



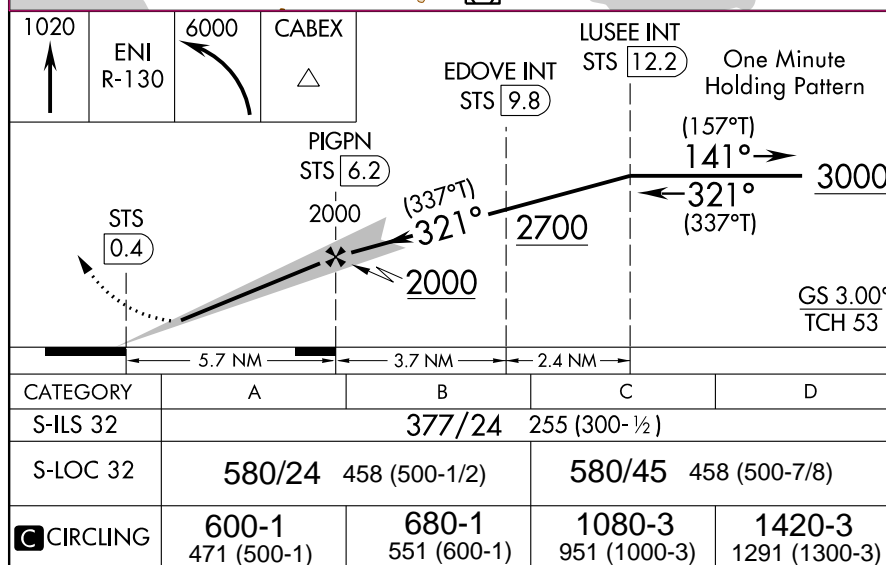
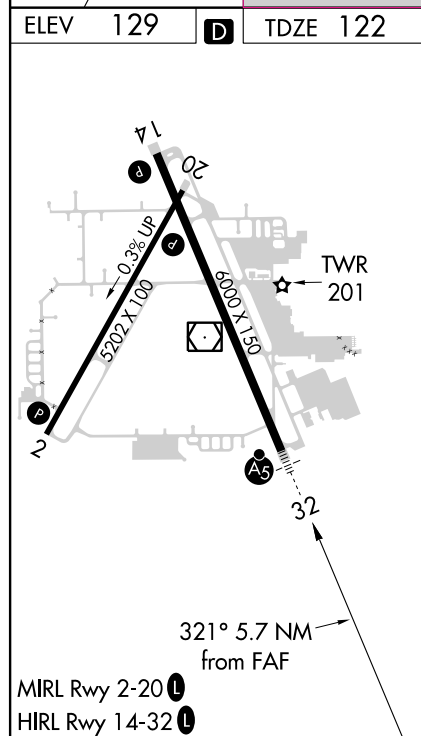
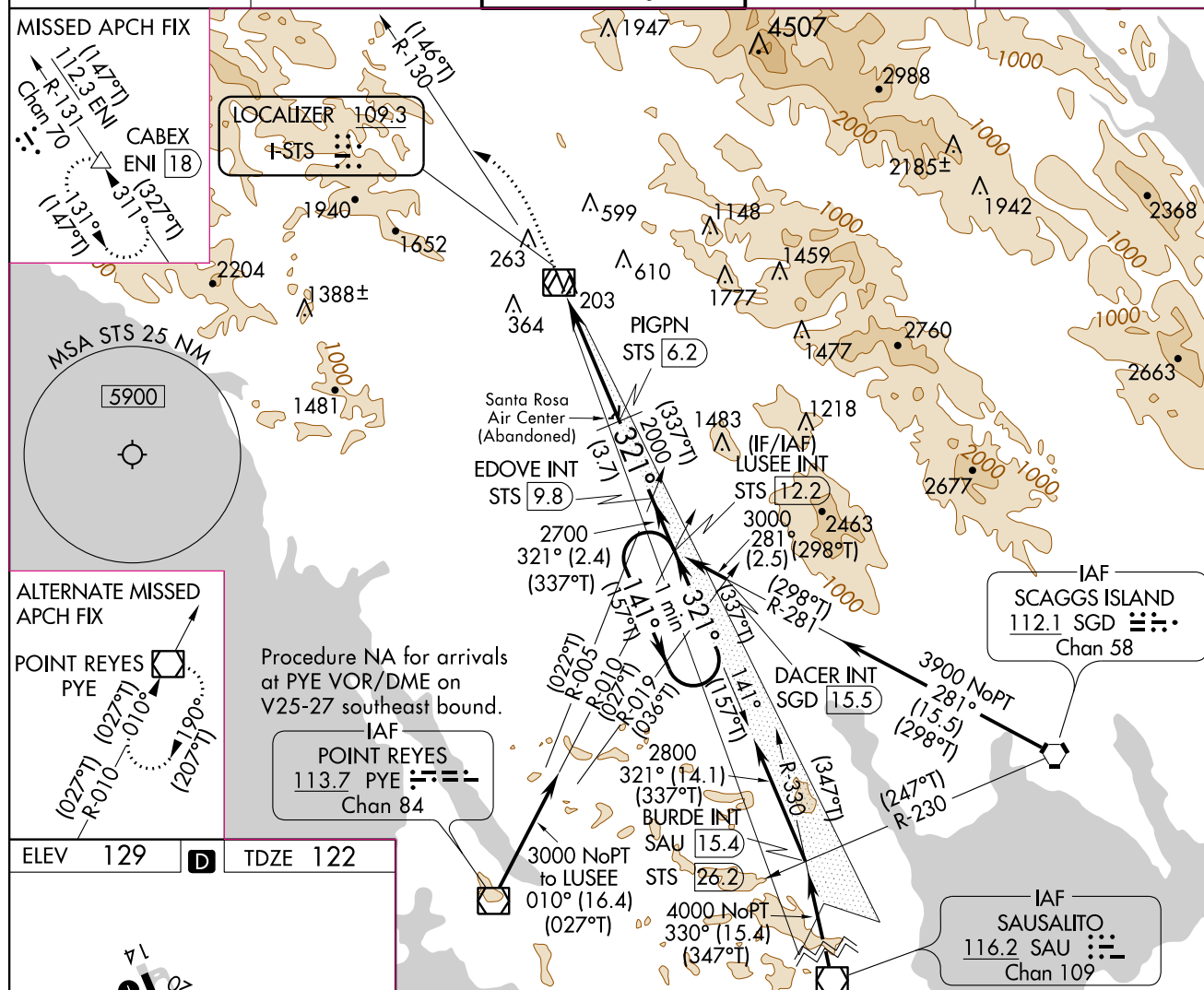
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 08/12/2021	APWS Task ID: B752B276B24D4FB7898DF40CEA5C9F3B	APWS Project ID: 4DF71C81BADD4C94B9E6FF30774DBB44
Procedure: ILS OR LOC RWY 32AMDT 19C		Enroute: NO	Specialist: Cornell, Thor		Agreement Number:
Airport ID: KSTS			Airport City: SANTA ROSA		State: CA
Facility ID: STS	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p><b>Procedure Comments:</b>  ACTIVE DATA USED FOR KSTS AIRPORT AND RUNWAYS.  PENDING DATA (6-17-2021) USED FOR I-STS.  CONTACT JON DENTON: 405.954.5467.</p> <div style="text-align: right;"> <p>J ZEDER 04/09/2021</p> <p>   Digitally signed by <b>MARY MCDONALD</b> 12  Apr 16, 2021  </p> </div>					

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> ILS OR LOC RWY 32 AMDT 19C			<b>AIRPORT NAME:</b> CHARLES M SCHULZ - SONOMA		<b>AIRPORT ID:</b> KSTS	<b>SPECIAL CONTROL NO:</b> SP-04-173-21
<b>FAC ID:</b> STS		<b>CITY:</b> SANTA ROSA			<b>ST:</b> CA	<b>ORIG CHART DATE:</b> 08/12/2021
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b> AC0721	<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b> john d jeffers					<b>DATE:</b> 05/21/2021	
<b>COMMENTS:</b>					<b>CHECK ONE:</b>	
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						<b>YES</b>
					<b>CPV COMPLETE?</b>	
					<b>X</b>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 05/21/2021	<b>CREW #:</b> VN086	<b>N #:</b> N72	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> john d jeffers @ 05/21/2021 17:05			<b>PRINTED NAME:</b> JEFFERS, JOHN DOY			<b>NOTAM INITIATED?</b>
						<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Inspection Completed SAT						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

ILS or LOC RWY 32  
CHARLES M SCHULZ-SONOMA COUNTY (STS)

MALSR

**MISSED APPROACH:** Climb to 1020 then climb to 6000 on ENI R-131 to CABEX/ENI 18 DME and hold, continue climb-in-hold to 6000.

UNICOM  
122.95

20310

ILS or LOC/DME RWY 32  
CHARLES M SCHULZ-SONOMA COUNTY (STS)

**MISSED APPROACH:** Climb to 1020 on STS VOR/DME R-310 and climbing left turn to 6000 to CABEX/STS 21.3 DME and hold, continue climb-in-hold to 6000.

[illegible]

Diagram illustrating the HIRL Rwy 14-32 instrument approach. The diagram shows the runway layout, including Taxiway 201, and the approach path. Key features include:

- 321° 5.7 NM from FAF
- 321° 2700
- 141° 3000
- 321° 2000
- 321° 2700
- 141° 3000
- 321° 2000
- 321° 2700
- 141° 3000

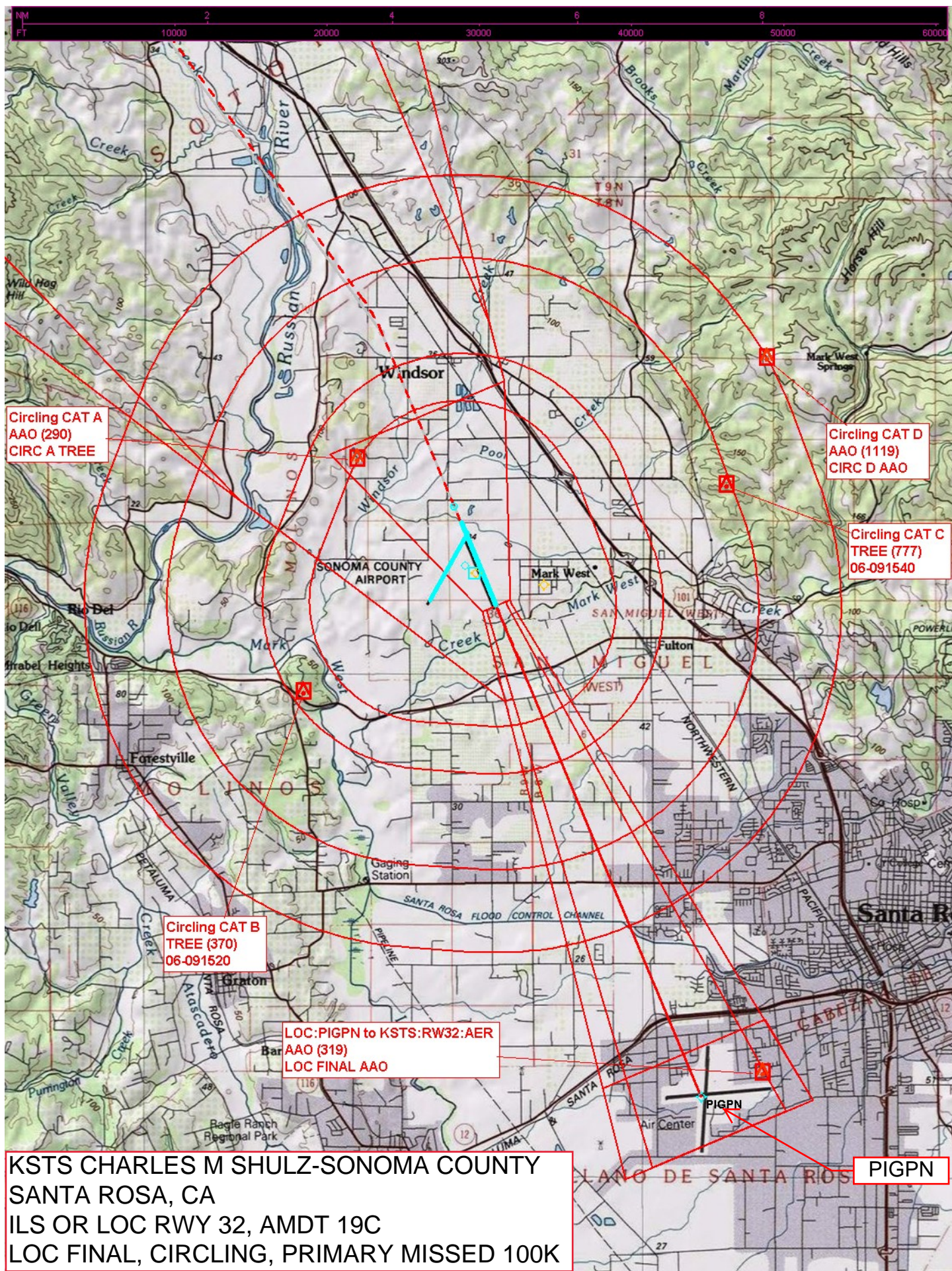
The diagram also shows the approach path, including the 321° heading for 5.7 NM from the FAF, the 321° heading for 2700 feet, the 141° heading for 3000 feet, the 321° heading for 2000 feet, the 321° heading for 2700 feet, the 141° heading for 3000 feet, the 321° heading for 2000 feet, the 321° heading for 2700 feet, and the 141° heading for 3000 feet.

CHARLES M SCHULZ-SONOMA COUNTY (STS)  
38°31'N-122°49'W ILS or LOC/DME RWY 32





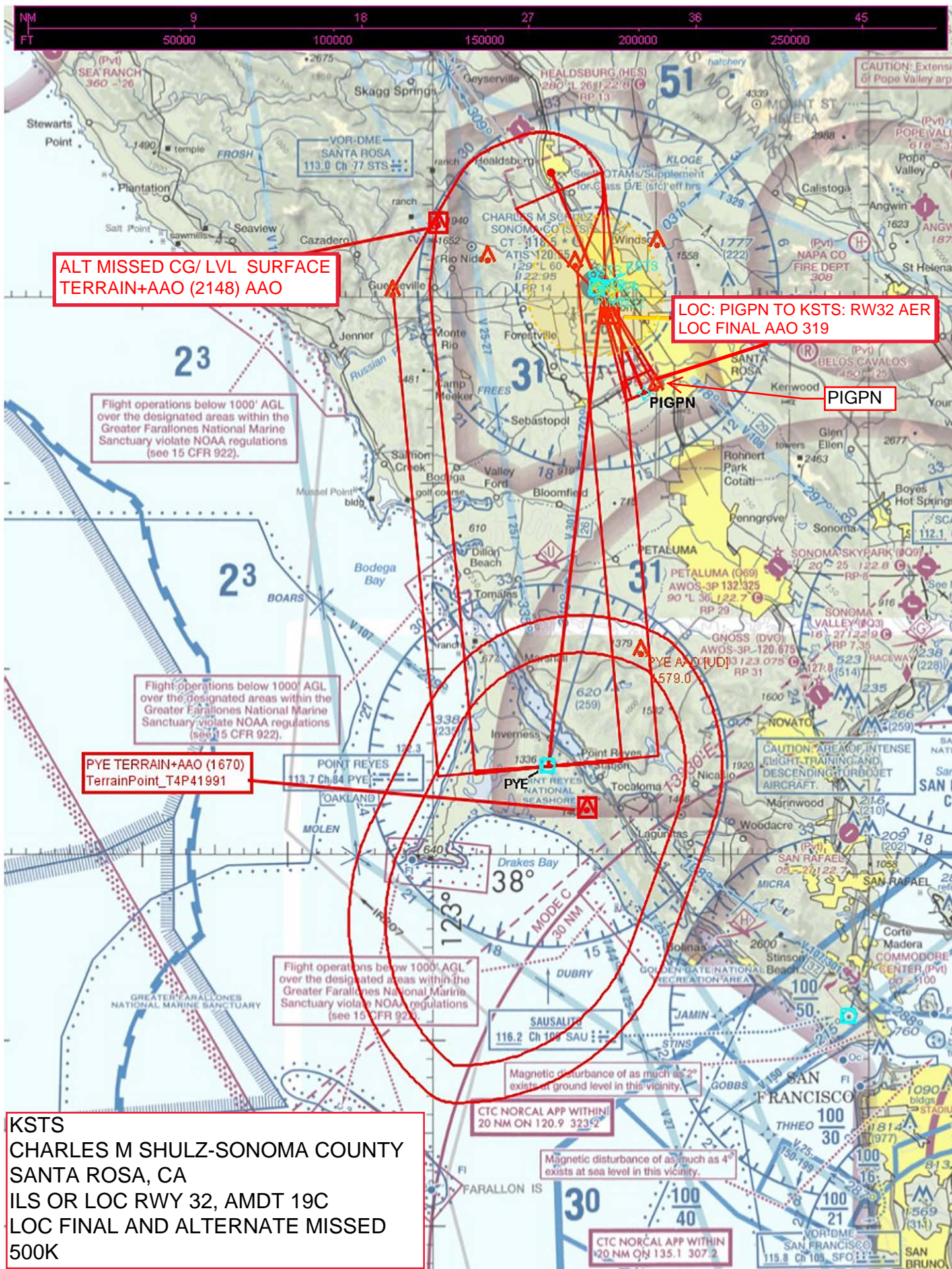














**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION**

**Charles M Schulz - Sonoma County Airport, CA**

**ILS or LOC/DME RWY 32  
RNAV (GPS) RWY 32  
Textual Departure  
CHARLIE FIVE Departure  
FREES NINE Departure  
SANTA ROSA EIGHT Departure**

**Description of Action:**

The Santa Rosa (STS) Very High Frequency Omni-Directional Range (VOR)/Distance Measuring Equipment (DME) will be decommissioned under the VOR Minimum Operating Network Program. The Federal Aviation Administration (FAA) is proposing to replace the STS VOR/DME with a new waypoint, ROZZA, which will impact the air traffic procedures serving Charles M Schulz - Sonoma County Airport (KSTS), California.

The table below shows the changes to the current air traffic procedures at KSTS. The highlighted items are minor changes that do not require additional analyses for environmental impacts. Items that are not highlighted are also minor but do require further analyses to make a determination about their environmental impacts.

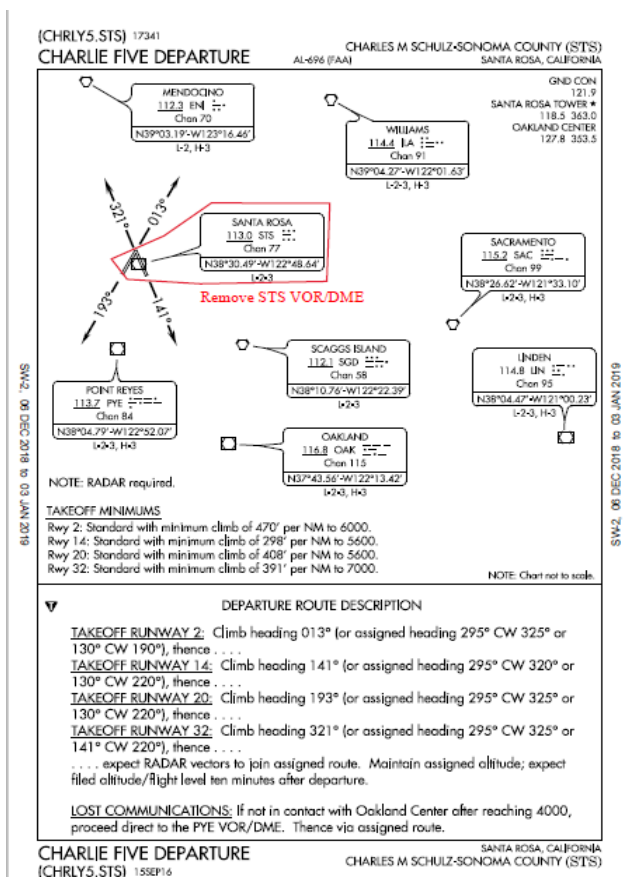
<b>Procedure Name</b>	<b>Proposed Changes</b>
Instrument Landing System (ILS) or Localizer (LOC)/DME Runway (RWY) 32	<ul style="list-style-type: none"><li>- Change name to ILS or LOC/DME RWY 32 Amendment 19A to comply with criteria.</li><li>- Change the alternate missed approach to the primary and add a new alternate missed approach and holding at Point Reyes (PYE) VOR.</li><li>- Remove the feeder beginning at the STS VOR/DME and remove hold-in-lieu at LUSEE fix.</li></ul>
Area Navigation (RNAV) (Global Positioning System [GPS]) RWY 32	<ul style="list-style-type: none"><li>- Replace the STS VOR/DME with the ROZZA waypoint.</li></ul>
Textual Departure	<ul style="list-style-type: none"><li>- Cancel the current textual departure and replace it with a new departure procedure using sectors and visual climb over airport (VCOA).</li></ul>
CHARLIE 5 Departure	<ul style="list-style-type: none"><li>- Remove the STS VOR/DME from the chart.</li></ul>
FREES NINE Departure	<ul style="list-style-type: none"><li>- Cancel procedure.</li></ul>
SANTA ROSA EIGHT Departure	<ul style="list-style-type: none"><li>- Cancel procedure.</li></ul>



FREES NINE and SANTA ROSA EIGHT departures are currently being used; however, they are proposed to be canceled because they are dependent on the STS VOR/DME. The following figure shows the FREES NINE (green) departure route, SANTA ROSA EIGHT (blue) departure route, and the existing flight tracks (grey) for one week (February 1–7, 2020). After cancellations, departures will use either CHARLIE FIVE or textual departure procedures that allow vectors that could mimic the current FREES NINE or SANTA ROSA EIGHT routes. Therefore, the flight ground tracks are not expected to change after the proposed actions are implemented.



The figure below shows the current CHARLIE FIVE departure procedure chart, which will be amended to remove the STS VOR/DME.





The following current textual departure will be replaced with a new, non-routed departure procedure using sectors and VCOA.

**SANTA ROSA, CA**  
**CHARLES M SCHULZ-SONOMA COUNTY**  
**(STS)**

**TAKEOFF MINIMUMS AND (OBSTACLE)**  
**DEPARTURE PROCEDURES**

**AMDT 7 14317 (FAA)**

TAKEOFF MINIMUMS: Rwy 2, std. with a min. climb of 319' per NM to 2400, or 1200-2½ for climb in visual conditions.  
 Rwy 32, std. with a min. climb of 391' per NM to 2500, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 2, 32, climbing left turn heading 164°, thence...

Rwy 14, climbing right turn heading 250°, thence...

Rwy 20, climb on heading 190°, thence...

...intercept and climb on STS R-202 to cross FREES INT at or above MEA for route of flight or continue climb in FREES holding pattern (hold SE, right turns, PYE VORTAC 335° inbound) to MEA for route of flight.

VCOA: Rwy 2, 32, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross STS VOR/DME southwest bound at or above 1200. Thence...

... Intercept and climb on STS R-202 to cross FREES INT at or above MEA for route of flight or continue climb in FREES holding pattern (hold SE, right turns, PYE VORTAC 335° inbound) to MEA for route of flight.

TAKEOFF OBSTACLE NOTES: Rwy 2, trees beginning 492' from DER, 36' left of centerline, up to 60' AGL/156' MSL. Trees beginning 515' from DER, 114' right of centerline, up to 55' AGL/156' MSL. Trees beginning 1000' from DER, 9' left of centerline, up to 100' AGL/178' MSL. Trees beginning 1109' from DER, 135' right of centerline, up to 100' AGL/184' MSL. Trees beginning 2104' from DER, 342' right of centerline, up to 100' AGL/196' MSL. Tree 2119' from DER, 619' right of centerline, up to 100' AGL/173' MSL. Rwy 14, tree 1' from DER, 498' right of centerline, 20' AGL/136' MSL. Light structure 6' from DER, 40' left of centerline, 1' AGL/121' MSL. Trees beginning 409' from DER, 602' left of centerline, up to 50' AGL/147' MSL. Trees beginning 1201' from DER, 275' left of centerline, up to 70' AGL/167' MSL. Tree 2194' from DER, 1034' right of centerline, 60' AGL/180' MSL. Rwy 20, tree 108' from DER, 462' right of centerline, 40' AGL/162' MSL. Trees beginning 1596' from DER, 403' left of centerline, up to 100' AGL/187' MSL. Trees beginning 1498' from DER, 566' right of centerline, up to 144' AGL/274' MSL. Trees beginning 2841' from DER, 109' left of centerline, up to 123' AGL/228' MSL. Rwy 32, trees beginning 67' from DER, 891' right of centerline, up to 55' AGL/158' MSL. Trees beginning 89' from DER, on centerline, up to 55' AGL/153' MSL. Tree 1492' from DER, 319' left of centerline, up to 60' AGL/158' MSL. Tree 3187' from DER, 140' left of centerline, 167' AGL/257' MSL.

23 APR 2020 to 21 MAY 2020







### Runway 20 Departure



### Runway 32 Departure





It is anticipated that, in the near future, non-conventional RNAV departure procedures will be implemented to mimic FREES NINE and SANTA ROSA EIGHT routes. In addition, the amendments to the other air traffic procedures were considered for cumulative impacts and were not expected to impact the proposed actions.

In accordance with FAA Order 1050.1F, Paragraph 5-2, regarding Extraordinary Circumstances, the FAA has reviewed the proposed amendments for factors and circumstances in which a normally categorically-excluded action may have a significant environmental impact requiring further analysis. The FAA has determined that no extraordinary circumstances exist that warrant additional environmental review.

**Declaration of Exclusion:**

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

**Basis for this Determination:**

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

The applicable categorical exclusion is:

***5-6.5.i. - Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.***

**Recommended by:****Facility Airspace Manager Review/Concurrence**

Signature: JEFF B HUBERT Digitally signed by JEFF B HUBERT  
Date: 2020.06.05 11:57:03 -07'00' Date: \_\_\_\_\_

Name: Jeff Hubert  
Air Traffic Manager  
Oakland Air Route Traffic Control Center

**Concurrence by:****Western Service Area Environmental Specialist**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: Ryan Weller  
Environmental Protection Specialist, Operations Support Group  
Western Service Center, AJV-W25

**Approval by:****Western Service Area Director or Designee Approval**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: Shawn M. Kozica  
Manager, Operations Support Group  
Western Service Center, AJV-W2