



SANTA BARBARA AIRPORT

Monthly Noise Impact Report February 2022



February 2022 - Noise Impact Report

- Monthly Totals for Flight Operations as logged by EnvironmentalVue® Noise Monitoring System
- Arrival Flight Activity
- Noise Complaints by Neighborhoods
- Noise Complaints Summary
- Noise Summary Report
- Monthly Noise Complaint Trends
- Noise Complaint Process



February 2022 – Flight Operations

Total Operations For February 2022: 4842 (▼ 284)						
Total Arrivals: 2136						
Runway:	7	25	15L	15R	33L	33R
Total:	180	1569	353	18	0	16
Last Month:	437	1300	486	24	1	0
Monthly Change:	▼ 257	▲ 269	▼ 133	▼ 6	▼ 1	▲ 16
6 Month Trend						
Total Departures: 2706						
Runway:	7	25	15L	15R	33L	33R
Total:	116	1851	662	58	2	17
Last Month:	276	1536	977	86	1	2
Monthly Change:	▼ 160	▲ 315	▼ 315	▼ 28	▲ 1	▲ 15
6 Month Trend						

Commercial Operations For February 2022: 1111 (▲ 4)						
Commercial Arrivals: 555						
Runway:	7	25	15L	15R	33L	33R
Total:	98	457	0	0	0	0
Last Month:	156	400	0	0	0	0
Monthly Change:	▼ 58	▲ 57	0	0	0	0
6 Month Trend						
Commercial Departures: 556						
Runway:	7	25	15L	15R	33L	33R
Total:	52	504	0	0	0	0
Last Month:	118	433	0	0	0	0
Monthly Change:	▼ 66	▲ 71	0	0	0	0
6 Month Trend						



February 2022 – Flight Operations

Private Jet Operations For February 2022: 880 (▲ 16)						
Private Jet Charter Arrivals: 438						
Runway:	7	25	15L	15R	33L	33R
Total:	41	389	6	0	0	2
Last Month:	108	305	12	1	0	0
Monthly Change:	▼ 67	▲ 84	▼ 6	▼ 1	0	▲ 2
6 Month Trend						
Private Jet Charter Departures: 442						
Runway:	7	25	15L	15R	33L	33R
Total:	19	401	16	4	0	2
Last Month:	67	333	35	3	0	0
Monthly Change:	▼ 48	▲ 68	▼ 19	▲ 1	0	▲ 2
6 Month Trend						

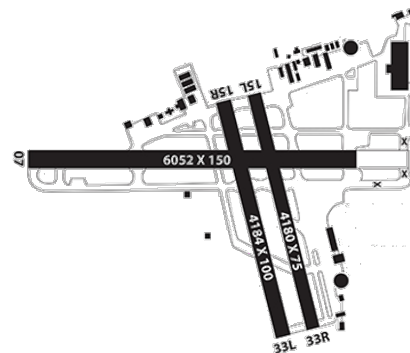
General Aviation Operations For February 2022: 2851 (▼ 304)						
General Aviation Arrivals: 1143						
Runway:	7	25	15L	15R	33L	33R
Total:	41	723	347	18	0	14
Last Month:	173	595	474	23	1	0
Monthly Change:	▼ 132	▲ 128	▼ 127	▼ 5	▼ 1	▲ 14
6 Month Trend						
General Aviation Departures: 1708						
Runway:	7	25	15L	15R	33L	33R
Total:	45	946	646	54	2	15
Last Month:	91	770	942	83	1	2
Monthly Change:	▼ 46	▲ 176	▼ 296	▼ 29	▲ 1	▲ 13
6 Month Trend						



February 2022 - Arrival Flight Activity

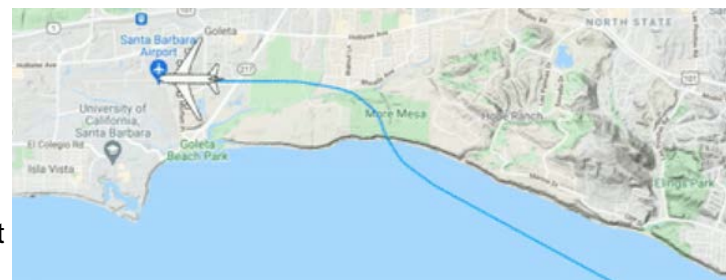
Commercial Arrival Operations: 555

- Runway 7 – 98 (18%)
- Runway 25 – 457 (82%)
 - Voluntary Noise Abatement Approach (VNAA) Adherence
 - 379 (83%) of 457 flights adhered with the VNAA, ATC, or flew quiet
 - 78 (17%) of 457 flights did not adhere to the VNAA or ATC



General Aviation & Private Charter Arrival Operations: 1,581

- Runway 15L – 353 (22.3%) – Runway 33R – 16 (1.0%)
- Runway 15R – 18 (1.1%) – Runway 33L – 0 (0.0%)
- Runway 7 – 82 (5.2%)
- Runway 25 – 1,112 (70.3%)
 - Voluntary Noise Abatement Approach (VNAA) Adherence
 - 921 (83%) of 1,112 flights adhered with the VNAA, ATC, or flew quiet
 - 191 (17%) of 1,112 flights did not adhere to the VNAA or ATC

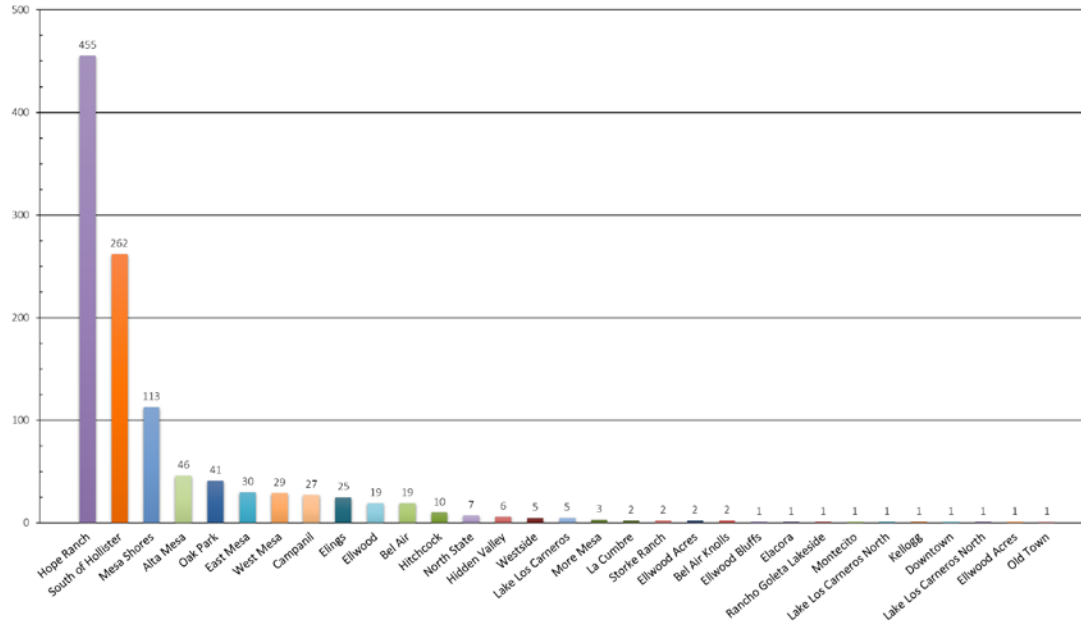




February 2022 - Noise Complaints by Neighborhood

Neighborhoods: 31

Complaints Received: 1,120





February 2022 - Noise Complaint Summary

	Total Noise Complaints Received	Number of Households Submitting Complaints (Based on Address)	Total Arrivals Not utilizing RWY 25 Voluntary Noise Approach	GA & Private Jet flights Not utilizing RWY 25 Voluntary Noise Approach	Airline Flights Not utilizing RWY 25 Voluntary Noise Approach
February 2022	1120	92	263	191	72
January 2022	1114	74	227	172	55
December 2021	1174	77	174	121	53

	Complaints Submitted	Neighborhood
Household 1:	243	Hope Ranch
Household 2:	97	Hope Ranch
Household 3:	82	Hope Ranch
Household 4:	80	Mesa Shores
Household 5:	49	Hope Ranch
Household 6:	42	Hope Ranch
Household 7:	41	Oak Park
Household 8:	32	Alta Mesa
Household 9:	28	East Mesa
Household 10:	25	Hope Ranch
Total Complaints Submitted: 719 out of 1120 (64%)		

Community	Complaints Submitted
1. Hope Ranch	455
2. South of Hollister	262
3. Mesa Shores	114
4. Alta Mesa	61
5. Oak Park	41
6. East Mesa	30
7. Campanil	26
8. Elings	25
9. Ellwood	19
10. Bel Air	19
Total Complaints Submitted: 1052 out of 1120 (94%)	

- 64% of complaints were submitted from 10 residences
- 36% of complaints were submitted from 82 residences
- Airlines continue to maintain high utilization of the Voluntary Noise Abatement Approach for RWY 25



February 2022 Noise Complaints – Trends

		2022	2021	2020
Total Complaints Received	February	1120	277	470
	January	1114	172	507
	December		1174	219

		2022	2021	2020
Flights to be sent VNAA Information	February	263	90	94
	January	227	73	100
	December		181	92

- There was a significant increase in noise-related complaints year over year for the month of February:
 - 379 complaints (32.5% of total) are attributed to 191 private & charter flights that did not adhere to the VNAA
 - 215 complaints (19.5% of total) are attributed to 72 commercial aircraft that did not adhere to the VNAA
 - 526 complaints (47% of total) are attributed to 269 flights that adhered to the VNAA and/or Air Traffic Control Instruction.
 - Some flights that did not adhere to the VNAA did not generate complaints
- Complaints are the result of the following factors:
 - Aircraft operations recovering to 2019-20 levels after an unprecedented fall-off in 2020 due to COVID restrictions
 - Small group of community members sending in repeated complaints – 10 households represent 64% of total complaints
 - Continued community organizing around the issue - 82 households representing 36% of total complaints



Noise Complaint Process

- Complaints are received by various methods: Voicemail Noise Hotline, Online Submission Form, Direct Contact
- Complaints are correlated to corresponding flights by actual location from submitter and by time of submission.
- The flight tracks to these correlated flights are analyzed to see whether they flew the Voluntary Noise Abatement Approach (VNAA), or if other external factors existed that prevented the VNAA from being flown
- Common External Safety Facts and Factors:
 - According to the FAA: Descent and Landing phase of flights account for 47% of total accidents, and 22.7% fatal accidents.¹

Air Traffic Control	Inclement Weather Effects	Pilot Factors
Instrument Departure Procedures	Cloud Coverage (Overcast, Fog, Low Level Ceiling)	Pilot in Command: Final authority for safety of flight
Instrument Arrival Procedures	Wind Direction (Takeoffs and Landings into the wind)	Ability to make stabilized approach
Traffic Sequencing and Spacing	Airspeed (Cross wind stability / Stall speeds)	Training flight requirements
Traffic Pattern Operations	Altitude (Low level Wind shear, Stabilized Approach)	Familiarity with local procedures

1. United States. Federal Aviation Administration. (2009). *Risk Management Handbook*. U.S. Dept. of Transportation, Federal Aviation Administration.



Noise Complaint Process – Cont'd

- After analyzing the flight track with the location, date and time, a response is entered into the complaint with the result.
- If a complaint that is correlated to a flight track that did not fly the Voluntary Noise Abatement Approach and could have with respect to external factors, a response is entered into the complaint “Aircraft operator to receive letter of advisement.”
- Each aircraft operator is provided educational information from the Santa Barbara Airport about the Voluntary Noise Abatement Approach for Runway 25, and other general information related to operations at Santa Barbara Airport.
 - Airlines Operators
 - Private/Corporate/Charter Jet Operators
 - Private Aircraft Propeller Operators