



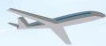
SANTA BARBARA AIRPORT

Monthly Noise Impact Report October 2021



October 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



October 2021 – Flight Operations

Total Operations For October 2021: 5521 (▲ 69)						
Total Arrivals: 2511						
Runway:	7	25	15L	15R	33L	33R
Total:	516	1608	364	12	0	11
Last Month:	969	1076	378	16	0	5
Monthly Change:	▼ 453	▲ 532	▼ 14	▼ 4	0	▲ 6
3 Month Trend	↘	↘	↘	↗	—	↗
Total Departures: 3010						
Runway:	7	25	15L	15R	33L	33R
Total:	398	1637	883	66	5	21
Last Month:	906	1160	875	57	1	9
Monthly Change:	▼ 508	▲ 477	▲ 8	▲ 9	▲ 4	▲ 12
3 Month Trend	↘	↘	↗	↗	↗	↗

Commercial Operations For October 2021: 1225 (▼ 126)						
Commercial Arrivals: 612						
Runway:	7	25	15L	15R	33L	33R
Total:	178	434	0	0	0	0
Last Month:	344	332	0	0	0	0
Monthly Change:	▼ 166	▲ 102	0	0	0	0
3 Month Trend	↘	↘	—	—	—	—
Commercial Departures: 613						
Runway:	7	25	15L	15R	33L	33R
Total:	147	466	0	0	0	0
Last Month:	338	337	0	0	0	0
Monthly Change:	▼ 191	▲ 129	0	0	0	0
3 Month Trend	↘	↗	—	—	—	—

- Commercial operations shifting more to runway 25 due to favorable weather
- Summer travel routes coming to an end, resulting in less commercial operations



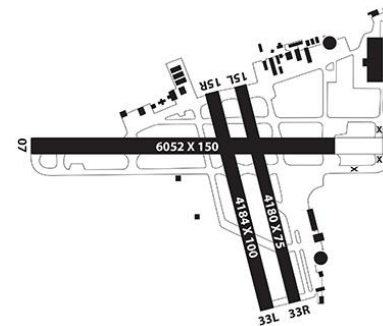
October 2021 – Flight Operations

Private Jet Operations For October 2021: 1197 (▲ 133)						
Private Jet Charter Arrivals: 550						
Runway:	7	25	15L	15R	33L	33R
Total:	129	405	10	1	0	5
Last Month:	253	238	5	1	0	3
Monthly Change:	▼ 124	▲ 167	▲ 5	0	0	▲ 2
3 Month Trend						
Private Jet Charter Departures: 647						
Runway:	7	25	15L	15R	33L	33R
Total:	102	426	102	15	0	2
Last Month:	213	257	80	14	0	0
Monthly Change:	▼ 111	▲ 169	▲ 22	▲ 1	0	▲ 2
3 Month Trend						

General Aviation Operations For October 2021: 3099 (▲ 62)						
General Aviation Arrivals: 1349						
Runway:	7	25	15L	15R	33L	33R
Total:	209	769	354	11	0	6
Last Month:	372	506	373	15	0	2
Monthly Change:	▼ 163	▲ 263	▼ 19	▼ 4	0	▲ 4
3 Month Trend						
General Aviation Departures: 1750						
Runway:	7	25	15L	15R	33L	33R
Total:	149	745	781	51	5	19
Last Month:	355	566	795	43	1	9
Monthly Change:	▼ 206	▲ 179	▼ 14	▲ 8	▲ 4	▲ 10
3 Month Trend						

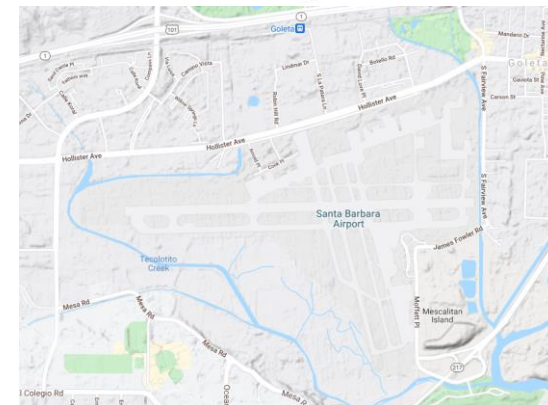
Commercial Arrival Operations: 612

- Runway 7 – 178 (29.1%)
- Runway 25 – 434 (70.9%)
 - *Voluntary Noise Abatement Approach (VNAA) Adherence*
 - 254 (58.6%) of 434 flights adhered with the VNAA, ATC Instructions
 - 180 (41.4%) of 434 flights did not adhere to the VNAA (Slide 8 for external factors)

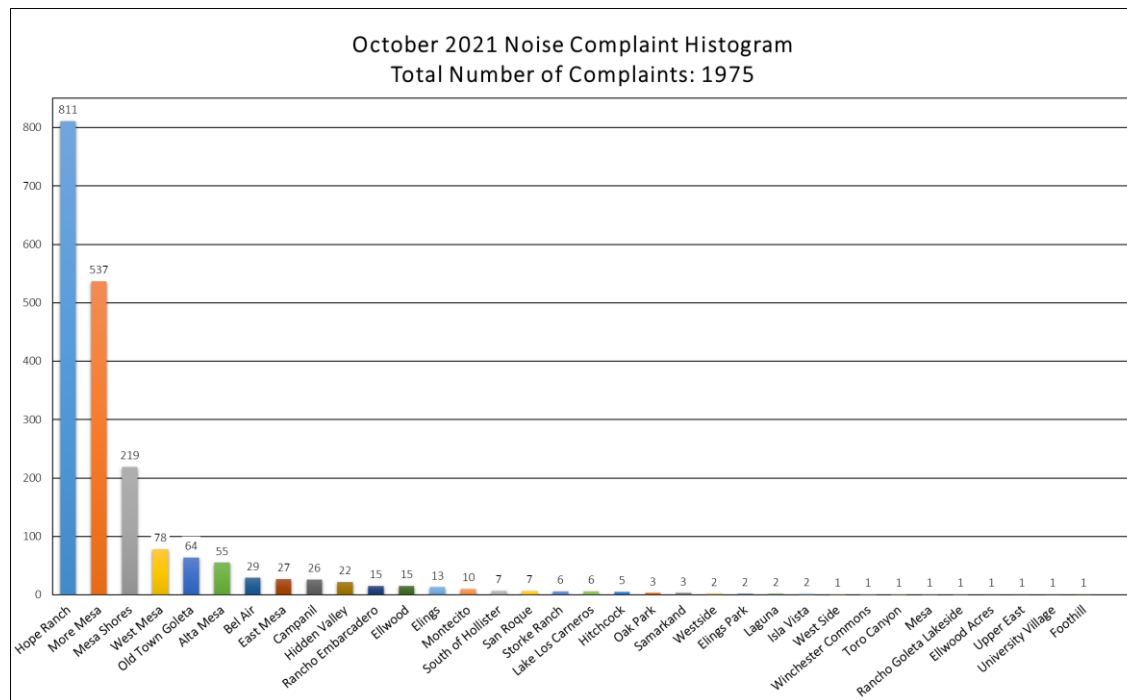


General Aviation & Private Charter Arrival Operations: 1,899

- Runway 15L – 364 (17.8%) – Runway 33R – 11 (.5%)
- Runway 15R – 12 (.6%) – Runway 33L – 0 (0%)
- Runway 7 – 338 (17.8%)
- Runway 25 – 1174 (61.8%)
 - *Voluntary Noise Abatement Approach (VNAA) Adherence RWY 25*
 - 901 (77%) of 1174 flights adhered with the VNAA, ATC Instructions, flew quiet
 - 270 (23%) of 1174 flights did not adhere to the VNAA (Slide 8 for external factors)



October 2021 - Noise Complaints by Neighborhood





October 2021 - Noise Complaint Summary

Monthly Total of All Noise Complaints Received	Number of Households Submitting Complaints (Based on Address)	Flights requiring followup	GA and Private Jet flights requiring followup	Airline flights requiring followup
1975	122	407	270	137

	Complaints Submitted	Neighborhood
Household 1:	344	More Mesa
Household 2:	160	Mesa Shores
Household 3:	134	Hope Ranch
Household 4:	129	More Mesa
Household 5:	98	Hope Ranch
Household 6:	62	Hope Ranch
Household 7:	60	Old Town Goleta
Household 8:	57	Hope Ranch
Household 9:	52	Hope Ranch
Household 10:	51	Mesa Shores
Total Complaints Submitted: 1147 Out of 1975		

Community	Complaints Submitted
Hope Ranch	811
More Mesa	537
Mesa Shores	219
West Mesa	78
Old Town Goleta	64
Alta Mesa	55
Bel Air	29
East Mesa	27
Campanil	26
Hidden Valley	22
Total Complaints Submitted: 1868 out of 1975	

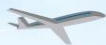
- 58% of complaints were submitted from 10 residences
- 42% of complaints were submitted from 112 residences



October 2021 Noise Complaints – Trends

		2019	2020	2021
Total Complaints Received	October:	1458	340	1975
	September:	1324	281	1864
	August:	1003	272	3228
Letters of Followup	October:	229	90	407
	September:	196	60	314
	August:	138	45	394

- There was a significant increase in noise-related complaints year over year for the month of October:
 - 612 complaints (31% of total) are attributed to 270 private & charter flights that did not adhere to the VNAA
 - 648 complaints (33% of total) are attributed to 137 commercial aircraft that did not adhere to the VNAA
 - 715 complaints (36% of total) are attributed to 483 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 58% of total complaints
 - Continued community organizing around the issue - 112 households representing 42% of total complaints

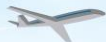


Noise Complaint Process

- 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