Table 3.10-15 on page 3.10-25 of the Draft EIR and Table 3.10-23 on page 3.10-41 of the Draft EIR, the increase in noise levels would be less than 3 dB at each of the ten receptor sites. In some cases, the noise levels actually would be reduced with the implementation of the Proposed Project. As stated on page M-5 of Appendix M of the Draft EIR, an increase of 10dB is judged by most people as a doubling of noise levels.

As shown in Table 4-6 on page M-41 of Appendix M of the Draft EIR, approximately 22% of the existing flights by the Q400 aircraft occur during ~~ni~~ghttime hours". Table 5-3 on page M-62 of Appendix of the Draft EIR assumes that 22% of the Q400 aircraft would be operated during ~~ni~~ghttime hours". Therefore, no increase in ~~fl~~ying at night" is anticipated to occur as a result of the Proposed Project.

The comment regarding the suggested compromise of increasing flights using only propeller planes does not specifically address the analyses contained in the Draft EIR. Therefore, this comment is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C63-2 The comment regarding compensation for lost property value does not specifically address the analyses contained in the Draft EIR. Therefore, this comment is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of property values in the Airport vicinity, please see Master Response D on page 4-9.

C63-3 Section 3.3 of the Draft EIR discusses and identifies mitigation to reduce the air quality impacts associated with the Proposed Project. In addition, for a discussion of greenhouse gas emissions, please see Master Response C on page 4-7.

C63-4 Section 3.5 of the Draft EIR fully discusses and identifies mitigation, where feasible, to reduce the biological resource impacts associated with the Proposed Project.

C63-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the methods of notifying citizens is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

The 45-day Draft EIR comment period was from 5 August 2011 through 19 September 2011. The Notice of Availability was mailed to a total of 976 residential and business addresses through County Reprographics. The 976 addresses does NOT include special mailings that were sent to agency staff, County staff, or that went to the State Clearinghouse, etc. It also does NOT include any County-owned parcels, which were deleted from the mailing list before sending to the printer, so the 976 addresses are actual land-owners/tenants that live/work near the Airport or that have expressed interest

in the Airport. The mailing list is revised continually and is updated as requests are received. For a discussion of how the mailing lists were developed, please see the response to comment #C96-38 of the 1 September 2011 Planning Commission transcript (Comment Letter C96) on page 5-318.

COMMENT LETTER C64 – EMAIL SUBMITTED BY BARBARA MOULTON

1 I object to the DEIR's conclusions that the environmental impacts of airport expansion would be insignificant and/or do not warrant mitigation.

2 The DEIR states that the "region does not currently meet" federal and state air quality standards, and that long-term impacts would be to continue to degrade air quality and continue to contribute additional GHG's, even though the state and local jurisdictions have mandated substantial reductions in GHG's. Airport expansion moves us in the wrong direction, at great expense.

3 Noise will also be increased beyond acceptable levels.

4 The impact on quality of life for immediate neighbors and for the larger region will erode what makes Sonoma County wonderful.

I urge you to reject the DEIR.

RESPONSES TO COMMENT LETTER C64 – EMAIL SUBMITTED BY BARBARA MOULTON

C64-1 Chapter 5 of the Draft EIR identifies all of the impacts that would occur as a result of the Proposed Project. Each section of Chapter 5 identifies the significance thresholds that are used to determine whether an impact is considered to be significant. These significance thresholds are based on established standards and guidelines developed by appropriate agencies.

As stated in Section 5.1 on page 5-1 of the Draft EIR, there are four significant and unavoidable impacts associated with the implementation of the Proposed Project. In addition, the Draft EIR identified a variety of mitigation measures to be implemented to eliminate or reduce the severity of impacts that would occur as a result of the Proposed Project.

C64-2 Section 3.3 of the Draft EIR discusses the air quality impacts associated with the Proposed Project. As stated in Table 3.3-16 on page 3.3-27 of the Draft EIR, the Proposed Project would result in an increase in greenhouse gas emissions in 2015. However, this increase would be below the threshold established by the Bay Area Air Quality Management District (BAAQMD); thus, this impact is considered to be less-than-significant. Table 3.3-29 on page 3.3-39 of the Draft EIR shows that there would be an increase in greenhouse gas emissions in 2030 and that this increase is greater than the threshold established by the BAAQMD. Therefore, the conclusion stated on page 3.3-38 of the Draft EIR is that this increase is considered to be a significant impact. The comment indicating that the Proposed Project would move the region in the wrong direction with respect to greenhouse gas emissions is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of greenhouse gas emissions, please see Master Response C on page 4-7.

C64-3 As stated in Section 3.10 of the Draft EIR, which discusses the noise impacts of the Proposed Project, the only significant noise impact is associated with short-term temporary construction-related noise.

C64-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition to certification of the EIR is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C65 – EMAIL SUBMITTED BY ELAINE ROCK
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I live in a "rural residential" part of the County within the 5-mile airport zone corridor, outside the boundaries and UGB of the Town of Windsor. My property is, today, directly affected and within the flight path of Sonoma County Airport and I wish to voice my concerns over the lack of adequate impact studies outside of the 2-mile area around the airportin the DEIR. Everyone will be affected but not everyone is considered. Noise, traffic, and pollution weren't too much of a problem 15 and 20 years ago where I live but now affects us greatly more and more and I fear for my well-being already. With this study I am even more fearful of the impact to me and my future personally, including any further potential devaluation of my property's value considering the increase in air traffic as planned for which will surely occur with the airport and runway expansion.

1

The DEIR seems to me to be a method whereby only a small part of the whole is looked at in depth and while it implies there would be limited increases in the annoyance factors to residents of the County, I challenge anyone to study the outlying area where I live where flights of all kinds skim over our trees and homes (inlcuding Alaska Airlines, military planes, small private planes and corporate jets, planes practicing their stunts before the summer Air Show, rescue and police helecopters, flights coming in for landings to Oakland and SFO, and errant hot air balloons) and not just scare us but also are sometimes so loud all outdoor conversation must cease until they pass by. My hearing is already being affected. Come to my house for a weekend day in July, August, or September and experience the outdoor disruptions as we do. Go to the Windsor Town Green for a concert, movie or Shakespeare on the Green performance and watch the anger and frustration of the attendees as small planes and jets scream

COMMENT LETTER C65 – EMAIL SUBMITTED BY ELAINE ROCK
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overhead and interrupt. Consider what would happen if an airplane crashed into the high school (years ago I witnessed this happening to an elementary school on the flight path of Van Nuys airport in So. Ca. and know such a tragedy can occur). We want this air traffic to increase more frequently here -- why?? It will change the whole character and ambience of where we live and I am incredulous that the process taken to study this lacks the depth and reasonable time it should take for more advertising and gathering of public input. Can the County afford to allienate the people who live here by not adequately informing them? I think this DEIR ought to be thrown back for further study and more opportunities for the public to gain knowledge of it and have input on it - forty-five days is ludicrous. How about a survey of residents currently on the flight path to the airport and outlying and impacted zones? How about putting it on the ballot? Otherwise all I see this exercise is as another end-run around residents to encourage more growth than I believe this County can realistically sustain. 1

Sincerely,

Elaine Rock

RESPONSE TO COMMENT LETTER C65 – EMAIL SUBMITTED BY ELAINE ROCK

C65-1 These comments do not specifically address the analyses contained in the Draft EIR. Therefore, these comments recommending additional analysis, a survey of residents, putting the approval of the Proposed Project on the ballot are acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Sections 3.3 and 3.10 of the Draft EIR discuss the air quality and noise impacts of the Proposed Project, respectively.

COMMENT LETTER C66 – EMAIL SUBMITTED BY DICK HERMAN

1 The more than 100 manufacturing member companies of 101MFG--the Northbay manufacturers association-- strongly support the improvement of the Charles M. Schultz runway and expanded airline services--especially passenger and air cargo capabilities. We hope you will unanimously approve the airport's safety enhancements and these important improvements that will make a meaningful difference in our businesses, our competitive advantages, our ability to attract good jobs and to promote sustainable economic activities that account for almost twenty percent of Sonoma County's GDP.

Dick Herman
President
101MFG - California's Next Great Manufacturing Center

RESPONSE TO COMMENT LETTER C66 – EMAIL SUBMITTED BY DICK HERMAN

C66-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C67 – LETTER SUBMITTED BY GARY AND DEBI MUMM
Page 1 of 2

RECEIVED
SEP 19 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT
COUNTY OF SONOMA

1 As neighbors living in close proximity to the Sonoma County airport we have attended numerous meetings, relating to the 20 year plan. At one such meeting the desire was expressed on the part of one of the planning commissioners to preserve the flavor of the community. These days I cannot help but wonder just what that flavor is going to be. I would like to call your attention to two other California cities with large airports. One of them being in San Jose where I was born and raised. San Jose is located in Santa Clara Valley which many years ago was the largest producing agricultural area in California. At the end of my street where there were once cherry orchards, now stands EBay's home office. Green fields are pretty hard to find in Santa Clara County these days. I fear ultimately that will be the flavor of Sonoma County as well. The other city that comes to mind is Sacramento. The only large city that I have seen so far that showed the good sense to build their airport well outside of populated areas. San Jose at one point had to purchase entire subdivisions of homes in the approach to the airport for safety. Where will Sonoma County come up with additional funds should this happen?

2 In the past, the planning commission allowed a new high school to be built in Windsor as well as numerous new housing developments directly in the final approach of the airport. While I don't have any statistics to quote, it seems as though most airliner mishaps occur either on final approach or take off. Everyone seems to be ignoring the fact that increasing the amount of the air traffic poses the threat of increasing the odds of a mishap.

3 In listening to some people speak of the increased revenue, i.e. jobs, tourism, tax base, it sounds as though an improved airport would be the answer to all of Sonoma County's woes. The fact is the economy is poor at best all across our nation. Fortunately, Sonoma County does have a diverse economic base and we don't rely solely on tourism, or we would be in worse shape than we are now. When money gets tight, how well does tourism fare? It seems to me that tax base is the holy grail of sorts. No matter how much there is, it will never be enough.

4 The Industrial Park in the vicinity of the airport was built bringing many jobs, no doubt a lot of tax dollars. A huge increase in the traffic resulted with precious little being done in the road system in the area. With Airport Blvd. overflowing it's capacity, many people use the two lane country roads as an alternative. These roads were not designed to carry that amount of traffic. I think it's a safe bet that no real traffic studies have been done on Laughlin or Slusser Roads. We continue to hear promises of a better freeway over crossing, and Brickway being extended to River Road, yet I haven't heard that these projects are yet funded or even the necessary easements been purchased. It seems ludicrous to add to an already over burdened road system, not to mention waste water treatment facilities.

5 Some people are saying that we need longer runways, that we need more larger airplanes. In my opinion, at this time this is really an issue of convenience rather than need. If there were that many people clamoring to fly out of Sonoma County, the airport would be able to support more flights to it's currant destinations. It is

COMMENT LETTER C67 – LETTER SUBMITTED BY GARY AND DEBI MUMM
Page 2 of 2

5 already possible to fly from Sonoma County to LAX or Portland and fly anywhere you would choose.

People come to Sonoma County because it's a beautiful place to live, work and play. One day enough people will have come that the land will be more valuable to put houses on than to grow grapes. One day there will be far more houses, far more businesses and few, if any vineyards, dairies or sheep ranches. One day Sonoma County will no longer be a beautiful place to live, work and play. Tourists won't flock here because there won't be much to see. On that day, Sonoma County will no doubt need a larger airport. But I'm not sure that we "need" it today.

6 One important note: at the meeting with the planning commissioners at Windsor High School on Sept.1, John Stout admitted that the FAA was not quick to compromise. The more federal money you take, the less you will have to say about what goes on in our county.

7 It should be noted that before an EIR was underway, the airport took out all the eucalyptus trees on their property. We used to have three nesting pairs of Red Tailed Hawks in very close proximity of our house every spring. Now there are none. The EIR speaks of minimal impact to cyclists, minimal impact to pedestrians, minimal impact to wildlife. One of those species being the goldfinch. If you are not familiar with this bird, you should be. It's a beautiful little bird, one which I enjoy watching at the feeders in my backyard. I hope they are not minimally impacted as were the Red Tails.

8 Another species which will be minimally impacted according to speakers at the last meeting will be those of us who live in close proximity to the airport. The construction staging area is planned to be in close proximity to our property which is bordered by the south entrance to the airport. While we don't have a lot of cyclist or pedestrians out here at night, those off us who live here would greatly appreciate being able to sleep. Earth moving equipment and dump trucks operating at night will have an impact on all of us and I don't think any of us will look upon it as minimal.

9 The final topic that I want to call to your attention is that our property at 3725 Laughlin Road, as well as other near properties are marked for future acquisition. While attending the open house at Wells Fargo Center in August, I was disturbed to find that the structures on these properties are slated to be demolished. Our home was built in 1881, Jean McMullen's years before that, by people who settled this area long before there was an airport, or before there were any airplanes. Is this someone's idea of preserving the flavor of our community? This is destroying our history. I find it appalling that it would even be considered.

Sincerely,

Gary & Debi Mumm

RESPONSES TO COMMENT LETTER C67 – LETTER SUBMITTED BY GARY AND DEBI MUMM

C67-1 As stated in Chapter 2 of the Draft EIR, the Proposed Project does not include the purchase of entire subdivisions of homes, nor is such acquisition necessary for any of the short-term or long-term project elements contemplated by the Airport Master Plan. Therefore, no funding for such actions would be required.

It is important to note that the existing County of Sonoma General Plan has approved 21 arrivals and 21 departures per day. The Proposed Project does not increase this number. For a discussion of existing approved flight levels under the existing ATE of the General Plan, please see Master Response G on page 4-20.

C67-2 An increase of air traffic will occur with or without the Proposed Project. For a discussion of the potential for accidents in the vicinity of the Airport, please see response #C58-4 of the email submitted by Elisabeth Bollman (Comment Letter C58) on page 5-226.

C67-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the importance of tourism in the Sonoma County economy is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C67-4 The planned circulation system improvements were identified on page 3.12-10 of the Draft EIR. These improvements included the Airport Boulevard / U.S. 101 interchange, the widening of Airport Boulevard, the signalization of the Airport Boulevard /. North Laughlin Road – Skylane Boulevard intersection, the extension of Brickway Boulevard, and the construction of a roundabout for the River Road / Laughlin Road intersection. Thus, a variety of roadway improvements are planned for the Airport vicinity and these improvements were included in the traffic analysis in Section 3.12 of the Draft EIR.

Specifically, Section 3.12 of the Draft EIR discussed both Slusser Road and Laughlin Road. With the implementation of identified mitigation measures, both roadways would continue to operate at acceptable levels of service. In addition, as stated on page 3.12-10 of the Draft EIR, both the extension of Brickway Boulevard and the improvements to the U.S. 101 / Airport Boulevard interchange are roadway improvements that are planned to be completed before 2015.

With respect to the wastewater treatment facilities in the Airport vicinity, the Initial Study prepared for the Proposed Project (and included as Appendix A in the Draft EIR) concluded that capacity for wastewater services exist in the Airport vicinity and that this would not be an impact associated with the Proposed Project.

C67-5 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the need of the Proposed is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of the demand for air service in the North Coast region, please see Master Response A on page 4-2.

C67-6 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the role of the FAA in funding airport improvement projects and the role of the FAA is setting aviation rules and regulations is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors. In addition, please see the response to comment #30 of the 1 September 2011 County of Sonoma Planning Commission hearing.

C67-7 The removal of eucalyptus trees at the Airport is not part of the Proposed Project.

This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding red-tails hawks and goldfinches is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C67-8 Pages 3.10-14 through 3.10-18 of the Draft EIR discuss the construction noise impacts as a result of the short-term project elements. Although these are temporary impacts, the Draft EIR acknowledges that this impact is significant and unavoidable (see Section 5.1 on page 5-1 of the Draft EIR). It is important to note that it is anticipated that nighttime construction activities would occur for about 20 nights during Phase 1 of the Proposed Project and for about 15 nights during Phase 2 of the Proposed Project. As stated on page 3.10-16 of the Draft EIR, the longest number of consecutive nights of construction is estimated to be 10 nights.

C67-9 Prior to the acquisition of any property as part of a long-term project element, a cultural resource evaluation will be required in compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The cultural resource evaluation will determine the eligibility of any property or structure for listing on the National Register of Historic Places. A determination of the significance of the acquisition of the property will be made at that time.

COMMENT LETTER C68 – LETTER SUBMITTED BY KRISTEN ANN HARTE

September 19, 2011

Kristen Ann Harte

[redacted]

Dear Ms. Acker,

I have been a resident of "Shiloh Greens Subdivision" since its inception. One by one, the amenities that were so crucial in my decision to purchase my home have been compromised. There has been great development in our area. The lovely countryside, vineyards, and quaint country road are gone. Initially I was advised that planes, jets, and helicopters would not be flying "directly" overhead. That is not the case at this time. This has caused noise, pollution, the loss of serenity in my homes, and a decrease in the value of the property. I am a widow, and my home is all I have. With the recession, our values have dropped tremendously. With the "EXPANSION" of the airport, the property values will drop further. I want to protect my home and family from these intrusions. I do not believe that those proposing the expansion would like this happening to their home.

1

I AM "NOT" IN FAVOR OF AIRPORT EXPANSION IN ANY WAY. I REQUEST THAT MY VOICE BE HEARD.

Thank you for your time in reading and submitting this for consideration. This is of the upmost importance to me.

Sincerely,

Kristen Ann Harte

Kristen Ann Harte

RESPONSE TO COMMENT LETTER C68 – LETTER SUBMITTED BY KRISTEN ANN HARTE

C68-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

The FAA is solely responsible for the vectoring and sequencing of aircraft within the airspace approaching the Airport. Once aircraft are near the Airport they are required to fly established procedures in the air traffic pattern to ensure a safe and orderly approach to landing. Although the FAA and the Airport coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved and implemented by the FAA.

For a discussion of property values, please see Master Response D on page 4-9.

COMMENT LETTER C69 – LETTER SUBMITTED BY RICHARD AND CAROLYN WESTON
Page 1 of 4

4-PAGE FAX

[redacted]

Crystal Acker
County of Sonoma Permit and Resource Management Department
2550 Ventura Avenue
Santa Rosa, CA 95403
Fax: (707) 565-1103

RECEIVED
SEP 19 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT COUNTY OF SONOMA

Dear Crystal Acher,

As residents of the hills south and east of Healdsburg we have observed an increase of approximately 100% in all types of aircraft flying overhead during the last ten years.

Concerning the Sonoma County Airport Project, we find the following elements missing from the Draft Environmental Impact Report for this project:

1. There is no analysis of the negative impacts of the current volume of aircraft that fly in and out of the Sonoma County Airport over the Russian River Valley, including the cities of Windsor and Healdsburg and the surrounding area (specifically, the hills on both sides of the valley).

1 This area contains hillside residential housing which presently receives a roar of noise from just traffic on Highway 101 during such frequent conditions as temperature inversions. Also, the bordering hills provide rangeland where livestock raising will be disturbed by increased low-flying aircraft traffic (the hills rise to 1,000 feet and more in elevation). Moreover, several thousand acres are devoted to providing refuges for wildlife in parks and open space preserves, also to be further disturbed by the airport activities.

2. There is no analysis of the negative cummulative impacts involving the current and projected volumes of aircraft traffic at nearby airports

2 (especially Healdsburg Airport) combined with the impacts of aircraft flying in and out of the Sonoma County Airport over much of the Russian River Valley.

3. There is no analysis of other negative cumulative impacts including

3 other noise factors in the Russian River Valley such as the ever increasing

-1-

COMMENT LETTER C69 – LETTER SUBMITTED BY RICHARD AND CAROLYN WESTON
Page 2 of 4

3 traffic noise of the 101 corridor combined with the current volume of aircraft noise.

4. There is no analysis of the negative impacts ~~of~~ that a maximum of 21 departures of combined mainline and regional airlines by 2020 (as allowed by the Sonoma County General Plan 2020, Air Transportation Element, Draft Revision July 2011) would have on the Russian River Valley and surrounding area.

The Air Transportation Element states:

"Most of the aircraft noise in Sonoma County is generated by general aviation aircraft. Noise contours at each airport are established by large numbers of relatively quiet single engine aircraft. Some jet aircraft generate a high single event noise, but jet operations are infrequent so they do not significantly contribute to the annualized cumulative noise impact measured on the CNEL index."

4 The Frequently Asked Questions elaboration of the DEIR and Master Plan states: "The loudest sound levels will continue to be generated by the larger corporate jets. Although the various models of regional airline jets vary in their sound levels, as a group they are similar to the turboprop airline aircraft currently in use."

But as the DEIR for the Airport Master Plan Update fails to clearly state, the main purpose of expanding and improving the two runways according to FAA standards (as well as constructing new terminal, control tower and other improvements) is to attract the lucrative business of the larger corporate jets and in addition the large mainline jets having greater passenger capacities than the turboprop planes of Alaska Airlines.

It appears that County officials are not very willing to acknowledge the impacts of ever increasing aircraft traffic. Their way of handling the problem is as follows:

"Move towards a quieter single event noise stradard in the future as the aircraft fleet shifts to newer, quieter aircraft. The Airport Manager shall provide an annual report to the Board of Suppervisors on noise complaints received...If the Board determines that a noise problem exists, the County may establish a more sophisticated system for single noise events which shall be capable of measuring noise produced by any aircraft arriving or departing..."

-2-

COMMENT LETTER C69 – LETTER SUBMITTED BY RICHARD AND CAROLYN WESTON
Page 3 of 4

But how likely is it that the County will give an accurate accounting of the negative impacts of the current noise levels of the present volume of aircraft traffic, let alone an honest asessment of any future increase, considering that the five flights by Alaska Airlines are said to generate $112 million in direct and indirect economic impacts and even an increase of twelve departures would bring another $170 million?

4 If all the noisy aircraft that fly over the eastern hills south of Healdsburg were restricted to flying up and down the Hwy 101 corridor, then perhaps the impacts of the current and future levels of aircraft volume would be more obvious to the public and less likely to go unnoticed by County officials.

Presumably most of the 400,000+ pasengers expected in the near future at the Sonoma County Airport will come from Santa Rosa. Why shouldn't that metropolis bear the consequences of more convenient air travel by experiencing the noise of 21 departures over their city by the largest jets flying over the 101 corridor?

5 5. In the FAQ's discussion of how the aircraft noise impacts are estimated, the DEIR's identification of the extent of aircraft noise exposure under current and proposed conditions is shown to rely extensively on a virtual reality approach using the FAQ's Integrated Noise Model (INM) version 7.0b. The DEIR doesn't mention any attempt by its preparers to verify the accuracy of this computer modelling (despite its need to be continually updated) through taking actual on the ground measurements of different types of aircraft actually landing and taking off at the airport.

6 6. Version 7.0b includes database accounting for several important variables occurring at a particular airport, for instance the effect of topography on generating noise around an airport. "The INM program requires the input of the physical and operational characteristics including ... optionally topographical data." The only topographical data disclosed by this DEIR are confined to the immediate, flatland vicinity of the airport. At least some mention should be made of the fact that this airport is located in a valley which only a few miles to the north terminates at Healdsburg as the bordering hills come together there and confine and amplify valley noises.

-3-

COMMENT LETTER C69 – LETTER SUBMITTED BY RICHARD AND CAROLYN WESTON
Page 4 of 4

7

7. Section 4.7 of Appendix M (DEIR) states that noise modelling results are expressed in tabular form in terms of CNEL at specific representative locations. These noise receptor sites represent noise sensitive areas that include residential, educational, health, and religious strctures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites. However, Table 4-9 and Figure 4-4 totally omit any of the nature-related sites included in this list, despite their ample presence in the nearby hill range even now impacted by noisy operation of the County Airport.

Sincerely,

Carolyn Weston
RICHARD WESTON

Richard and Carolyn Weston

RESPONSES TO COMMENT LETTER C69 – LETTER SUBMITTED BY RICHARD AND CAROLYN WESTON

C69-1 The current volume of aircraft helps establish the baseline conditions against which the Proposed Project's impacts are assessed, both individually and in combination with past, present and future projects and activities. The Aeronautics Division of the California State Department of Transportation (Caltrans) enforces the California Airport Noise Regulations. These regulations establish 65 dB CNEL as a noise impact boundary within which there shall be no incompatible land uses. This requirement is based, in part, upon the determination in the Caltrans regulations that 65 dB Community Noise Equivalent Level (CNEL) is the level of noise which should be acceptable to ~~...~~a reasonable man residing in the vicinity of an airport."

The Sonoma County Comprehensive Airport Land Use Plan (CALUP) describes the noise compatibility standards of the six public use airports within Sonoma County. All residential uses are unacceptable with noise above 65 dBA CNEL. Residences are conditionally acceptable between 55 and 60 dBA CNEL, subject to an outdoor-to-indoor noise level reduction of at least 25 decibels, and between 60 and 65 dBA CNEL, subject to an outdoor-to indoor noise level reduction of at least 30 decibels. Schools, libraries, hospitals, and nursing homes are unacceptable in areas exposed to noise above 60 dBA CNEL and are conditionally acceptable between 55 and 60 dBA CNEL subject to a noise level reduction of 25 decibels.

The Noise Element of the Sonoma County General Plan sets the community standards for aviation noise and the Draft EIR assesses noise relative to those standards.

C69-2 The Draft EIR process requires analysis of the potential noise impact analysis associated with the Proposed Project. The Proposed Project is associated with the Sonoma County Airport and the analysis required under the California Environmental Quality Act (CEQA) has evaluated changes in operations at the Sonoma County Airport. Noise impacts associated with the proposed Airport Master Plan Update for the Sonoma County Airport, including cumulative impacts with other existing and reasonably foreseeable future projects, were fully evaluated and mitigation was identified in Section 3.10 of the Draft EIR. The Draft EIR expressly identified and discussed cumulative impacts for 2015 (see discussion on pages 3.10-25 through 3.10-28 of the Draft EIR) and for 2030 (see discussion on pages 3.10-41 through 3.10-43 of the Draft EIR), and proposed mitigation to reduce the project-related impacts to less-than-significant levels. The two airports referred to by the commenter (Healdsburg Airport and Sonoma County Airport) are sufficiently separated that there is no chance that the noise contours from each airport would overlap or add up to result in any significant impact, as demonstrated by the cumulative analysis contained in the Draft EIR.

C69-3 Sections 3.10.3 and 3.10.7 of the Draft EIR provide detailed information on the traffic noise levels, including the noise from U.S. Highway 101.

C69-4 Section 3.10 of the Draft EIR presents the noise impacts associated with up to 21 airline departures per day. This analysis is based on the future aircraft fleet mix at the Airport, the number of future annual operations, and the existing flight tracks for the runways at the Airport. It is important to note that the existing County of Sonoma General Plan has approved 21 arrivals and 21 departures per day. The Proposed Project does not

increase this number. For a discussion of the size of the Airport and the number of commercial service flights authorized to operate at the Airport, please see Master Response G on page 4-20.

The FAA is solely responsible for the vectoring and sequencing of aircraft within the airspace approaching the Airport. Once aircraft are near the Airport they are required to fly established procedures in the air traffic pattern to ensure a safe and orderly approach to landing. Although the FAA and the Airport coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved and implemented by the FAA.

The comment regarding Santa Rosa-based airport users is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C69-5 The Community Noise Equivalent Level (CNEL) is the metric used in the Draft EIR to assess aircraft noise impacts. The State of California, the County of Sonoma, and the Federal Aviation Administration (FAA) specify this methodology for assessing aviation aircraft noise impacts. The CNEL metric is defined in Appendix M, Section 2.4 of the Draft EIR and includes the single event noise of a flyover, the duration of the noise event, and the time of day that the noise event occurs. Therefore, the measures suggested by the commenter for assessing noise impacts are included in the Draft EIR. The Integrated Noise Model (INM), which calculates CNEL, is the preferred tool used to quantify airport noise impacts. It is not a virtual reality tool. Therefore, the commenter is not correct regarding the Integrated Noise Model (INM).

In addition, the commenter is incorrect with respect to the assertion that there is a lack of noise measurements. Noise measurements were made and are reported in Section 3.10.2 of the Draft EIR.

C69-6 The hills that form the valley referenced in the comment are too shallow and absorptive to create the kind of reflections referred to in the comment. The commenter‘s comments would be relevant to a rock canyon or gorge with very steep walls, not the gentle hills of this portion of Sonoma County.

C69-7 The ten noise receptor sites identified in Table 3.10-3 on page 3.10-6 of the Draft EIR and shown in Figure 3.10-2 on page 3.10-8 of the Draft EIR were chosen to represent a variety of different land uses in the Airport vicinity. The ~~n~~ature-related sites” identified by the commenter are farther from the Airport than these ten noise receptor sites. Given the fact that none of the ten noise receptor sites would experience a significant impact as a result of the implementation of the Proposed Project, none of the ~~n~~ature-related sites” identified by the commenter would experience noise levels that would violate any noise standards outlined in the County of Sonoma General Plan. This is because areas farther away than the ten noise receptor sites would have lower noise levels, and if the County noise limits are not exceeded near the Airport noise levels will not be exceeded farther from the Airport.

COMMENT LETTER C70 – LETTER SUBMITTED BY FRANK AND LOUANN NICKERSON

September 19, 2011

Comments on the Charles Shultz Airport Expansion

As residents of Windsor, Ca. at Windsor River Road and Starr Road, living in the landing flight path of the airport, we would like to express our total opposition to any expansion of the airport runways.

1 With the airport expansion any gains in local revenue will be offset by permanent loss of property value and the loss of our quality of life. Bringing in new types of jets, turbo props, and increasing the number of day and night flights by at least 2 times, will not be good for the citizens in the airport's flight paths. The levels of both sound and air pollution, along with the chance of a plane landing on my neighborhood will at least double.

2 Your 2009 CNEL contours do not go nearly far enough both to the NW and SE to paint the real picture of the current sound impacts on the residents of Windsor. You are welcome to place a decibel station in my back yard. The planes will all fly right over it giving you a clear picture of what we put up with now.

3 The current and future flight paths should be realigned several degrees further to the west on the north end of the runway. At present, the usual (as it does vary over Windsor) landing fight path flies directly over our neighborhood. This includes two schools, Windsor High School and Cali Calmecac Elementary, and hundreds of residents. The doubling of the times exposed to high decibel levels, along with the chance of a truly horrifying plane crash should be taken into account. Lowering the flight path by 200-300 feet over our city is a terrific recipe for disaster. The FAA should consider moving the runway landing alignments a few degrees to the west. This will take the flights over vineyards instead of houses, businesses, and schools.

4 The airport hasn't shown any interest by the air carriers to expand their services at Charles Shultz Airport. The "Expansion for Expansion's Sake" mentality has yet to demonstrate any real need for an increase in flights. Build it and they will come? We witnessed the airport expansion in Bakersfield Ca. where after the initial increase in carriers and destinations, the airport eventually became a one or two carrier monopoly resulting in a loss of flight destinations and services. Also who really will benefit if the area becomes just another mega city flight zone? Santa Rosa? While Windsor deals with the extra noise and pollution? **And what about the Tiger Salamanders?!!!**

In closing, we hope we can get our money out of our house before the airport expansion makes selling it impossible. Perhaps a class action suit brought by the residents of Windsor is in order. Whose quality of life will be forever changed by the increased noise and permanent loss of property values?

Frank and Louann Nickerson

Sheffield Ct.

Windsor, Ca

RECEIVED
SEP 19 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT
COUNTY OF SONOMA

RESPONSES TO COMMENT LETTER C70 – LETTER SUBMITTED BY FRANK AND LOUANN NICKERSON

C70-1 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition to the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Sections 3.3 and 3.10 of the Draft EIR discuss the air quality and noise impacts of the Proposed Project, respectively.

For a discussion of property values, please see Master Response D on page 4-9.

As shown in Table 4-6 on page M-41 of Appendix M of the Draft EIR, approximately 22% of the existing flights by the Q400 aircraft occur during ~~-ni~~ghttime hours". Table 5-3 on page M-62 of Appendix of the Draft EIR assumes that 22% of the Q400 aircraft would be operated during ~~-ni~~ghttime hours". Therefore, no increase in ~~-fl~~ying at night" is anticipated to occur as a result of the Proposed Project.

For a discussion of safety issues associated with the operation of the Airport, please see Section 3.11 of the Draft EIR.

C70-2 Figure 3.10-1 on page 3.10-7 of the Draft EIR presents the 2009 noise contours associated with the Airport. These contours, which are based on the FAA-approved Integrated Noise Model (INM), do provide an accurate representation of the noise in the Airport vicinity. In addition, as stated on page 3.10-9 of the Draft EIR, noise measurements were performed at each of the ten noise receptor sites. See Comment B4-8 on Page on a discussion between CNEL and a single site event. These noise measurements were presented in Tables 3.10-5 and 3.10-6 on page 3.10-10 of the Draft EIR. However, as stated on page 3.10-9 of the Draft EIR, the values of a few days of measurements should not be compared to an annual average CNEL.

C70-3 Alternative 2, which is described in Figure 4-2 on page 4.9 of the Draft EIR, analyzed the potential for realigning Runway 14/32 to the west as suggested by the commenter. Although this alternative would meet the project objectives, this alternative was rejected because it would have a prohibitive cost and would shift noise from one area to another.

The commenter contends that the Proposed Project would double the amount of time that the commenter experiences ~~-hi~~gh noise levels", but offers no evidence to support this conclusion. The analysis that would indicate the amount of time that a noise receptor would experience certain single-event noise levels is called a time above analysis. This is a single-event metric and it is not used to determine whether a noise impact is significant. As stated on page 3.10-xx of the Draft EIR, the significance criteria are associated with cumulative noise metrics not single-event noise metrics. Therefore, a time above analysis is not required and was not conducted.

The commenter is incorrect in stating that the flight path would be 200 to 300 feet lower over the Town of Windsor. With the implementation of the Proposed Project, aircraft would be approximately 45 feet lower than the existing flight path. For a detailed discussion of the height of the flight path, please see the response to Comment #C15-3 of the email submitted by Daryl E. Laxo on page on 5-xx.

For a discussion of flight paths, please see the response to comment #A3-9 of the letter submitted by the Town of Windsor (Comment Letter A3) on page 5-17. The FAA is solely responsible for the vectoring and sequencing of aircraft within the airspace approaching the Airport. Once aircraft are near the Airport they are required to fly established procedures in the air traffic pattern to ensure a safe and orderly approach to landing. Although the FAA and the Airport coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. However, the FAA has indicated that assigning air traffic for Runway 14/32 to the west of the Airport would result in conflicts with the air traffic patterns of Runway 1/19. Therefore, the FAA has indicated that this is a safety issue and will not implement this modification to flight tracks for Runway 14/32.

C70-4 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the need for the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Impact 3.4.3 on pages 3.4-38 through 3.4-40 of the Draft EIR discusses the impacts to California Tiger Salamander habitat. Commenter is incorrect that the Airport has not shown any interest by air carriers to expand service at Charles M. Schulz - Sonoma County Airport.

For a discussion of new airline service, please see Master Response A on page 4-2.

COMMENT LETTER C71 – LETTER SUBMITTED BY PAUL HARRIS
Page 1 of 2

PAUL HARRIS ARCHITECT
2532 Spring Creek Drive Santa Rosa 95405 707 546 0432

RECEIVED
SEP 20 2011
PERMIT AND RESOURCE MANAGEMENT DEPARTMENT
COUNTY OF SONOMA

19 September 2011

Crystal Acker
Sonoma County Permit & Resource Development Department
2550 Ventura Avenue
Santa Rosa, 95403

Re: Sonoma County Airport Master Plan

Dear Crystal:

I am an architect and have operated my own business for 23 years here in Sonoma County. I would like the EIR to address 2 items.

1

1. The draft EIR shows greenhouse gasses increasing with the increase in air travel and type of aircraft using an expanded runway. Greenhouse gas emissions are currently at 389 ppm, and are increasing at approximately 2 ppm annually. Scientists warn that irreversible climate change will occur if 450 ppm is sustained for very long and that the "safe" long-term level of atmospheric greenhouse gases is 350 ppm (see: http://pubs.giss.nasa.gov/abs/ha00410c.html). Transportation creates 33.5% of greenhouse gases emissions in the United States. To avoid catastrophic climate change, United States transportation emissions must be carbon neutral by 2030, in 18 years. And to be realistic and

COMMENT LETTER C71 – LETTER SUBMITTED BY PAUL HARRIS
Page 2 of 2

1 effective, reductions must start today. I don't see any mitigating measures that would allow the expansion of the runways to accommodate jet airplanes to meet that requirement.

2 2. The world economy is transitioning from a fossil fuel based economy to a carbon neutral based economy. Unsustainable growth, the mindset of bigger and faster growth is false economics today. A carbon neutral based economy encourages industry, commerce and transportation in addition to reducing greenhouse gases emissions to levels to the goal of 35oppm. The EIR doesn't address this change in economic fundamentals and it needs to, to be a relevant document. Competition for clean, carbon neutral businesses will require communities to build sustainable economies to attract the most profitable and cleanest companies. Sonoma County can draw those types of companies and have a strong economy if it builds a transportation system that is carbon neutral. Jet aircraft is one of the largest emitters of greenhouse gases. Jet aircraft is not an appropriate form of transportation for a Sonoma County carbon neutral economy.

Sincerely,

Paul Harris
Architect C-11071

RESPONSES TO COMMENT LETTER C71 – LETTER SUBMITTED BY PAUL HARRIS

C71-1 Greenhouse gas emissions reduction plans are not project-specific; to the contrary, they are based on net-reduction goals. The comment regarding the need to start greenhouse gas emissions reductions now is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors. For a discussion of greenhouse gas emissions, please see Master Response C on page 4-7.

C71-2 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding a carbon neutral economy is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

COMMENT LETTER C72 – COMMENT CARD (2) SUBMITTED BY ROB SHIPERLY
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: ROB SHIPERLY

Organization: _____ Title: _____

[redacted]

City: Santa Rosa State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

1 Looking at Figure 3.10-1 and Figure 3.10-7:
Why don't the CNEL lines truly represent the sound affecting the areas that the planes fly over when departing – especially when they don't always fly straight out?

Comments will be accepted until 5:00 pm PDT on September 19, 2011 and may be submitted via mail, email or fax with attention to: Crystal Acker, County of Sonoma Permit and Resource Management Department, 2550 Ventura Avenue, Santa Rosa, CA 95403; **Email:** crystal.acker@sonoma-county.org; **Fax:** (707) 565-1103.

www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C72 – COMMENT CARD (2) SUBMITTED BY ROB SHIPERLY

C72-1 Contrary to commenter's statement, the Community Noise Equivalent Level (CNEL) contours presented in Section 3.10 of the Draft EIR do accurately represent the noise levels associated with project-related aircraft. The specific figures referenced in the comment card, Figure 3.10-1 on page 3.10-7 of the Draft EIR and Figure 3.10-7 on page 3.10-26 of the Draft EIR show the existing (2009) conditions and identified project impact areas for 2015, respectively. In addition, Table 3.10-4 on page 3.10-21 of the Draft EIR sets forth the projected noise levels associated with the Proposed Project in 2015 and Table 3.10-10 on page 3.10-37 of the Draft EIR sets forth the projected noise levels associated with the Proposed Project in 2030.

As discussed in Section 3.10.1.3 on page 3.10-4 of the Draft EIR, the noise contour maps for the Proposed Project were developed using the Federal Aviation Administration's (FAA) Integrated Noise Model (INM) Version 7.0b. This is the industry-accepted methodology for identifying the extent of aircraft noise exposure. The FAA radar flight tracks, which were used to design the INM flight tracks, are shown on Figures 4-2a and 4-2b of Appendix M of the Draft EIR.

CNEL is the metric used in the Draft EIR to assess aircraft noise impacts. The State of California, the County of Sonoma, and the FAA specify this methodology for assessing aviation aircraft noise impacts. The CNEL metric is defined in Appendix M, Section 2.4 of the Draft EIR and includes the single event noise of a flyover, the duration of the noise event, and the time of day that the noise event occurs. The CNEL contours accurately represent the noise impact of all aircraft operations, including those that turn after departure. Noticeably, the 55 CNEL south of Runway 14/32 widens to reflect departures that turn east and west.

COMMENT LETTER C73 – COMMENT CARD SUBMITTED BY CINDY SHIPERLY
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: CINDY SHIPERLY

Organization: _____ Title: _____

[redacted]

City: SANTA ROSA State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

1 We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

Comments will be accepted until 5:00 pm PDT on September 19, 2011 and may be submitted via mail, email or fax with attention to: Crystal Acker, County of Sonoma Permit and Resource Management Department, 2550 Ventura Avenue, Santa Rosa, CA 95403; **Email:** crystal.acker@sonoma-county.org; **Fax:** (707) 565-1103.

www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C73 – COMMENT CARD SUBMITTED BY CINDY SHIPERLY

C73-1 The FAA is solely responsible for the vectoring and sequencing of aircraft within the airspace approaching the Airport. Once aircraft are near the Airport they are required to fly established procedures in the air traffic pattern to ensure a safe and orderly approach to landing. Although the FAA and the Airport coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved and implemented by the FAA. The County has discussed the potential for modifying the flight tracks for air traffic on Runway 14/32 with the FAA. However, the FAA has indicated that assigning air traffic for Runway 14/32 to the west of the Airport would result in conflicts with the air traffic patterns of Runway 1/19. Therefore, the FAA has indicated that this is a safety issue and will not implement this modification to flight tracks for Runway 14/32.

The Airport has, at the request of and working with the Town of Windsor, sought and received approval from the FAA for a right-hand traffic pattern to Runway 14 during the times that the Air Traffic Control Tower is closed, raised the standard aircraft traffic pattern for light aircraft from 800 feet above ground level (AGL) to 1,000 AGL, and raised the pattern for large aircraft from 1,200 feet AGL to 1,500 AGL.

COMMENT LETTER C74 – COMMENT CARD SUBMITTED BY CAL MCDONALD
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Cal McDonald

Organization: _____ Title: _____

[redacted]

City: Stafford Road State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

1

Comments will be accepted until 5:00 pm PDT on September 19, 2011 and may be submitted via mail, email or fax with attention to: Crystal Acker, County of Sonoma Permit and Resource Management Department, 2550 Ventura Avenue, Santa Rosa, CA 95403; **Email:** crystal.acker@sonoma-county.org; **Fax:** (707) 565-1103.

www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C74 – COMMENT CARD SUBMITTED BY CAL MCDONALD

C74-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C75 – COMMENT CARD SUBMITTED BY DANIEL BOWMAN
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: DANIEL BOWMAN

Organization: _____ Title: _____

[redacted]

City: SANTA ROSA State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C75 – COMMENT CARD SUBMITTED BY DANIEL BOWMAN

C75-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C76 – COMMENT CARD SUBMITTED BY TERI NASLUND
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Teri Naslund

Organization: _____ Title: _____

[redacted]

City: Santa Rosa State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

I am the owner of the property listed above which is also the home to my horses. I am concerned on the impact of the noise which could cause harm to my animals

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C76 – COMMENT CARD SUBMITTED BY TERI NASLUND

C76-1 The comment regarding the noise impact to the horses is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C77 – COMMENT CARD SUBMITTED BY CATHERINE LANDIS
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: CATHERINE LANDIS

Organization: COUNTY RESIDENT Title:

[redacted]

City: SANTA ROSA State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern. We need clarity as to what policies will be in effect to regulate the larger aircraft.

1

Comments will be accepted until 5:00 pm PDT on September 19, 2011 and may be submitted via mail, email or fax with attention to: Crystal Acker, County of Sonoma Permit and Resource Management Department, 2550 Ventura Avenue, Santa Rosa, CA 95403; **Email:** crystal.acker@sonoma-county.org; **Fax:** (707) 565-1103.

www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C77 – COMMENT CARD SUBMITTED BY CATHERINE LANDIS COMMENT CARD

C77-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

Policies regarding aircraft at the Airport are contained in the revised Air Transportation Element (ATE) of the Sonoma County General Plan (see Appendix L of the Draft EIR).

COMMENT LETTER C78 – COMMENT CARD SUBMITTED BY SARA SPAULDING
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Sara Spaulding

Organization: Homeowner Title:

[redacted]

City: Santa Rosa State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

1

S. Spaulding

Comments will be accepted until 5:00 pm PDT on September 19, 2011 and may be submitted via mail, email or fax with attention to: Crystal Acker, County of Sonoma Permit and Resource Management Department, 2550 Ventura Avenue, Santa Rosa, CA 95403; **Email:** crystal.acker@sonoma-county.org; **Fax:** (707) 565-1103.

www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C78 – COMMENT CARD SUBMITTED BY SARA SPAULDING

C78-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C79 – COMMENT CARD SUBMITTED BY JACK SPAULDING
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: JACK SPAULDING

Organization: _____ Title: _____

[redacted]

City: SANTA ROSA State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C79 – COMMENT CARD SUBMITTED BY JACK SPAULDING

C79-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C80 – COMMENT CARD SUBMITTED BY SAPIR WEISS
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Sapir Weiss

Organization: _____ Title: _____

[redacted]

City: Santa Rosa State: Ca. Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern

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www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C80 – COMMENT CARD SUBMITTED BY SAPIR WEISS

1. For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C81 – COMMENT CARD SUBMITTED BY JERRALD D. KRAUSE
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: JERRALD D. KRAUSE

Organization: _____ Title: _____

[redacted]

City: SANTA ROSA State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density and the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

1

Jerrald D. Krause

9/6/11

Comments will be accepted until 5:00 pm PDT on September 19, 2011 and may be submitted via mail, email or fax with attention to: Crystal Acker, County of Sonoma Permit and Resource Management Department, 2550 Ventura Avenue, Santa Rosa, CA 95403; **Email:** crystal.acker@sonoma-county.org; **Fax:** (707) 565-1103.

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RESPONSE TO COMMENT LETTER C81 – COMMENT CARD SUBMITTED BY JERRALD D. KRAUSE

C81-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C82 – COMMENT CARD SUBMITTED BY CATHERINE A. KRAUSE
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: CATHERINE A. KRAUSE

Organization: _____ Title: _____

[redacted]

City: SANTA ROSA State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density and the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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Catherine A Krause 9/6/11

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RESPONSE TO COMMENT LETTER C82 – COMMENT CARD SUBMITTED BY CATHERINE A. KRAUSE

C82-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C83 – COMMENT CARD SUBMITTED BY GREG AND HOLLY MAZZETTA
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Greg & Holly Mazzetta

Organization: _____ Title: _____

[redacted]

City: Santa Rosa State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C83 – COMMENT CARD SUBMITTED BY GREG AND HOLLY MAZZETTA

C83-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C84 – COMMENT CARD SUBMITTED BY LESLIE GIOVANETTI
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Leslie Giovanetti

Organization: _____ Title: _____

[redacted]

City: Santa Rosa State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C84 – COMMENT CARD SUBMITTED BY LESLIE GIOVANETTI

C84-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C85 – COMMENT CARD SUBMITTED BY CHUCK GIOVANETTI
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Chuck giovanetti

Organization: _____ Title: [redacted]

City: Santa Rosa State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C85 – COMMENT CARD SUBMITTED BY CHUCK GIOVANETTI

C85-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C86 – COMMENT CARD SUBMITTED BY DAVE LINDERS
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Dave Linders

Organization: retired Title:

[redacted]

City: Santa Rosa State: Ca Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C86 – COMMENT CARD SUBMITTED BY DAVE LINDER

C86-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C87 – COMMENT CARD SUBMITTED BY JOE TOBONI
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Joe Toboni

Organization: Oakwi Ld Ravelu Title: Owner

[redacted]

City: Santa Rosa State: Ca Zip: 95403

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C87 – COMMENT CARD SUBMITTED BY JOE TOBONI
COMMENT CARD

C87-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C88 – COMMENT CARD SUBMITTED BY PHYLLIS GIOVANETTI
Page 1of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: PHYLLIS GIOVANETTI

Organization: _____ Title: _____

[redacted]

City: SANTA ROSA State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C88 – COMMENT CARD SUBMITTED BY PHYLLIS GIOVANETTI

C88-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

COMMENT LETTER C88 – COMMENT CARD SUBMITTED BY NANCY HORTON
Page 1 of 1

Charles M. Schulz - Sonoma County Airport
Master Plan Update Implementation Project

We want your input on the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project. This form is provided for your use as one option. See other methods for commenting at the bottom of this page. Please PRINT.

Name: Nancy Horton

Organization: _____ Title: _____

[redacted]

City: Santa Rosa State: CA Zip: 95401

[redacted]

Use the space below to provide comments about the Draft Environmental Impact Report (DEIR) for the Master Plan Update Implementation Project.

We are concerned about plans to expand service at the Sonoma County Airport. In looking at runway expansion plans, and the accommodation of more and possible larger jets, we are suggesting that flight patterns be regulated to be sensitive to as many residences as possible. Flight patterns to the south should follow the straight line of runway 14-32 as it flies over much larger parcels with fewer homes. The area to the southwest of STS along Olivet Rd. has a much higher parcel density ands the impact is much greater in this area. We are also requesting that reasonable altitudes be reached while following this straight line take-off pattern, before any deviation from this pattern.

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Comments will be accepted until 5:00 pm PDT on September 19, 2011 and may be submitted via mail, email or fax with attention to: Crystal Acker, County of Sonoma Permit and Resource Management Department, 2550 Ventura Avenue, Santa Rosa, CA 95403; **Email:** crystal.acker@sonoma-county.org; **Fax:** (707) 565-1103.

www.sonomacountyairport.org

RESPONSE TO COMMENT LETTER C89 – COMMENT CARD SUBMITTED BY NANCY HORTON

C89-1 For a discussion of flight paths south of the Airport, please see the response to comment #C73-1 of the comment card submitted by Cindy Shiperly (Comment Letter C73) on page 5-266.

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Sonoma JET CENTER

September 19, 2011

Ms. Crystal Acker
County of Sonoma Permit and Resource Management Department
2550 Ventura Avenue
Santa Rosa, CA 95403
Fax: (707) 565-1103

Re: Sonoma Jet Center Comments regarding the July 2011 Draft Environmental Impact Report for the Charles M. Schulz – Sonoma County Airport Master Plan Update Implementation Project

Dear Ms. Acker:

The following is the comment of the Sonoma Jet Center regarding the July 2011 Draft Environmental Impact Report (DEIR) for the Charles M. Schulz – Sonoma County Airport (KSTS) Master Plan Update Implementation Project. The Sonoma Jet Center and its 19 employees are one of two companies at KSTS providing aircraft support services including maintaining an executive terminal, selling aviation fuels and lubricants, providing aircraft maintenance service, and aircraft hangar space.

The Sonoma Jet Center supports the DEIR as it is drafted because the benefits of the Master Plan Update Implementation Project outweigh the very limited incremental environmental impacts laid out in the DEIR. If the DEIR has any flaws at all, it is that the DEIR overstates the anticipated environmental impacts of the project.

a. Decoupling the Runway Ends, Extending the Runways, and Improving the Runway Safety Areas Will Significantly Increase Safety at KSTS

By relocating the start points of runways 14 and 19 as planned in the Master Plan Update, public safety will immediately be significantly enhanced at KSTS. First, many employees of the Sonoma Jet Center are aviators and we can personally attest that with the current runway configuration at KSTS where both runways start from the same point, it is very difficult for a pilot to ensure that he or she is departing from the correct runway as instructed by air traffic control. Decoupling the runway ends will prevent this potentially hazardous condition. 1

Extending the runways also increases safety at the airport. The additional runway length planned provides greater margin of safety for existing airport users.

Finally, bringing the runway safety areas up to FAA standards increases safety at STS by ensuring that a hazardous condition does not exist in the unfortunate event that an aircraft overruns the end of a runway. Furthermore, removing the wildlife movement corridor north of runway 14 will increase safety by further separating wildlife from aircraft at the airport. As the Miracle on the Hudson showed, wildlife and aircraft are not compatible.

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The enhancements proposed as part of the Master Plan Update are essential to the continued safe operation of the airport.

b. The Proposed Runway Enhancements Will Enhance Airport Utility and Improve Quality of Life in Sonoma County

Undertaking the airport improvement project as laid out in the Master Plan Update will significantly improve the quality of life in Sonoma County. First, the project will immediately bring much-needed federal dollars for airport improvement to Sonoma County, thereby increasing local employment and substantially increasing economic vitality.

Second, the increase in runway length will make the airport more beneficial to Sonoma County residents in the long run. By making the existing runway 14 able to accommodate new quiet regional jets, Sonoma County residents will be able to travel on new east-bound flights, bypassing San Francisco and Oakland with nonstop service to Salt Lake City, Denver, and Phoenix. From these cities, travelers will be able to continue on to east-coast destinations saving as much as three hours over the current KSTS flights. The ability to travel east from KSTS will benefit the flying and non-flying public as well as the environment by removing vehicles from Highway 101 to San Francisco and Oakland.

Extending the runway will provide Sonoma County residents of all incomes with more travel options from KSTS.

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c. The Safety, Economic, and Quality of Life Benefits Have Very Little, if Any, Environmental Cost

As noted in the DEIR, there are only four environmental impacts from the projects contained in the Master Plan Update that rise to the level of significance. And even these environmental impacts are over-stated.

First, the 2030 greenhouse gas emissions listed in the DEIR are relatively small compared to the substantial benefit of this project. This project is expected by the DEIR to merely nudge greenhouse gas emissions over the threshold of significance, so the true effect of the project is quite small.

Also, the greenhouse gas analysis in the DEIR overstates the impact of this project. The analysis does not factor in increased fuel efficiency and improved emissions of automobiles and airplanes. By 2030, major aircraft manufacturers including Airbus, Boeing and Bombardier will all release new aircraft models that significantly reduce greenhouse gas emissions. If the analysis is going to look out to 2030, it should also consider the types of aircraft that will be flying then, rather than assuming that aircraft emissions technology will remain at the status quo. If the DEIR is revised, it should consider the improved fuel efficiency and improved emissions of 2030 automobiles and aircraft in calculating 2030 emissions.

The DEIR analysis also does not factor in the reduction in greenhouse gas emissions that will be caused by reducing the traffic on highway 101 to San Francisco and Oakland. One of the major benefits of the runway length increase is the expectation that it will reduce traffic on highway 101 because residents of Sonoma County flying to the East Coast will fly out of KSTS instead of San Francisco or Oakland

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COMMENT LETTER C90 – LETTER SUBMITTED BY SONOMA JET CENTER
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airports. If the DEIR is revised, it should be revised to consider the over-all effect of the project including the reduction in auto emissions by pulling several airplanes worth of cars off of highway 101 every day.

Also, because the DEIR ignores the reduction in traffic to San Francisco and Oakland, the DEIR's finding of a significant impact on highway 101 is overstated. This project will remove vehicles from highway 101 as much as it adds vehicles to highway 101. If the DEIR is revised, it should be revised to reflect the reduction of cars on highway 101 enabled by better air service at KSTS.

1 Finally, the DEIR's finding of significance of the loss of the wildlife corridor overstates the impact of the project. The wildlife corridor is in or very near to the runway 14 safety area. As mentioned above, wildlife are not compatible with airport operations, creating a safety hazard to aircraft and passengers. If the DEIR is revised, it should be revised to evaluate whether this wildlife corridor would likely need to be removed for safety reasons regardless of whether the Master Plan Update is accepted.

In summary, the Sonoma Jet Center supports the DEIR as drafted because the safety, quality of life, and economic benefits of the proposed Master Plan Update projects far outweigh the limited economic impact. The DEIR has been prepared at considerable expense to the County. It is very thorough and conservative and does not require revision. However, if the DEIR is revised for other reasons, it should also be revised so that it no longer over-states the expected environmental impacts of the projects.

Sincerely,

Joshua E. Hochberg
President
Sonoma Jet Center

RESPONSE TO COMMENT LETTER C90 – LETTER SUBMITTED BY SONOMA JET CENTER

C90-1 The commenter states that impacts presented in the Draft EIR may be ~~o~~verstated". The County acknowledges that the approach taken in addressing impacts is to identify the worst-case impacts that could occur. Therefore, this comment regarding the magnitude of impacts is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of the reduction in the number of passengers traveling to San Francisco International Airport or Oakland International Airport, please see Master Response C on page 4-7.