



SANTA BARBARA AIRPORT

Monthly Noise Impact Report January 2022



January 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



January 2022 – Flight Operations

Total Operations For January 2022: 5126 (▲ 771)						
Total Arrivals: 2248						
Runway:	7	25	15L	15R	33L	33R
Total:	437	1300	486	24	1	0
Last Month:	781	1107	403	20	0	3
Monthly Change:	▼ 344	▲ 193	▲ 83	▲ 4	▲ 1	▼ 3
6 Month Trend						
Total Departures: 2878						
Runway:	7	25	15L	15R	33L	33R
Total:	276	1536	977	86	1	2
Last Month:	679	1178	917	61	1	2
Monthly Change:	▼ 403	▲ 358	▲ 60	▲ 25	0	0
6 Month Trend						

Commercial Operations For January 2022: 1107 (▼ 39)						
Commercial Arrivals: 556						
Runway:	7	25	15L	15R	33L	33R
Total:	156	400	0	0	0	0
Last Month:	263	313	0	0	0	0
Monthly Change:	▼ 107	▲ 87	0	0	0	0
6 Month Trend						
Commercial Departures: 551						
Runway:	7	25	15L	15R	33L	33R
Total:	118	433	0	0	0	0
Last Month:	274	368	0	0	0	0
Monthly Change:	▼ 156	▲ 65	0	0	0	0
6 Month Trend						



January 2022 – Flight Operations

Private Jet Operations For January 2022: 864 (▲ 2)						
Private Jet Charter Arrivals: 426						
Runway:	7	25	15L	15R	33L	33R
Total:	108	305	12	1	0	0
Last Month:	160	259	3	0	0	4
Monthly Change:	▼ 52	▲ 46	▲ 9	▲ 1	0	▼ 4
6 Month Trend						
Private Jet Charter Departures: 438						
Runway:	7	25	15L	15R	33L	33R
Total:	67	333	35	3	0	0
Last Month:	146	262	16	12	0	0
Monthly Change:	▼ 79	▲ 71	▲ 19	▼ 9	0	0
6 Month Trend						

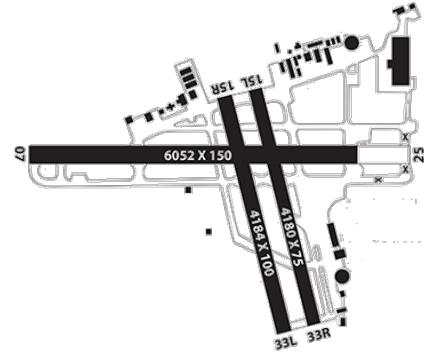
General Aviation Operations For January 2022: 3155 (▲ 808)						
General Aviation Arrivals: 1266						
Runway:	7	25	15L	15R	33L	33R
Total:	173	595	474	23	1	0
Last Month:	215	488	237	11	2	6
Monthly Change:	▼ 42	▲ 107	▲ 237	▲ 12	▼ 1	▼ 6
6 Month Trend						
General Aviation Departures: 1889						
Runway:	7	25	15L	15R	33L	33R
Total:	91	770	942	83	1	2
Last Month:	180	562	586	44	3	13
Monthly Change:	▼ 89	▲ 208	▲ 356	▲ 39	▼ 2	▼ 11
6 Month Trend						



January 2022 - Arrival Flight Activity

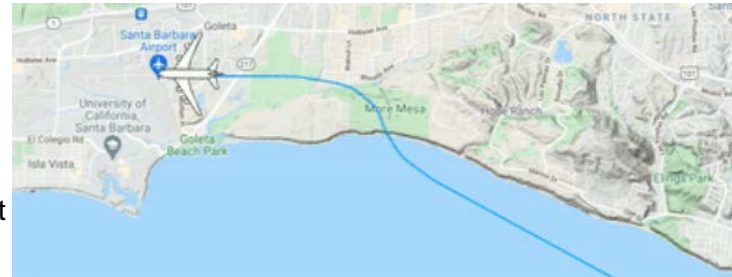
Commercial Arrival Operations: 556

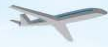
- Runway 7 – 156 (28.1%)
- Runway 25 – 400 (71.9%)
 - *Voluntary Noise Abatement Approach (VNAA) Adherence*
 - 336 (84.0%) of 400 flights adhered with the VNAA, ATC, or flew quiet
 - 64 (16.0%) of 400 flights did not adhere to the VNAA
 - 55 (85.9%) out of 64 flights generated a total 235 complaints



General Aviation & Private Charter Arrival Operations: 1,692

- Runway 15L – 486 (28.7%) – Runway 33R – 0 (0%)
- Runway 15R – 24 (1.4%) – Runway 33L – 1 (0.1%)
- Runway 7 – 281 (16.6%)
- Runway 25 – 900 (53.2%)
 - *Voluntary Noise Abatement Approach (VNAA) Adherence*
 - 728 (80.9%) of 900 flights adhered with the VNAA, ATC, or flew quiet
 - 172 (19.1%) of 900 flights did not adhere to the VNAA

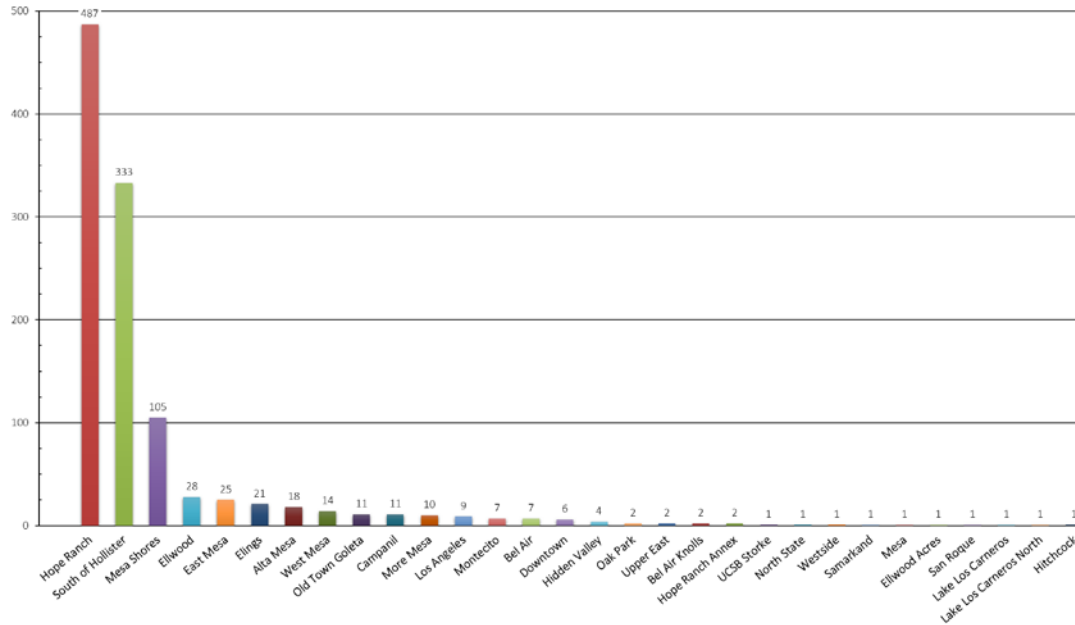




January 2022 - Noise Complaints by Neighborhood

Neighborhoods: 30

Complaints Received: 1,114





January 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
January 2022	1114	74	227	172	55
December 2021	1174	77	174	121	53
November 2021	1827	102	293	189	104

	Complaints Submitted	Neighborhood
Household 1:	323	South of Hollister
Household 2:	165	Hope Ranch
Household 3:	81	Mesa Shores
Household 4:	53	Hope Ranch
Household 5:	47	Hope Ranch
Household 6:	39	Hope Ranch
Household 7:	37	Hope Ranch
Household 8:	35	Hope Ranch
Household 9:	25	East Mesa
Household 10:	21	Ellwood
Total Complaints Submitted: 826 out of 1114 (74%)		

Community	Complaints Submitted
1. Hope Ranch	487
2. South of Hollister	333
3. Mesa Shores	105
4. Ellwood	28
5. East Mesa	25
6. Elings	21
7. Alta Mesa	18
8. West Mesa	14
9. Old Town Goleta	11
10. Campanil	11
Total Complaints Submitted: 1053 out of 1114 (96%)	

- 74% of complaints were submitted from 10 residences
- 26% of complaints were submitted from 64 residences
- Airlines continue to maintain high utilization of the Voluntary Noise Abatement Approach for RWY 25



January 2022 Noise Complaints – Trends

		2022	2021	2020
Total Complaints Received	January	1114	172	507
	December		1174	219
	November		1827	279

		2022	2021	2020
Flights to be sent VNAA Information	January	227	73	100
	December		181	92
	November		293	92

- There was a significant increase in noise-related complaints year over year for the month of January:
 - 379 complaints (34% of total) are attributed to 172 private & charter flights that did not adhere to the VNAA
 - 235 complaints (21% of total) are attributed to 55 commercial aircraft that did not adhere to the VNAA
 - 500 complaints (45% of total) are attributed to 376 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 74% of total complaints
 - Continued community organizing around the issue - 64 households representing 26% 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