



SANTA BARBARA AIRPORT

Monthly Noise Impact Report November 2021



November 2021 - 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



November 2021 – Flight Operations

| Total Operations For November 2021: 5152 (▼ 369) | | | | | | |
|---|-------|-------|------|-----|-----|------|
| Total Arrivals: 2314 | | | | | | |
| Runway: | 7 | 25 | 15L | 15R | 33L | 33R |
| Total: | 781 | 1107 | 403 | 20 | 0 | 3 |
| Last Month: | 516 | 1608 | 364 | 12 | 0 | 11 |
| Monthly Change: | ▲ 265 | ▼ 501 | ▲ 39 | ▲ 8 | 0 | ▼ 8 |
| 3 Month Trend | ↘ | ↗ | ↘ | ↘ | — | ↗ |
| Total Departures: 2838 | | | | | | |
| Runway: | 7 | 25 | 15L | 15R | 33L | 33R |
| Total: | 679 | 1178 | 917 | 61 | 1 | 2 |
| Last Month: | 398 | 1637 | 883 | 66 | 5 | 21 |
| Monthly Change: | ▲ 281 | ▼ 459 | ▲ 34 | ▼ 5 | ▼ 4 | ▼ 19 |
| 3 Month Trend | ↘ | ↗ | ↗ | ↗ | ↗ | ↗ |

| Commercial Operations For November 2021: 1290 (▲ 65) | | | | | | |
|---|-------|------|-----|-----|-----|-----|
| Commercial Arrivals: 648 | | | | | | |
| Runway: | 7 | 25 | 15L | 15R | 33L | 33R |
| Total: | 309 | 339 | 0 | 0 | 0 | 0 |
| Last Month: | 178 | 434 | 0 | 0 | 0 | 0 |
| Monthly Change: | ▲ 131 | ▼ 95 | 0 | 0 | 0 | 0 |
| 3 Month Trend | ↘ | ↗ | — | — | — | — |
| Commercial Departures: 642 | | | | | | |
| Runway: | 7 | 25 | 15L | 15R | 33L | 33R |
| Total: | 274 | 368 | 0 | 0 | 0 | 0 |
| Last Month: | 147 | 466 | 0 | 0 | 0 | 0 |
| Monthly Change: | ▲ 127 | ▼ 98 | 0 | 0 | 0 | 0 |
| 3 Month Trend | ↘ | ↗ | — | — | — | — |

- Holiday seasonal travel causing small increase in commercial operations, but overall operations declined
- Shifting weather favoring an increase usage of runway 7, as aircraft takeoff and land into the wind



November 2021 – Flight Operations

| Private Jet Operations For November 2021: 1003 (▼ 194) | | | | | | |
|---|------|-------|------|-----|-----|-----|
| Private Jet Charter Arrivals: 462 | | | | | | |
| Runway: | 7 | 25 | 15L | 15R | 33L | 33R |
| Total: | 188 | 261 | 10 | 1 | 0 | 2 |
| Last Month: | 129 | 405 | 10 | 1 | 0 | 5 |
| Monthly Change: | ▲ 59 | ▼ 144 | 0 | 0 | 0 | ▼ 3 |
| 3 Month Trend | ↘ | ↗ | ↗ | ↔ | ↔ | ↗ |
| Private Jet Charter Departures: 541 | | | | | | |
| Runway: | 7 | 25 | 15L | 15R | 33L | 33R |
| Total: | 173 | 274 | 75 | 18 | 0 | 1 |
| Last Month: | 102 | 426 | 102 | 15 | 0 | 2 |
| Monthly Change: | ▲ 71 | ▼ 152 | ▼ 27 | ▲ 3 | 0 | ▼ 1 |
| 3 Month Trend | ↘ | ↗ | ↗ | ↗ | ↔ | ↗ |

| General Aviation Operations For November 2021: 2859 (▼ 240) | | | | | | |
|--|------|-------|------|-----|-----|------|
| General Aviation Arrivals: 1204 | | | | | | |
| Runway: | 7 | 25 | 15L | 15R | 33L | 33R |
| Total: | 284 | 507 | 393 | 19 | 0 | 1 |
| Last Month: | 209 | 769 | 354 | 11 | 0 | 6 |
| Monthly Change: | ▲ 75 | ▼ 262 | ▲ 39 | ▲ 8 | 0 | ▼ 5 |
| 3 Month Trend | ↘ | ↗ | ↘ | ↘ | ↔ | ↗ |
| General Aviation Departures: 1655 | | | | | | |
| Runway: | 7 | 25 | 15L | 15R | 33L | 33R |
| Total: | 232 | 536 | 842 | 43 | 1 | 1 |
| Last Month: | 149 | 745 | 781 | 51 | 5 | 19 |
| Monthly Change: | ▲ 83 | ▼ 209 | ▲ 61 | ▼ 8 | ▼ 4 | ▼ 18 |
| 3 Month Trend | ↘ | ↗ | ↘ | ↗ | ↗ | ↗ |

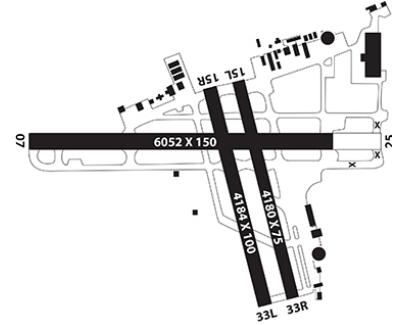
- Slight decline in operations for both Private Jet and General Aviation
- Shifting weather favoring an increase usage of runway 7



November 2021 - Arrival Flight Activity

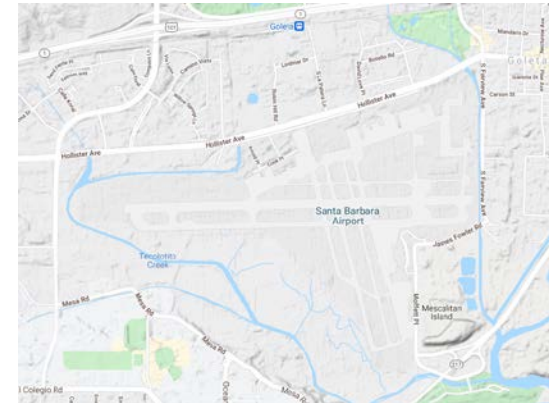
Commercial Arrival Operations: 648

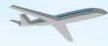
- Runway 7 – 309 (47.6%)
- Runway 25 – 339 (52.3%)
 - *Voluntary Noise Abatement Approach (VNAA) Adherence*
 - 235 (69.3%) of 339 flights adhered with the VNAA, ATC Instructions
 - 104 (30.7%) of 339 flights did not adhere to the VNAA (Slide 8 for external factors)



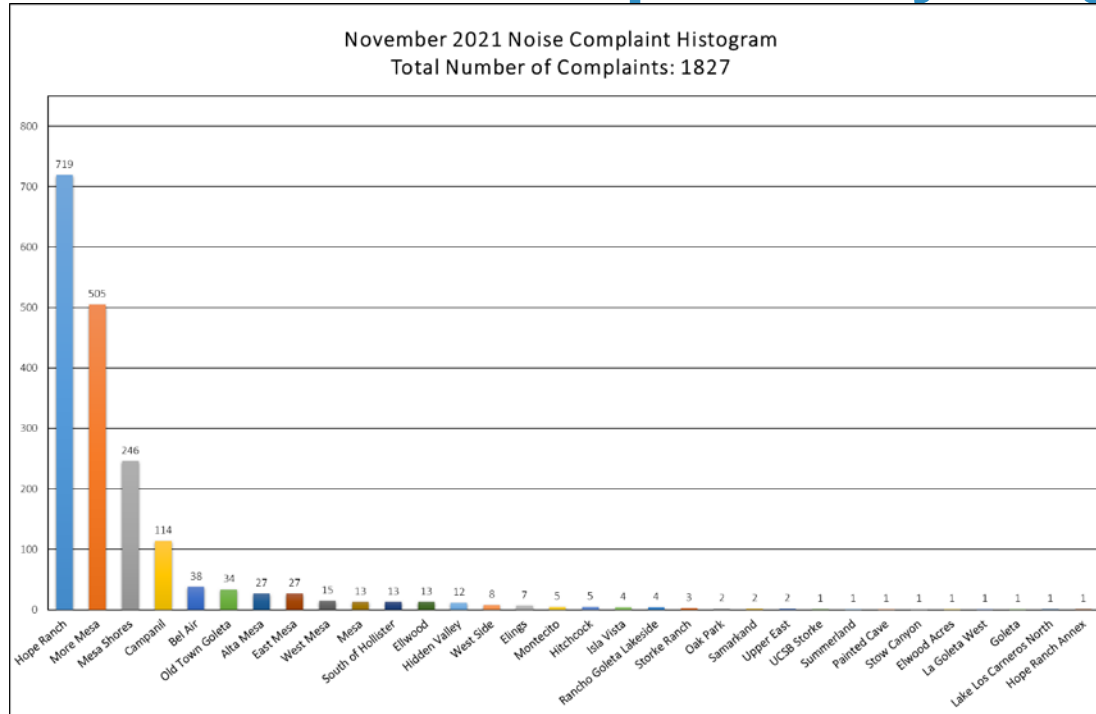
General Aviation & Private Charter Arrival Operations: 1,666

- Runway 15L – 403 (24.2%) – Runway 33R – 3 (.2%)
- Runway 15R – 20 (1.2%) – Runway 33L – 0 (0%)
- Runway 7 – 472 (28.3%)
- Runway 25 – 768 (46.1%)
 - *Voluntary Noise Abatement Approach (VNAA) Adherence RWY 25*
 - 579 (75.4%) of 768 flights adhered with the VNAA, ATC Instructions, flew quiet
 - 189 (24.6%) of 768 flights did not adhere to the VNAA (Slide 8 for external factors)





November 2021 - Noise Complaints by Neighborhood





November 2021 - Noise Complaint Summary

| Monthly Total of All Noise Complaints Received | Number of Households Submitting Complaints (Based on Address) | Flights requiring follow-up | GA and Private Jet flights requiring follow-up | Airline flights requiring follow-up |
|--|---|-----------------------------|--|-------------------------------------|
| 1827 | 102 | 293 | 189 | 104 |

| | Complaints Submitted | Neighborhood |
|--|----------------------|--------------|
| House Hold 1: | 290 | More Mesa |
| House Hold 2: | 217 | Mesa Shores |
| House Hold 3: | 190 | Hope Ranch |
| House Hold 4: | 120 | Hope Ranch |
| House Hold 5: | 120 | More Mesa |
| House Hold 6: | 97 | Campanil |
| House Hold 7: | 95 | Hope Ranch |
| House Hold 8: | 48 | Hope Ranch |
| House Hold 9: | 42 | More Mesa |
| House Hold 10: | 41 | Hope Ranch |
| Total Complaints Submitted: 1260 out of 1827 (69%) | | |

| Community | Complaints Submitted |
|--|----------------------|
| 1. Hope Ranch | 719 |
| 2. More Mesa | 505 |
| 3. Mesa Shores | 246 |
| 4. Campanil | 114 |
| 5. Bel Air | 38 |
| 6. Old Town Goleta | 34 |
| 7. Alta Mesa | 27 |
| 8. East Mesa | 27 |
| 9. West Mesa | 15 |
| 10. Mesa | 13 |
| Total Complaints Submitted: 1738 out of 1827 (95%) | |

- 69% of complaints were submitted from 10 residences
- 31% of complaints were submitted from 92 residences



November 2021 Noise Complaints – Trends

| | | 2019 | 2020 | 2021 |
|----------------------------------|------------|------|------|------|
| Total Complaints Received | November: | 709 | 279 | 1827 |
| | October: | 1458 | 340 | 1975 |
| | September: | 1324 | 281 | 1864 |
| | | | | |
| Letters of Followup | November: | 123 | 92 | 293 |
| | October: | 229 | 90 | 407 |
| | September: | 196 | 60 | 314 |

- There was a significant increase in noise-related complaints year over year for the month of November:
 - 521 complaints (29% of total) are attributed to 189 private & charter flights that did not adhere to the VNAA
 - 472 complaints (26% of total) are attributed to 104 commercial aircraft that did not adhere to the VNAA
 - 809 complaints (45% of total) are attributed to 530 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 levels after an unprecedented fall-off in 2020 due to COVID restrictions
 - Small group of community members sending in repeated complaints – 10 households represent 69% of total complaints
 - Continued community organizing around the issue - 92 households representing 31% 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 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 operations at Santa Barbara Airport.
 - Letters are sent to airlines
 - Letters are sent to corporate and charter jet operators
 - Letters are sent to private aircraft operators