



## Legislation Text

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**File #:** 2022-0742, **Version:** 1

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**To:** Board of Supervisors

**Department or Agency Name(s):** Transportation and Public Works

**Staff Name and Phone Number:** Johannes J. Hoevertsz, 707-565-2231

**Vote Requirement:** 4/5th

**Supervisory District(s):** Countywide

**Title:**

Airport Approach Feasibility Study

**Recommended Action:**

Approve and authorize the Chair to execute an Approach Feasibility Study agreement with Cignus Consulting, LLC. for an amount not to exceed \$278,500 for Phase I of an airport approach development and feasibility study and related services for the Charles M. Schulz - Sonoma County Airport. (4/5<sup>th</sup> District)

**Executive Summary:**

The Department of Transportation and Public Works, Airport Division (Airport), requests that the Board authorize the Chair to execute an agreement with Cignus Consulting, LLC to conduct an approach feasibility study at the Sonoma County Airport to make recommendations for additional efficient approach and departure patterns for all runways at the Airport.

**Discussion:**

Area navigation (RNAV) is a method of navigation which allows an aircraft to operate on a desired flight path and is in general use at most airports. The current RNAV approach is not aligned with Runway 14 and requires a turn at the final segment of approach and is not favored by pilots due to terrain and turn issues. Runway 14-32 is the primary runway of the Airport. Runway 14 is for Northwest approaches while Runway 32 is for Southeast approaches. They are the same runway but the designation changes based on wind direction. Through this approach feasibility study, the Consultant will make recommendations for the redesign of the procedure to mitigate noise, reduce emissions, and provide a better approach to the runway that will more likely be used by pilots.

Cignus Consulting is a management consulting and engineering company focused on aviation. The term of the Agreement with Cignus will be three years, and during this time, they will assist with a number of tasks, including reviewing existing approach and departure procedures, developing ideas for improvement, and assisting with neighborhood meetings to present their recommendations.

This approach feasibility project will be divided into two phases. Phase one, the initial feasibility study, will include an estimated eight tasks. Phase two would contain the final flight procedure production, FAA coordination and will be comprised of an estimated four tasks. The phase two element will be brought back to the Board for approval and acceptance of the recommended procedures to be produced and submitted to the FAA for implementation and phase two costs.

## **Phase One: Initial Feasibility Study**

Phase One is the initial review of existing procedures and development of new concepts. These elements of the study include:

- Review existing STS instrument approach and departure procedures and develop ideas for improvement.
- Identify and describe critical obstacles and document their impact on approach minimums.
- Develop new approaches for Runways 20 and 14 with a goal of minimizing noise impacts and emissions during arrivals.
- Develop departure procedures for each runway with a goal being to minimize noise impacts during departures and arrivals.
- Assess the existing Runway 32 instrument landing system (Cat I ILS) capabilities and evaluate the potential to upgrade this approach to a Cat II.
- Conduct outreach with relevant stakeholders to identify issues and needs. This outreach will include a presentation prepared by the Consultant.
- Assist with neighborhood meetings to communicate proposals before the end of Phase 1.
- Prepare a final approach feasibility study report presenting results, to include narrative and graphic depictions of the new instrument flight procedures, and a timeline and budget for the development of design concepts and the submission package to the FAA, which would be included in Phase 2.

The estimated total cost for Phase One is \$278,500.

## **Phase Two: Final Flight Procedure Production and FAA Coordination**

Phase Two would be presented separately to the Board for approval upon the completion of Phase One and would include additional tasks after the initial study has been conducted. These tasks are related to the submission of procedures to the FAA and preparation for implementation, and they include:

- Identify procedures that will be submitted for FAA review and consideration, ensure that these procedures meet FAA requirements, and assist STS in coordinating with the FAA throughout the review process.
- Conduct follow-up outreach with stakeholders on final procedure designs, operational implications, and community impacts.
- Submit procedures to the FAA for certification.
- Support Sonoma County until procedures are ready for implementation.

The estimated total cost for Phase Two is \$125,350 which would be brought back to the Board for consideration and approval once the results of Phase One are available.

TPW recommends the Board of Supervisors authorize and execute the agreement with Cignus Consulting LLC in the amount of \$278,500 for Phase One of the airport approach development and feasibility studies and related services.

**Strategic Plan:**

N/A

**Prior Board Actions:**

None.

**FISCAL SUMMARY**

<b>Expenditures</b>	<b>FY 22-23 Adopted</b>	<b>FY23-24 Projected</b>	<b>FY 24-25 Projected</b>
Budgeted Expenses	\$278,500		
Additional Appropriation Requested			
<b>Total Expenditures</b>	<b>\$278,500</b>		
<b>Funding Sources</b>			
General Fund/WA GF			
State/Federal			
Fees/Other	\$278,500		
Use of Fund Balance			
Contingencies			
<b>Total Sources</b>	<b>\$278,500</b>		

**Narrative Explanation of Fiscal Impacts:**

The Airport is requesting approval to proceed with Phase One of the Airport Approach Feasibility Study at this time in the amount of \$278,500. Appropriations for this cost were included in the FY 2022-2023 approved budget and will be funded through normal Airport fees and rents. These costs may also be reimbursed through Federal Aviation Administration (FAA) Airport Coronavirus Response Grant Program (ACRGP) with any available funds. The FAA ACRGP currently consists of the Coronavirus Aid, Relief and Economic Security (CARES) Act, the Coronavirus Response and Relief Supplemental Appropriation (CRRSA) Act and the American Rescue Plan Act (ARPA).

**Narrative Explanation of Staffing Impacts (If Required):**

None.

**Attachments:**

Professional Service Agreement with Cignus including Exhibits  
Notice of Intent to Award

**Related Items “On File” with the Clerk of the Board:**

None.