



SANTA BARBARA AIRPORT

Monthly Noise Impact Report September 2021



September 2021 - Noise Impact Report

- Monthly Flight Operations Totals
- Arrival Flight Activity
- Noise Complaints by Neighborhoods
- Noise Complaints Summary
- Noise Summary Report
- Monthly Noise Complaint Trends
- Noise Complaint Process



September 2021 – Flight Operations

Total Operations For September 2021: 5456						
Total Arrivals: 2448						
Runway:	7	25	15L	15R	33L	33R
Total:	973	1076	378	16	0	5
Total Departures: 3008						
Runway:	7	25	15L	15R	33L	33R
Total:	906	1160	875	57	1	9

General Aviation Operations For September 2021: 3037						
General Aviation Arrivals: 1268						
Runway:	7	25	15L	15R	33L	33R
Total:	372	506	373	15	0	2
General Aviation Departures: 1769						
Runway:	7	25	15L	15R	33L	33R
Total:	355	566	795	43	1	9

Private Jet Operations For September 2021: 1064						
Private Jet Charter Arrivals: 500						
Runway:	7	25	15L	15R	33L	33R
Total:	253	238	5	1	0	3
Private Jet Charter Departures: 564						
Runway:	7	25	15L	15R	33L	33R
Total:	213	257	80	14	0	0

Commercial Operations For September 2021: 1351						
Commercial Arrivals: 676						
Runway:	7	25	15L	15R	33L	33R
Total:	344	332	0	0	0	0
Commercial Departures: 675						
Runway:	7	25	15L	15R	33L	33R
Total:	338	337	0	0	0	0

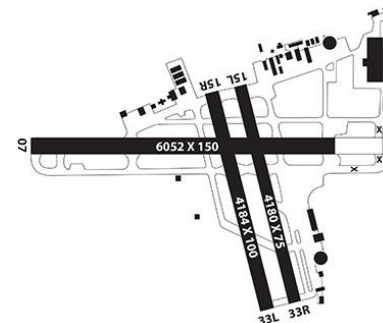
- Approximately 44% of arrivals and 38% of departures utilize Runway 25



September 2021 - Arrival Flight Activity

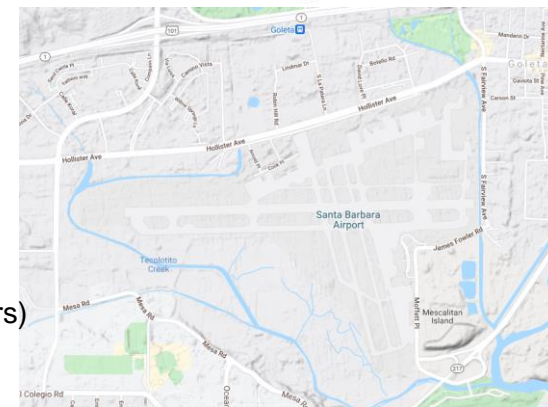
Commercial Arrival Operations – 676

- Runway 7 – 338 (50.7%)
- Runway 25 – 328 (49.3%)
 - *Voluntary Noise Abatement Approach (VNAA) Adherence*
 - 203 (62%) of 328 flights adhered with the VNAA
 - 125 (38%) of 328 flights did not adhere to the VNAA (See slide 8 for external factors)
 - 10 (8%) of 125 flights encountered marginal weather conditions
 - 6 of 10 flights with marginal weather flew the published VOR/GPS Approach

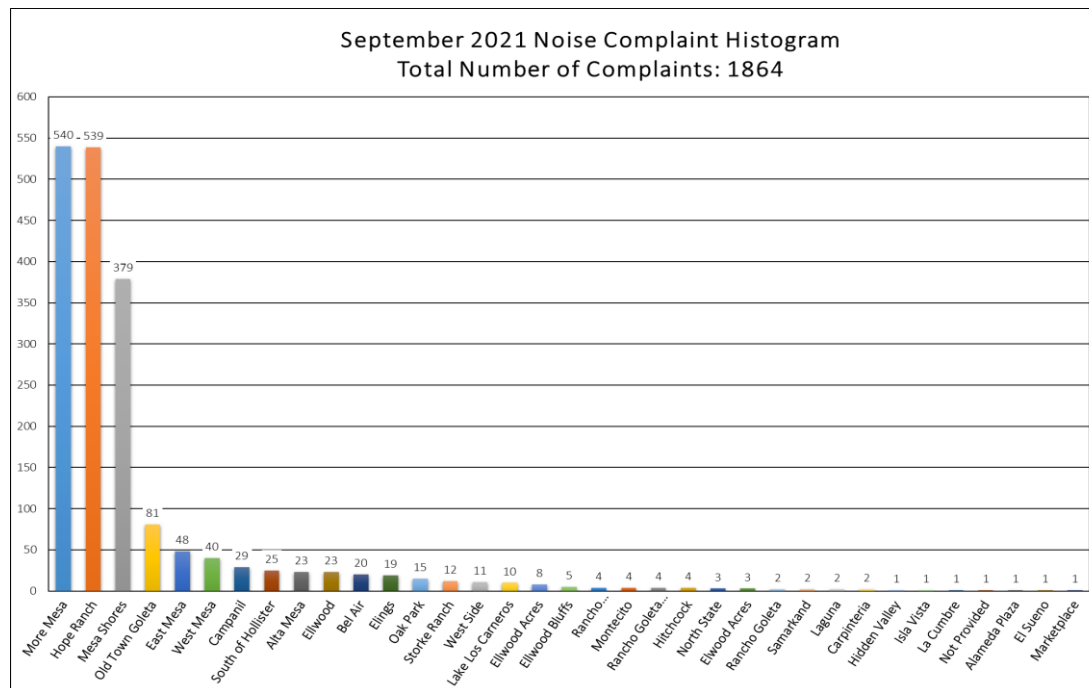


General Aviation & Private Charter Arrival Operations – 1,768

- Runway 15L – 378 (21%)
- Runway 15R – 16 (1%)
- Runway 7 – 625 (35%)
- Runway 25 – 744 (42%)
 - *Voluntary Noise Abatement Approach (VNAA) Adherence RWY 25*
 - 555 (75%) of 744 flights adhered with the VNAA
 - 189 (25%) of 744 flights did not adhere to the VNAA (See slide 8 for external factors)
 - 19 (10%) of 189 flights encountered marginal weather conditions
 - 5 (26%) of 19 flights in marginal weather flew the published VOR/GPS Approach



September 2021 - Noise Complaints by Neighborhood





September 2021 - 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
1864	164	314	189	125

	Complaints Submitted	Neighborhood
Household 1:	318	More Mesa
Household 2:	286	Mesa Shores
Household 3:	154	More Mesa
Household 4:	84	Hope Ranch
Household 5:	70	Hope Ranch
Household 6:	62	Old Town Goleta
Household 7:	53	Mesa Shores
Household 8:	43	Hope Ranch
Household 9:	39	Hope Ranch
Household 10:	38	Hope Ranch
Total Complaints Submitted: 1147 out of 1864		

Community	Complaints Submitted
More Mesa	540
Hope Ranch	539
Mesa Shores	379
Old Town Goleta	81
East Mesa	48
West Mesa	40
Campanil	29
South of Hollister	25
Alta Mesa	23
Ellwood	23
Total Complaints Submitted: 1727 out of 1864	

- Approximately 62% of complaints were received from 10 residences

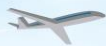


September 2021 Noise Complaints – Trends

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

	September 2019	September 2020	September 2021
Total Complaints Received	1324	281	1864
Letters of Follow-up	196	60	314

- 520 complaints (28%) are attributed to 189 private & charter flights that did not adhere to the VNAA
- 525 complaints (28%) are attributed to 125 commercial aircraft that did not adhere to the VNAA
- 819 complaints (44%) are attributed to 529 flights that adhered 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 due to COVID restrictions
 - Small group of community members sending in repeated complaints – 10 households represent 62% of total complaints
 - Continued community organizing around the issue - 154 households representing 38% of total complaints

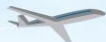


Noise Complaint Process

- 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 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