



SANTA BARBARA AIRPORT

Monthly Noise Impact Report August 2021

Noise Impact Report – August 2021

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- Arrival Flight Activity
- Noise Complaints by Neighborhoods
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August 2021 – Flight Operations

Total Operations For August 2021: 5851						
Total Arrivals: 2636						
Runway:	7	25	15L	15R	33L	33R
Total:	873	1355	392	10	0	6
Total Departures: 3215						
Runway:	7	25	15L	15R	33L	33R
Total:	764	1534	861	52	1	3

General Aviation Operations For August 2021: 3284						
General Aviation Arrivals: 1371						
Runway:	7	25	15L	15R	33L	33R
Total:	313	661	387	10	0	0
General Aviation Departures: 1913						
Runway:	7	25	15L	15R	33L	33R
Total:	285	766	812	46	1	3

Private Jet Operations For August 2021: 1167						
Private Jet Charter Arrivals: 568						
Runway:	7	25	15L	15R	33L	33R
Total:	234	323	5	0	0	6
Private Jet Charter Departures: 599						
Runway:	7	25	15L	15R	33L	33R
Total:	204	340	49	6	0	0

Commercial Operations For August 2021: 1400						
Commercial Arrivals: 697						
Runway:	7	25	15L	15R	33L	33R
Total:	326	371	0	0	0	0
Commercial Departures: 703						
Runway:	7	25	15L	15R	33L	33R
Total:	275	428	0	0	0	0

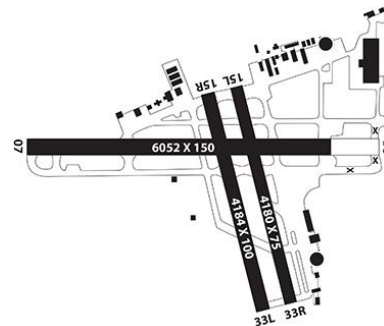
Approximately 51% of arrivals and 47% of departures utilize Runway 25



Arrival Flight Activity for August 2021

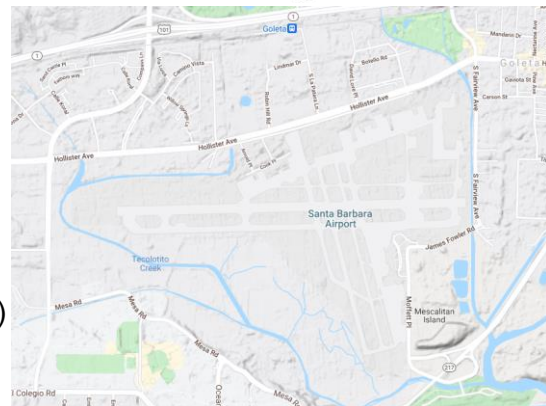
Commercial Arrival Operations – 697

- Runway 7 – 326 (47%)
- Runway 25 – 371 (53%)
 - *Voluntary Noise Abatement Approach (VNAA) Adherence*
 - 244 (66%) of 371 flights adhered with the VNAA
 - 127 (34%) of 371 flights did not adhere to the VNAA (See slide 8 for external factors)
 - 27 (21%) of 127 flights encountered marginal weather conditions
 - 6 (22%) of 27 flights flew the published VOR/GPS Approach

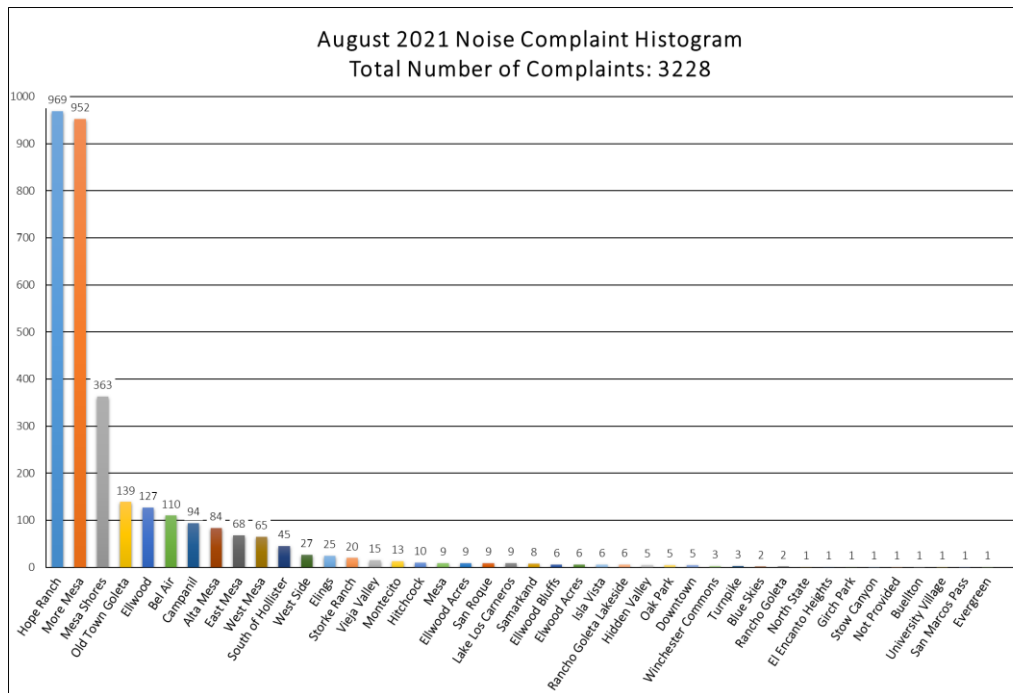


General Aviation & Private Charter Arrival Operations – 1939

- Runway 15L – 392 (20%)
- Runway 15R – 6 (.3%)
- Runway 7 – 547 (28%)
- Runway 25 – 984 (51%)
 - *Voluntary Noise Abatement Approach (VNAA) Adherence*
 - 717 (73%) of 984 flights adhered with the VNAA
 - 267 (27%) of 984 flights did not adhere to the VNAA (See slide 8 for external factors)
 - 56 (21%) of 267 flights encountered marginal weather conditions
 - 1 (2%) of 56 flights flew the published VOR/GPS Approach



Noise Complaints by Neighborhood





Noise Complaint Summary

Monthly Total of All Noise Complaints Received	Number of Households Submitting Complaints (Based on Address)	Total number of flights generating complaints	Letters to GA/Corporate	Letters to Airline
3228	265	394	267	127

	Complaints Submitted	Neighborhood
Household 1:	521	More Mesa
Household 2:	256	Mesa Shores
Household 3:	209	More Mesa
Household 4:	142	Hope Ranch
Household 5:	97	Hope Ranch
Household 6:	90	Hope Ranch
Household 7:	81	Old Town Goleta
Household 8:	69	Ellwood
Household 9:	68	Hope Ranch
Household 10:	67	Bel Air
Total Complaints Submitted: 1600 out of 3228		

Community	Complaints Submitted
1. Hope Ranch	969
2. More Mesa	952
3. Mesa Shores	363
4. Old Town Goleta	139
5. Ellwood	127
6. Bel Air	110
7. Campanil	94
8. Alta Mesa	84
9. East Mesa	68
10. West Mesa	65
Total Complaints Submitted: 2971 out of 3228	

- Approximately 50% of complaints were received from 10 residences



Monthly Noise Complaints – Trends

- There is a significant increase in the number of noise-related complaints year over year for the month of August:

	August 2019	August 2020	August 2021
Total Complaints Received	1003	272	3228
Letters of Follow-up	138	45	394

- 3,228 complaints, 718 (22%) are attributed to 127 commercial aircraft that did not adhere to the VNAA
- 2,510 complaints (78%) did adhere to the VNAA and/or Air Traffic Control Instruction.
- Complaints are the result of the following factors:
 - Aircraft operations recovering to 2019 levels after an unprecedented fall-off in 2020
 - Community organizing around the issue
 - Community members encouraged to send in repeated complaints – on average 8-10 complaints/household
 - Various households sending in multiple hundreds of complaints in a month which tends to skew the data



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 other external factors existed that prevented the VNAA from being followed
- 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 of these aircraft operators are sent a letter from the Santa Barbara Airport with educational information about the Santa Barbara Airport Voluntary Noise Abatement Approach, and information relating to their specific flight that did not fly the VNAA.
 - Letters are sent to airlines
 - Letters are sent to corporate and charter jet operators
 - Letters are sent to private aircraft operators