









# AIR TRANSPORTATION ELEMENT

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## 1. INTRODUCTION

### 1.1 PURPOSE AND AUTHORITY

The purpose of the Air Transportation Element of the Sonoma County General Plan is to establish policies that will guide future growth and development of aviation activity and airport facilities in the County through the year 2020 in a manner consistent with the goals and policies established in other elements of the General Plan.

State of California law requires that acquisition or disposal of real property and capital improvements such as construction projects be consistent with and conform to the adopted General Plan. The Air Transportation Element will serve to establish direction and standards for judging consistency of proposed actions involving airports with the General Plan, including the Airport Master Plans. The Air Transportation Element also includes an implementation program.

Inclusion of the Air Transportation Element in the General Plan is optional as defined by Section 65303 of the Government Code. Air transportation has many community benefits such as reducing ground transportation congestion, providing locations for emergency aircraft operations, and promoting the local economy and tourism. The Element has the same legal status as mandatory elements of the plan, including requirements for internal plan consistency and consistency of public and private development projects.

### 1.2 RELATIONSHIP TO OTHER ELEMENTS

California Government Code Section 65300.5 requires that the elements of a General Plan comprise an integrated, internally consistent, compatible statement of policies for the adopting agency. The Air Transportation Element's policies complement policies expressed in other elements and comply with the requirement for internal consistency in the following manner:

1. The economic and demographic projections and assumptions used in other elements, notably the Land Use, Circulation and Transit, and Noise Elements, are used in the Air Transportation Element.
2. The policies expressed herein are designed to complement and reinforce the policies stated in other elements of the General Plan, in particular those in the Land Use, Circulation and Transit and Noise Elements.
3. The goals and objectives reflect the goals and objectives expressed in other elements of the General Plan.

The Air Transportation Element addresses projected future noise levels at the various public use airports in the County, with special emphasis placed on the County owned Charles M. Schulz Sonoma County Airport. Information about noise levels is also contained in the Noise Element so that all noise sources are evaluated within a single context.

### 1.3 ORGANIZATION

This element is organized into five major sections:

#### Background

A section that includes information on past air transportation activity in the County, airport activities, the existing airport system and service levels, and a description of the roles and the level of authority of the many jurisdictions involved in aviation.

#### Air Transportation Demand and The County Airport System

This section includes the projected air transportation demand for Sonoma County. It is based on demographic and economic forecasts used in the Sonoma County Comprehensive Airport Land Use Plan (CALUP), January 2001 and the Land Use and other elements. The CALUP projections are lower than the Air Transportation Element (ATE) projections because they are short term, and don't consider full operations allowed by the ATE. A future County airport system (including additional facilities) that can serve some or all of the air travel demand is also identified.

#### Compatibility With the Community

Community compatibility, an important issue addressed by this element, is specifically defined so airport related activities will be appropriately controlled.

#### Air Transportation Policies

This section expresses air transportation policies that are detailed enough to allow judgements to be made on airport related actions of the County of Sonoma and its various agencies.

#### Implementing Programs

This section identifies the specific legislative and administrative actions necessary to effectuate policies and attain conformity of regulations with the plan.

## 2. BACKGROUND

### 2.1 HISTORICAL OVERVIEW

Aviation activity of varying types, privately owned aircraft, commercial aircraft and airline service, has occurred in Sonoma County for approximately 80 years. Since 1965, the number of annual aircraft operations at various airports throughout the County has ranged from a low of about 120,000 operations to a high of approximately 460,000 operations in the early 1980's, to the current level of approximately 270,000 annual operations. As can be seen in Figure AT-1, the maximum aircraft activity levels at the Charles M. Schulz Sonoma County Airport occurred in 1990. The number of based aircraft at the six public use County airports is approximately 850.



Commercial Airline service has varied since loss of scheduled service by a local carrier in the 1970s, and again in 2002. At the peak of service in 1990, approximately 130,000 total annual air passengers used the Charles M. Schulz Sonoma County Airport, while in 2001, approximately 50,000 passengers were served.

Figure AT-2 indicates the fluctuations that have occurred in air passenger activity at the Charles M. Schulz Sonoma County Airport.

### 2.2 EXISTING AIRPORTS AND SERVICE LEVELS

There were six airports in Sonoma County open for public use as of 2002 (See Figure AT-3). Two were privately owned (Sonoma Skypark and Sonoma Valley), three were owned by cities (Cloverdale, Healdsburg and Petaluma airports) and one was owned by the County of Sonoma (Charles M. Schulz Sonoma County Airport). These airports all have general aviation activity consisting of single engine and twin engine piston powered aircraft. Twin engine turboprop and jet powered aircraft utilize the Charles M. Schulz



Sonoma County Airport and, to a lesser extent, the Petaluma Airport. Charles M. Schulz Sonoma County Airport is the only point for commercial airline services. In addition, the airport has been designated as a fire base by the California Department of Forestry which uses aerial tankers and helicopters in forest fire suppression operations. The current activity levels at the six airports are shown in Table AT-1. A general description of the facilities available at public use airports in the County is noted in Table AT-2.

## 2.3 INSTITUTIONAL ROLES

The public and private sectors both play significant roles in air transportation. Authority and responsibilities are shared by a number of public agencies and the resulting relationships are important to the implementation of County policies.

### County of Sonoma

County jurisdiction affects aviation in two principal areas, as airport owner and as public agency with zoning authority over private lands adjacent to the airports. As airport owner, the County can develop the Charles M. Schulz Sonoma County Airport, maintain and operate it and establish operational rules and regulations. Local airport proprietors are limited by provisions of Federal and State laws. Under Federal law an airport proprietor may not interfere with interstate commerce or discriminate among airport users. In addition, the California Public Utilities Code expresses requirements for airport permits, noise regulations and funding grants. An airport owner is also subject to Federal requirements for airport security, crash/fire/rescue, facility maintenance and funding grant conditions.

In its land use role the County is responsible, under the California Public Utilities Code, to act in accordance with recommendations of the County Airport Land Use Commission (ALUC) or the County may overrule their recommendation by a two-thirds vote of the Board of Supervisors if findings are made that the proposed action is consistent with the purposes of Article 3.5 of the State Aeronautics Act.

### Airport Land Use Commission

Sections 21670-21678 of the California Public Utilities Code require formation, under certain conditions, of an ALUC and an environs plan to achieve compatible land uses in the areas adjacent to airports within an ALUC's jurisdiction. The Sonoma County ALUC has adopted an Airport Land Use Policy Plan, entitled the "Sonoma County Comprehensive Airport Land Use Plan" (CALUP) that defines compatible land uses as they relate to noise, airspace and safety, using aviation activity levels forecasted for the Year 2010.

Each local agency whose general plan includes areas covered by the ALUC plan must submit

those plans to the Commission for its review. The Commission must make a determination of consistency or inconsistency with the CALUP. The Commission's determination may be overruled by a two-thirds vote of the governing body of a city or county. In addition, the following actions must be reviewed by the Commission:

- (1) amendment to a General Plan or Specific Plan
- (2) adoption or approval of a Development Code
- (3) adoption or approval of a building regulation

TABLE AT-1: Estimated Existing Aviation Activity Levels at Sonoma County Public Use Airports (2001 operations levels for Charles M. Schulz Sonoma County Airport, 1996 operations levels for all others)

	General Aviation		Commercial Airline	
	Based Aircraft <sup>1</sup>	Annual Operations	Annual Operations	Total Annual Passengers
Cloverdale	21	10,900		
Healdsburg	63	31,400		
Petaluma	203	69,800		
Sonoma County	377	128,400 <sup>3</sup>	6,600 <sup>3</sup>	49,200 <sup>4</sup>
Sonoma Skypark	60	10,100		
Sonoma Valley	104 <sup>2</sup>	11,500		
<b>Total</b>	<b>828</b>	<b>262,100</b>	<b>6,600</b>	<b>49,200</b>
Sources: ALUC Comprehensive Airport Land Use Plan, except as noted: (1) Based Aircraft: MTC RASP General Aviation Element, 1/03 (2) Based Aircraft: Sonoma Valley Airport Manager's Office (3) 2001 operations: Charles M. Schulz Sonoma County Airport Manager's Office (4) Annual Passengers: FAA 2001 ACAIS Enplanement Activity (FAA Website)				

Proposed changes to an Airport Master Plan must also be submitted to the ALUC for a determination of consistency with the CALUP.

### Airport Owners

A city airport owner has the same responsibilities as a county airport owner. In some cases, control of the land uses adjacent to a city owned airport is within the jurisdiction of the County of Sonoma. Privately owned airports are affected by State and Federal regulations to a lesser extent, but they are still required to provide for safe operations. Private airport owners are

dependent upon city and county land use actions to protect their compatibility with the community.

### Private Sector

Aircraft operated in Sonoma County are, for the most part, privately owned and operated. General aviation and airline owners may operate their aircraft at their discretion, but are subject to the Federal Aviation Regulations (FAR's) governing aircraft operations and local airport rules and regulations.

### Regional Agencies

The Metropolitan Transportation Commission (MTC) is a regional agency established under State law and charged with the tasks of creating a regional transportation plan and allocating Federal and State funds in accordance with the plan. All aviation funds from State and Federal sources that go to cities and counties must be approved by MTC. MTC prepares aviation forecasts, conducts special planning studies and collects data on airports in the San Francisco Bay Region. The Association of Bay Area Governments (ABAG), in cooperation with MTC, collects demographic and land use planning data and forecasts.

### State of California

As previously noted, the State has jurisdiction in areas specified in the Public Utilities Code as noted below:

- (1) Airport Permit: An airport permit, issued by Caltrans' Division of Aeronautics, is required at all airports open for public use. Specified safety conditions must be met.
- (2) Noise Regulations: Noise regulations require that any airport deemed to have a "noise problem" must develop a noise mitigation plan. None of the airports in Sonoma County have been identified as having a noise problem.
- (3) Conditions of Grants: Specific conditions may be imposed if an airport receives grant-in-aid funds under the State program.

### Federal Aviation Administration

Federal government preemptions cover aircraft in flight, aircraft engaged in interstate and foreign commerce and discrimination among airport users. Because Charles M. Schulz Sonoma County Airport has airline service, FAR provisions dealing with security and crash-fire-rescue apply. Special conditions that were part of the original quit claim deed which transferred the airport from the Federal government to the County are a part of each grant-in-aid program

accepted by the County.

### 3. AIR TRANSPORTATION DEMAND AND THE COUNTY AIRPORT SYSTEM

#### 3.1 PROJECTED DEMAND FOR AIR TRANSPORTATION SERVICE

The demand projections used in this element reflect recent trends in the aviation industry as well as forecasted economic and population growth. With respect to general aviation, it is estimated that airport facilities can be improved so the projected demand can be served.

TABLE AT-2: Existing Facilities at Public Use Airports in Sonoma County

			Runways				Services		
Airport	Owner-ship	Acres	No.	Paved	Lighted	Length	Fuel	Repair	Instrument Procedure
Cloverdale	Public	58	1	Yes	Yes	3155	Yes	Yes	No
Healdsburg	Public	50	1	Yes	Yes	2707	Yes	Yes	No
Petaluma	Public	220	1	Yes	Yes	3600	Yes	Yes	Yes
Sonoma County	Public	970	2	Yes	No Yes	5002 5115	Yes	Yes	Yes
Sonoma Skypark	Private	30	1	Yes	No	2480	Yes	Yes	No
Sonoma Valley	Private	79	2	Yes/ Yes	No No	2700 1500	Yes	Yes	No
Source: (1) Sonoma County Comprehensive Airport Land Use Plan, 1/01 (2) FAA Form 5010-1 (3) Airport Master Record									

With respect to commercial airline services, demand for only a part, about 40 percent, of the commercial airline passenger travel to and from Sonoma County is projected to be served by commuter and scheduled airline services at the Charles M. Schulz Sonoma County Airport. The remaining 60 percent of the air passengers are expected to use ground transportation to access other airports in the San Francisco Bay Area, principally San Francisco International Airport (SFO) and, to a lesser extent, Oakland International Airport (OAK).

#### General Aviation Activity

General Aviation activity forecasts indicate that by the year 2020, there will be 1,300 based aircraft and 445,000 General Aviation annual operations at the various public use airports in Sonoma County.

### Commuter Airline Services

Commuter airline services, as used in this element, are regularly scheduled flights that serve routes within the State. Commuter airline service levels of about 50,000 total annual passengers (about 140 average daily passengers) are predicted by the year 2020 at the Charles M. Schulz Sonoma County Airport. Using a 15 passenger aircraft with a 65 percent load factor, this would result in about 14 average daily flights (seven arrivals plus seven departures) by twin engine, turboprop type aircraft. Fewer operations would be necessary if larger aircraft or higher load factors were used. The annual operations generated from these flights would be about 5,000 in the year 2020.

### Scheduled Airline Services

For the purposes of this element, scheduled airline services are those that engage in regularly scheduled commercial airline passenger service, and operate on routes both within the State and between states. The availability of aircraft that suit smaller, short haul markets provides an opportunity for service between Sonoma County and larger, outlying communities.

These factors result in a projection that scheduled airline service levels of 523,000 total annual passengers (about 1,500 per day) would occur by the year 2020 at the Charles M. Schulz Sonoma County Airport. With a 65 percent load factor, this would require about 15 arrivals and 15 departures per day using an 80 seat aircraft.

However, allowable scheduled airline service at Charles M. Schulz Sonoma County Airport has been reduced to address potential air quality impacts resulting from the projected level of service. Therefore, this would result in about 10,200 annual operations, or 14 arrivals and 14 departures per day in 2020.

## 3.2 COUNTY AIRPORT SYSTEM

In the year 2020, the County airport system will be comprised of publicly and privately owned airports open to public use. Private airport facilities that serve specific aircraft owners or special uses, such as ultralight aircraft, will continue to function.

TABLE AT-3: Projected Aviation Activity Levels at Sonoma County Public Use Airports by the General Plan ATE 2020 and the Comprehensive Airport Land Use Plan 2010

Airport	ATE 2020 Based Aircraft <sup>1</sup>	CALUP 2010 Annual Operations <sup>2</sup>	ATE 2020 Annual Operations <sup>2</sup>
Cloverdale	50	27,000	27,000
Healdsburg	100	50,000	50,000
Petaluma	250	95,000	95,000
Sonoma Skypark	Note 3.	16,000	16,000
Sonoma Valley	100	17,000	17,000
Charles M. Schulz Sonoma County	800	225,000 (consisting of ~209,800 General Aviation, ~15,200 commercial airline operations)	255,200 <sup>1</sup> (consisting of 240,000 General Aviation, ~15,200 commercial airline operations)
Subtotal Commercial Aviation	NA	15,200	15,200
Subtotal General Aviation	NA	414,800	445,000
Total	1,300	430,000	460,200
Source:	(1) Source: Walter Gillfillan and Associates (2) Sonoma County Comprehensive Airport Land Use Plan, 1/01 (3) Sonoma Skypark projections are included in those for Charles M. Schulz Sonoma County Airport		

### Likely Service Levels

The forecasted demand for general aviation in the County is contemplated to be accommodated through the year 2020 at the six public use airports as shown in Table AT-3.

The types of aircraft used in the future at airports in the County are likely to be similar to the types that were in use as of 1986. Tanker operations for fire suppression are contemplated to continue and the present equipment will likely continue to be used. Beyond that time, there may not be parts and engines available for the piston engine equipment that is currently being used. Inexpensive, surplus aircraft with high load capabilities and the ability to maneuver

slowly at low altitudes may not be available. Replacement aircraft will probably be two engine turboprop or C-130 type aircraft.

### Facility Requirements

Airport improvements at the four non County owned airports needed to accommodate future aircraft activity will be modest and consist mostly of aircraft parking and storage. Individual airport master plans will denote specific requirements.

Facility requirements at Charles M. Schulz Sonoma County Airport will be more comprehensive and are detailed and updated as needed in the Airport Master Plan adopted in 1998.

The following planning guidelines indicate the general scope of the improvements at the Charles M. Schulz Sonoma County Airport:

Facility	1986 Level	2020 Planning Level
Runways	2	3 improved
Taxiways		unimproved
Aircraft Storage		
Parking Apron		
Hangars		
Terminal		
Building		Enlarge
Apron		Enlarge
Automobile Parking		Enlarge
Access Road		Improve
Approach Protection Zone		Enlarge
Crash-Fire Rescue		Improve
Acreage Publicly Owned	970	Enlarge

## 4. COMPATIBILITY WITH THE COMMUNITY

Airports provide county residents with the benefits of air transportation. At the same time, it is important that aircraft operations be compatible with adjacent community areas. Noise, safe airspace and safety to those on the ground are issues of particular interest and importance. The issue of noise is a major concern for residents near airports, particularly where large aircraft are operating.

### 4.1 PROJECTED NOISE EXPOSURE

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. One exception to this finding is at Charles M. Schulz Sonoma County Airport where aerial tankers contribute to the cumulative impact on the north end of the airport in the primary approach corridor. A map depicting the future noise exposure at the Charles M. Schulz Sonoma County Airport is shown in Figure AT-9. This diagram represents the projected noise exposure based upon the 2010 CALUP projection of 225,000 operations per year.

The Sonoma County ALUC has established a noise/land use compatibility matrix which identifies the acceptable range of noise levels for various types of land uses. Generally, under ALUC policies, new residential land uses are acceptable if exterior noise levels are at or below 55 dB CNEL (this is at least 10 dB more restrictive than California's Airport Noise Regulations) and between 55 and 65 dB CNEL are considered "conditionally" acceptable. The lower limit is based on the quiet rural environment found in Sonoma County. The projected future contours for the airports in the County are taken from the ALUC's CALUP and are shown in Figures AT-4 through AT-9 and are based upon projected operations that are typically less than full operational levels accommodated in the Air Transportation Element.

The ALUC has also established noise level reductions for residential land uses to ensure that homes built near airports in areas with "conditionally" acceptable exterior noise levels are adequately designed to protect interior spaces from high noise levels. The limits were established to prevent speech interference during the day and sleep interference at night.

Analyses of future airport operations, with and without air carrier operations, indicate that air carrier activity could be accommodated at Charles M. Schulz Sonoma County Airport without unacceptable environmental impacts, provided the type of aircraft and number of aircraft operations are appropriately limited. With overlapping and unclear jurisdictional boundaries between State, Federal and local agencies, future regulation of airport noise is a complex task. Development of airport noise policy by the County has included consideration of Federal preemptions including the FARS, the Airline Deregulation Act, prohibitions against interference with interstate commerce, and prohibitions against discriminating among airport users.

## 4.2 AIRSPACE

Criteria used by the FAA to determine which structures are or could be a hazard to air navigation, due to penetrations of protected airspace around public use airports, are contained in FAR, Part 77. These standards have been adopted by the Sonoma County ALUC to prevent obstructions of protected airspace. Currently there are no obstructions that restricted the use of any of the airports in Sonoma County.

## 4.3 SAFETY ON THE GROUND

The FAA provides for runway protection zones off of the ends of each runway to protect aircraft in flight and people on the ground from aircraft accidents. Runway protection zones are identified by the FAA as the highest risk areas. For five of the general aviation airports in the County, the trapezoidal runway protection zone extends outward 1,200 feet from the end of the runway. At the Charles M. Schulz Sonoma County Airport, one of the runways has protection zones which extend 1,700 feet and 2,500 feet out from the end of the runway because of the Instrument Landing System (ILS). For facilities like Charles M. Schulz Sonoma County Airport, the FAA will fund property acquisitions in an area up to 5,000 feet to achieve overall compatibility with the community.

In Sonoma County, the ALUC has increased the safety provisions by setting building coverage and height restrictions, land use and residential density restrictions, and requirements limiting the intensity of building occupancy in runway approach areas.

# 5. AIR TRANSPORTATION POLICIES OF THE COUNTY OF SONOMA

Sonoma County's air transportation policies are designed to support existing air transportation services and provide for a level of growth commensurate with projected population and economic change in the County and its nine cities. There is a specific concern for compatibility of airports with adjacent community areas and for the safety of air travelers and people and property on the ground. Compatible aircraft operations is another major issue addressed by these policies.



For the Charles M. Schulz Sonoma County Airport, an ultimate capacity of 550,000 annual

operations has been determined, based upon data from the Draft Approach Protection Study, prepared for Sonoma County by Hodges & Shutt, March 1983. This number was based upon FAA physical and operational factors, including plans for a future third General Aviation 3,000 feet runway parallel to Runway 14-32 and approximately 900 aircraft to be used at the site.

## 5.1 LAND USE COMPATIBILITY IN THE VICINITY OF AIRPORTS

A key issue in the provision of existing and future air transportation services is the maintenance of compatible land uses adjacent to existing airports in the County.

**GOAL AT-1:** Assure that land use types and densities in areas adjacent to public use airports are compatible with airport activity so existing and future capabilities of the airports can be preserved.

**Objective AT-1.1:** Land use plans, regulations and other actions adhere, to the extent reasonable or practicable, to the land use compatibility criteria of the Charles M. Schulz Sonoma County Airport Land Use Commission, unless it is determined that an override is appropriate.

**Objective AT-1.2:** The ALUC's airport noise land use compatibility policies and criteria should be the principal determinant of the compatibility and acceptability of proposed land use projects with respect to the activities, noise, and other impacts of a nearby airport, but that any special circumstances also be taken into account in making such determinations.

**Objective AT-1.3:** The maximum noise exposure that shall be considered acceptable is the 55 dB CNEL, and conditionally acceptable between the 55 and 65 dB CNEL for development of new residential uses in areas surrounding a public-use airport as shown in Figures AT-4 through AT-9.\*

The following policies shall be used to achieve these objectives:

**Policy AT-1a:** Proposed development within a noise environment in excess of 55 dBA CNEL, shall comply with the Sonoma County Comprehensive Airport Land Use Plan. For all public use airports, the CALUP forecast of future noise exposures shown in Figures AT-4 through AT-9 shall be used for this purpose.\*

**Policy AT-1b:** No object or structure shall be permitted to be erected which, because of height or other factors, would result in an increase in the minimum ceiling or visibility criteria for an existing or proposed instrument approach procedure.

Policy AT-1c: An object or structure which would penetrate a horizontal or conical surface as defined by the ALUC, and would be 35 feet or less in height above the ground (ie. is within the height limits prescribed for most Sonoma County zoning districts) shall be considered conditionally acceptable even if it exceeds the prescribed height limit. Appropriate marking and lighting may be conditions for acceptability.

Policy AT-1d: Prepare or revise any applicable Specific Plans in a manner which will conform to the ALUC's CALUP, except where the Board of Supervisors determines that special circumstances justify overruling the Commission and finds that the proposed action is consistent with the purposes expressed in Section 21670 of the Public Utilities Code (State Aeronautics Act).

Policy AT-1e: Refer proposed projects which include requests for General or Specific Plan amendment, changes to the Development Code, and changes to local building regulations to the ALUC for determination of consistency with the CALUP prior to review by the appropriate County decision making body.

Policy AT-1f: Prepare and adopt an Approach Protection Plan for identification of appropriate means of protecting approach zones at the Charles M. Schulz Sonoma County Airport, as identified in Figure AT-10. The appropriate method of protection shall be consistent with the level of protection needed based upon the impact from future. The plan shall provide for protection of the area anticipated to be impacted by the airport's ultimate capacity of 550,000 annual operations.

Policy AT-1g: When allowed by law, aviation easements may be required on publicly owned airports as a condition of approval of discretionary planning permits for parcels within an ALUC referral area. Aviation easements may not be required for privately owned public use airports.

Policy AT-1h: The County of Sonoma may acquire any interest in real property in order to protect the approach zones at the Charles M. Schulz Sonoma County Airport in any manner allowed by law, including eminent domain, as authorized by the Board of Supervisors.

Policy AT-1i: Prior to initiation of commuter service to Petaluma Airport, a detailed noise study shall be conducted.

Policy AT-1j: Consider the adoption of an "Airport Protection Combining District" for incorporation into the Development Code and applying to lands within the CALUP Referral Area Boundaries as shown on Figures AT-4, AT-5, AT-6, AT-7, AT-8, and AT-9. The purpose of this district is to provide an additional means to inform property owners of and apply the requirements of the ALUC's CALUP to land uses surrounding the public use airports in Sonoma County.

## 5.2 PROTECTION OF THE AIRSPACE

Safety of aircraft in flight is a major concern and control of tall structures and buildings is a means of protecting aircraft operations as well as people and property on the ground.

**GOAL AT-2:** Provide appropriate conditions which will permit the safe passage of aircraft operating to and from airports in the County.

**Objective AT-2.1:** The height and type of structures adjacent to airports should be restricted or marked so they will not constitute hazards to air navigation as per FAR Part 77.

The following policy shall be used to achieve this objective:

**Policy AT-2a:** Comply with ALUC policies regarding height, location, marking and lighting of structures, unless it is determined that an override by appropriate government body is appropriate.

## 5.3 PROTECTION OF ADJACENT COMMUNITY AREAS

Airport activity can, through changes in types of aircraft and/or increased activity, adversely impact surrounding communities. The following directives express policies regarding limitations on airport operations at the Charles M. Schulz Sonoma County Airport which are intended to either prevent or otherwise mitigate these adverse effects.



**GOAL AT-3:** Maintain compatibility of airport operations with preservation of environmental quality in areas adjacent to Charles M. Schulz Sonoma County Airport.

**Objective AT-3.1:** Utilize the CALUP noise contours for protection of adjacent community areas.

**Objective AT-3.2:** Utilize the maximum noise level as defined in the FAR Part 36 Advisory Circular for take off as the metric for single event noise impacts and to limit such events at the Charles M. Schulz Sonoma County Airport to 83.2 dBA (Lmax) during daytime hours and to 72 dBA (Lmax) during nighttime hours. Exemptions shall be

provided for aircraft operating on emergency missions, including their support functions, and for aircraft of the United States Government and its various agencies and for daytime operations by existing aircraft based at Charles M. Schulz Sonoma County Airport.

Objective AT-3.3: Move toward use of quieter new technology aircraft at Charles M. Schulz Sonoma County Airport. To implement this objective, the 83.2 dBA limit established by this element is the noise level established in the FAR Part 36 Advisory Circular for the MD-80, the loudest Stage 3, new technology aircraft.

The following policies shall be used to achieve these objectives:

Policy AT-3a: Regulate operations at the Charles M. Schulz Sonoma County Airport in conformance with the CALUP noise policies and contours as shown in Figures AT-4 to 9.

Policy AT-3b: Restrict daytime aircraft operations at Charles M. Schulz Sonoma County Airport by general aviation users and by commercial air carriers to those types of aircraft that have a departure single event noise level of 83.2 dBA (Lmax) or less, as specified in the most recently published FAR Part 36 Advisory Circular (AC 36-3D, take-off chart). Nighttime operations shall be similarly limited to aircraft not exceeding 72 dBA (Lmax). Daytime hours shall be defined at 6:00 a.m. to 10:00 p.m., and night time hours as 10:00 p.m. to 6:00 a.m.

The exemption for aircraft operating on emergency missions, including their support functions and for aircraft of the United States and its various agencies shall continue until this element is amended to the contrary. The exemption for existing aircraft based at Charles M. Schulz Sonoma County Airport shall terminate at the conclusion of a depreciation schedule which amortizes out the economic value of the aircraft over a period of time and which is calculated to take into account the useful life of the aircraft and the owner's investment in it.

Policy AT-3c: Move towards a quieter single event noise standard in the future as the aircraft fleet shifts to newer, quieter aircraft. The Aviation Director shall annually provide a report to the Board of Supervisors on noise complaints received at the Charles M. Schulz Sonoma County Airport. If the Board determines that a noise problem exists, the County may establish a more sophisticated measure, standard and monitoring system for single noise events which shall be capable of measuring noise produced by any aircraft arriving or departing the Charles M. Schulz Sonoma County Airport.\*

Policy AT-3d: Require that, prior to initiation or expansion at Charles M. Schulz Sonoma County Airport of any regularly scheduled commercial passenger service, the applicable air

carrier shall enter into an appropriate lease or operating agreement with the County. Such leases or agreements shall conform to all applicable policy directives of the Air Transportation Element, including those pertaining to restrictions on permissible aircraft noise levels. In negotiating leases or agreements, encourage that aircraft types with quieter noise levels be utilized. To the extent allowed by law, require that new leases or other operating agreements with commercial air carriers be limited solely to quieter "Stage 3" aircraft. Prior to its execution, any proposed lease or operating agreement shall be reviewed for consistency with the Air Transportation Element and shall be reviewed pursuant to the California Environmental Quality Act and the implementing ordinance of the County of Sonoma to determine whether the project is exempt from CEQA, is covered by the EIR accompanying this element, or requires the adoption or certification of an additional environmental document.\*

Policy AT-3e: Continue to implement a noise complaint and reporting program for the Charles M. Schulz Sonoma County Airport. The program shall include a 24 hour directory listing and answering machine for receiving complaints. Complaints shall be recorded, investigated, and where possible correlated with aircraft operations. Reports summarizing the findings and any recommendations for improvements of noise policies and/or standards shall continue to be submitted annually to the Board of Supervisors by the Airport Manager.\*

Policy AT-3f: Standards for interior noise levels for existing residences shall be established as part of the Approach Protection Plan. The Approach Protection Plan shall identify appropriate mitigations to be undertaken in the event noise standards are exceeded. These mitigations may include purchase assurance, acoustical treatment, and purchase of easements.\*

#### 5.4 GENERAL AVIATION

Continuation of existing general aviation activity and provision for future growth are an important part of air transportation in the County.

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|-------------------|--|
| GOAL AT-4:        | Encourage the maintenance of an airport system which is capable of accommodating projected growth in aviation demand.  |
| Objective AT-4.1: | Maintain the functions and level of service at Charles M. Schulz Sonoma County Airport to accommodate the projections of aviation activity shown in Table AT-3.    |
| Objective AT-4.2: | Provide adequate runway, taxiway, aircraft parking, aircraft storage and attendant facilities to meet demand projected at Charles M. Schulz Sonoma County Airport. |
| Objective AT-4.3: | The County may accommodate general aviation activity at private "restricted use" airports when compatible with surrounding land uses.                              |

The following policies shall be used to achieve these objectives:

Policy AT-4a: Revise, update and maintain a current Airport Master Plan for Charles M. Schulz Sonoma County Airport which conforms to the policy direction established in the Air Transportation Element.\*

Policy AT-4b: The Airport Division shall limit proposed projects to those consistent with the policy directives of this element, including construction of permanent facilities and land acquisition.

Policy AT-4c: The airport capital improvement program and budget shall be prepared and administered in a manner which is consistent with the directives of the Air Transportation Element.

Policy AT-4d: Any airport projects shall be required to be justified based on the need resulting from projected aviation activity or current use levels.

## 5.5 COMMERCIAL AIR PASSENGER SERVICES

Commercial airline services are defined to consist of two components, commuter airlines and scheduled airlines. These services are contemplated to be provided exclusively at the Charles M. Schulz Sonoma County Airport and to reach total annual passenger levels of 573,000 by year 2020.



Commuter airlines provide Sonoma County passengers with convenient connections to major airline service points in the Bay Area and within the State. This service is an important component in accommodating the future demand for air travel to and from the County, and provides a time saving alternative to utilization of ground transportation along the Highway 101 corridor to San Francisco International Airport. Annual passenger levels for commuter airlines are projected to reach 50,000 by 2020.

Scheduled airlines provide passenger service to one or more of the major air passenger markets outside the Bay Area. The most likely points for such service are located in Southern California and nearby states. Passenger levels for scheduled airlines are projected to reach 523,000 by 2020.

Footnote: \*Mitigating Policy

GOAL AT-5: Encourage establishment and maintenance of commuter and scheduled airline services at the Charles M. Schulz Sonoma County Airport and to provide for the production of adequate airport facilities to serve passengers in a manner which is safe, efficient, and compatible with the surrounding community.

Objective AT-5.1: Provide commercial airline services including commuter and scheduled airlines at the Charles M. Schulz Sonoma County Airport not to exceed 573,000 annual passengers or 15,200 annual operations by 2020.

Objective AT-5.2: Provide a balance of commercial airline services at the Charles M. Schulz Sonoma County Airport not to exceed a total of 21 departures per day. Each of the 21 departures shall constitute a departure allocation. The 21 departure allocations shall be distributed between commuter and scheduled airlines as follows:

- (1) Allocations 1-8 are reserved for scheduled airlines, but may be used by commuter airlines, but use is revocable and subject to reallocation upon application by a scheduled airline to initiate or increase service.
- (2) Allocations 9-14 are reserved for commuter airlines, but may be used by scheduled airlines.
- (3) Allocations 15-21 are reserved exclusively for commuter airlines.

At no time shall scheduled airlines utilize more than 14 of the 21 departure allocations.

Objective AT-5.3: When the above commercial airline services reach 650 enplaned passengers per day averaged over a one year period (474,500 annual passengers), a review by the Board of Supervisors shall occur prior to any increase in annual passenger or operations levels. The review anticipated by this section and by Policy AT-5e is not intended to require an amendment to the Air Transportation Element nor is it intended to require review of this element in its entirety. Rather it is intended to trigger Board consideration of the impacts and infrastructure of the Charles M. Schulz Sonoma County Airport as it relates to its immediate environs.

Objective AT-5.4: Plan terminal, access, parking, other passenger service facilities and airport facilities consistent with the levels of service in Objective AT-5.1.

Objective AT-5.5: Provide airport facilities which would allow appropriate separation of dissimilar air traffic to allow for the safe operation of general aviation, commuter airlines and scheduled airlines at the Charles M. Schulz Sonoma County Airport.

The following policies shall be used to achieve these objectives:

Policy AT-5a: Revise, update and maintain the Charles M. Schulz Sonoma County Airport Master Plan to accommodate 15,200 annual operations by commuter and scheduled airlines by 2020. The Master Plan shall provide for commercial airline services not to exceed a total of 21 departures per day with scheduled air carriers utilizing no more than 14 of the 21 departures.\*

Policy AT-5b: Commercial airline services at the Charles M. Schulz Sonoma County Airport shall not exceed a total of 21 departures per day. Each of the 21 departures shall constitute a departure allocation. The 21 departure allocations shall be distributed between commuter and scheduled airlines as follows:

- (1) Allocations 1-8 are reserved for scheduled airlines, but may be used by commuter airlines. Use is revocable and subject to reallocation upon application by a scheduled airline to initiate or increase service.
- (2) Allocations 9-14 are reserved for commuter airlines, but may be used by scheduled airlines.
- (3) Allocations 15-21 are reserved exclusively for commuter airlines.
- (4) At no time shall scheduled airlines utilize more than 14 of the 21 departure allocations.\*

Policy AT-5c: Runway length at the Charles M. Schulz Sonoma County Airport for the existing and any new runway which may be constructed shall be limited to no longer than the present length of approximately 5,000 feet. Existing runways will not be substantially strengthened except as needed to perform necessary or routine maintenance. Operations by commercial airlines shall be limited to those aircraft types that may safely and efficiently operate within this facility constraint and which do not exceed an operating weight of 95,000 pounds.\*

Policy AT-5d: Any commercial airline initiating or expanding commuter or scheduled airline passenger service or commercial freight service at the Charles M. Schulz Sonoma County Airport shall be required to enter into a license, lease, or operating agreement with the County of Sonoma. Licenses, leases and operating agreements shall implement and be required to conform to the policy directives of the General Plan. Licenses, leases and operation agreements shall include provisions for slot reallocation.\*

Footnote: \*Mitigating Policy

Policy AT-5e: Any proposed improvement projects to accommodate air passenger services shall be consistent with the year 2020 projections of 15,200 annual operations and 573,000 annual passengers.\*

Policy AT-5f: A review by the Board of Supervisors shall occur at such a time that the "review threshold" of 650 enplaned passengers per day averaged over a one year period (474,500 annual passengers) is reached. The review anticipated by this section is not intended to require an amendment to the Air Transportation Element nor is it intended to require review of this element in its entirety; rather it is intended to trigger Board consideration of the impacts and infrastructure of the Charles M. Schulz Sonoma County Airport as it relates to its immediate environs.\*

## 5.6 NON-AVIATION AND ACCESSORY USES AT CHARLES M. SCHULZ SONOMA COUNTY AIRPORT

In addition to the facilities at the Charles M. Schulz Sonoma County Airport that are required to serve aviation activities directly, the County leases other airport property for non aviation accessory activities or uses that benefit from an airport location. These leases are an important source of the airport revenue.

GOAL AT-6: Utilize airport properties not needed for aviation activity to enhance airport revenues and operations and to do so in a manner compatible with adjacent community areas.

Objective AT-6.1: The lands shown on the Airport Master Plan as non aviation lands may be used in a manner to enhance revenues and the economic viability of the airport consistent with this Element, the CALUP, the Airport Master Plan, and all State and Federal regulations.

The following policies shall be used to achieve these objectives:

Policy AT-6a: The Airport Division shall revise, update and maintain the Airport Master Plan consistent with this element to indicate those land areas which may be used for non aviation purposes.

Policy AT-6b: Permissible non aviation and accessory uses on County owned lands include commercial and industrial uses, except that transient lodging and similar uses shall not be allowed.

Policy AT-6c: Lands designated or acquired for approach protection purposes shall not be utilized for commercial or industrial purposes and shall not be extensively developed with structures of any type.

Policy AT-6d: Appropriate uses of lands designated and/or acquired for approach protection include agriculture, outdoor recreation, and similar low intensity uses, including spray irrigation with treated effluent, provided that such uses do not result in a significant increase in bird populations at a level which would give rise to a safety problem.

## 6. AIR TRANSPORTATION IMPLEMENTATION PROGRAMS

### Air Transportation Program 1: Charles M. Schulz Sonoma County Airport Master Plan

Program Description: The Airport Division will be responsible for updating and maintaining the Charles M. Schulz Sonoma County Airport Master Plan to be consistent with this element (Policy reference: AT-4a).

### Air Transportation Program 2: Approach Protection Plan

Program Description: The Airport Division will be responsible for review, revision, and maintenance of the Draft Approach Protection Plan to assure that the policies of the Air Transportation Element are reflected. The impact, approach protection methods and recommendations sections will need to be reviewed for consistency with the Air Transportation Element. The plan shall provide for historical or archaeological assessments and resulting site mitigation where appropriate prior to demolition of any structure or construction of permanent airport facilities (Policy reference: AT-1f).

### Air Transportation Program 3: Amendments to the Airport Land Use Policy Plan

Program Description: The ALUC would be responsible for reviewing its CALUP in light of the Air Transportation Element, Master Plan, and Noise Program. The Planning Agency staff would provide staff support for this effort. Should the number of annual operations at Charles M. Schulz Sonoma County Airport approach or exceed the projections in the CALUP, the ALUC should be notified that new projections and noise exposure contours may be necessary.

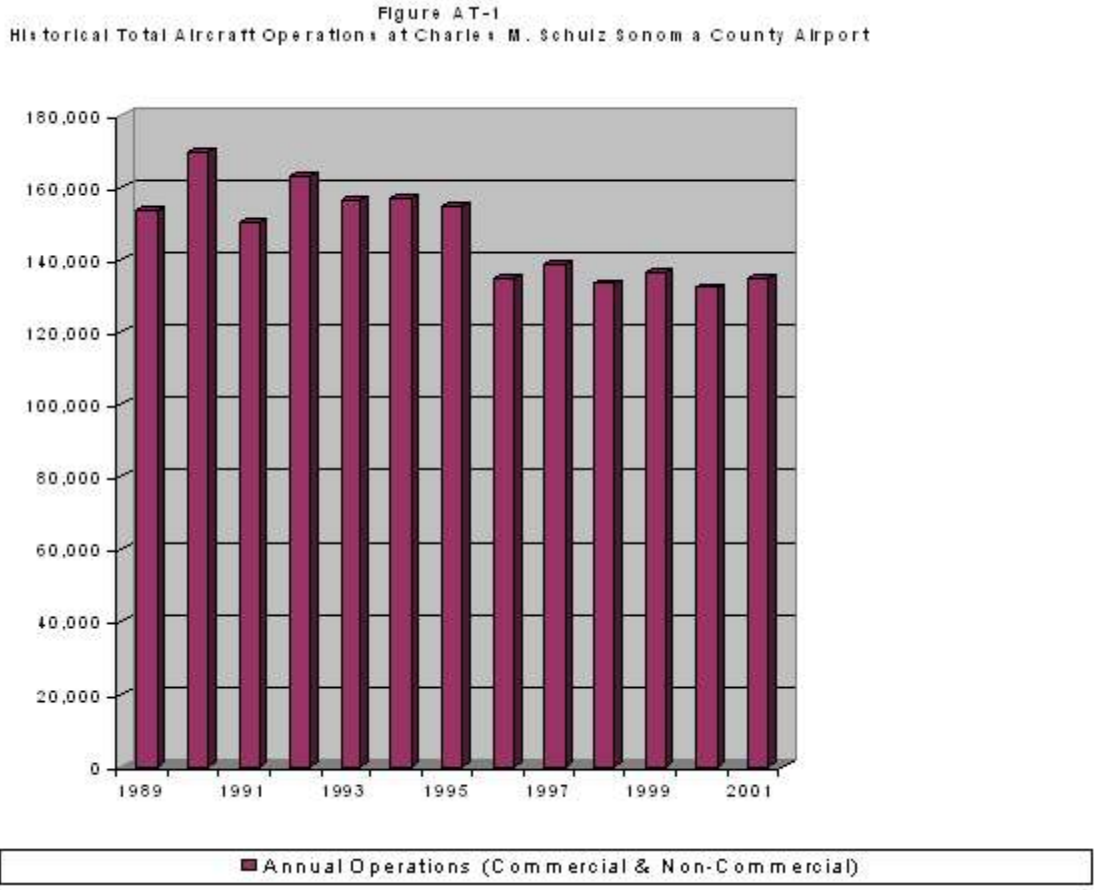
### Air Transportation Program 4: Noise Complaint and Reporting Program at Charles M. Schulz Sonoma County Airport

Program Description: The Airport Division will be responsible for implementing a noise complaint and reporting program that complies with State guidelines, including a 24 hour directory listing and answering machine, recording and investigation of complaints, summary reports, and recommendations to be submitted annually to the Board of Supervisors (Policy reference: AT-3e).

### Air Transportation Program 5: Airport Protection Combining District

Program Description: The Permit and Resource Management Department will be responsible for preparing an Airport Protection Combining District for consideration by the Board of Supervisors that would implement the Sonoma County Comprehensive Airport Land Use Plan (CALUP) by identifying lands that are subject to its policies and regulations. The Combining District would encompass the area within the ALUC Primary Referral Area Boundary for the six public use airports, and would provide notification to property owners and developers of possible land use restrictions associated with the CALUP. The work would be done in the short term (Policy reference: AT-1j).

Figure AT-1: Historical Record of Aircraft Operations at the Charles M. Schulz Airport



Footnote: \*Mitigating Policy

Figure AT-2: Historical Record of Air Passenger Activity at the Charles M. Schulz Airport

**FigureAT-2**  
**Historical Commercial Air Passenger Activity at Charles M Schulz Sonoma County Airport**

