



SANTA BARBARA AIRPORT

Monthly Noise Impact Report April 2022



April 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



April 2022 – Flight Operations

Total Operations For April 2022: 5452 (▲ 202)						
Total Arrivals: 2451						
Runway:	7	25	15L	15R	33L	33R
Total:	630	1411	370	13	1	26
Last Month:	702	1248	345	10	0	7
Monthly Change:	▼ 72	▲ 163	▲ 25	▲ 3	▲ 1	▲ 19
6 Month Trend						
Total Departures: 3001						
Runway:	7	25	15L	15R	33L	33R
Total:	480	1534	884	80	3	20
Last Month:	559	1450	829	82	4	14
Monthly Change:	▼ 79	▲ 84	▲ 55	▼ 2	▼ 1	▲ 6
6 Month Trend						

Commercial Operations For April 2022: 1297 (▲ 106)						
Commercial Arrivals: 652						
Runway:	7	25	15L	15R	33L	33R
Total:	256	396	0	0	0	0
Last Month:	246	350	0	0	0	0
Monthly Change:	▲ 10	▲ 46	0	0	0	0
6 Month Trend						
Commercial Departures: 645						
Runway:	7	25	15L	15R	33L	33R
Total:	211	434	0	0	0	0
Last Month:	206	389	0	0	0	0
Monthly Change:	▲ 5	▲ 45	0	0	0	0
6 Month Trend						



April 2022 – Flight Operations

Private Jet Operations For April 2022: 935 (▼ 67)						
Private Jet Charter Arrivals: 467						
Runway:	7	25	15L	15R	33L	33R
Total:	141	318	5	0	0	3
Last Month:	168	326	9	0	0	0
Monthly Change:	▼ 27	▼ 8	▼ 4	0	0	▲ 3
6 Month Trend						
Private Jet Charter Departures: 468						
Runway:	7	25	15L	15R	33L	33R
Total:	119	316	30	2	0	1
Last Month:	146	321	27	3	0	2
Monthly Change:	▼ 27	▼ 5	▲ 3	▼ 1	0	▼ 1
6 Month Trend						

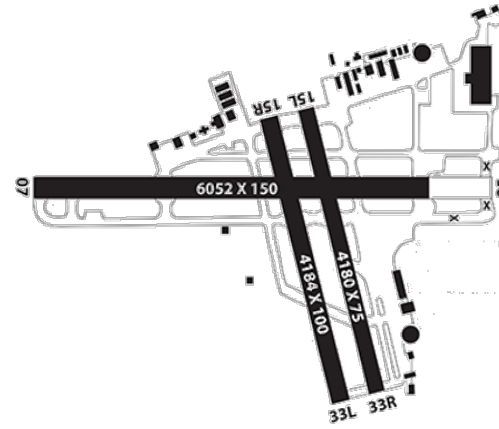
General Aviation Operations For April 2022: 3220 (▲ 163)						
General Aviation Arrivals: 1332						
Runway:	7	25	15L	15R	33L	33R
Total:	233	697	365	13	1	23
Last Month:	288	572	336	10	0	7
Monthly Change:	▼ 55	▲ 125	▲ 29	▲ 3	▲ 1	▲ 16
6 Month Trend						
General Aviation Departures: 1888						
Runway:	7	25	15L	15R	33L	33R
Total:	150	784	854	78	3	19
Last Month:	207	740	802	79	4	12
Monthly Change:	▼ 57	▲ 44	▲ 52	▼ 1	▼ 1	▲ 7
6 Month Trend						



April 2022 - Arrival Flight Activity

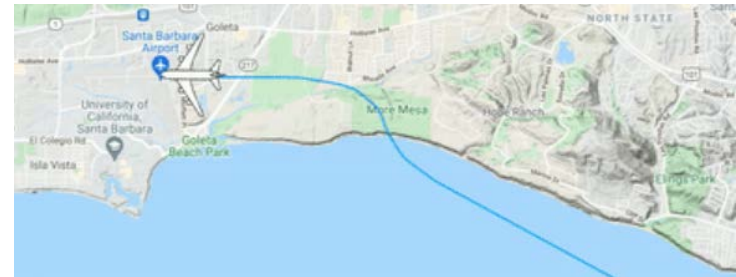
Commercial Arrival Operations: 652

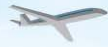
- Runway 7 – 256 (39.3%)
- Runway 25 – 396 (60.7%)
 - Voluntary Noise Abatement Approach (VNAA) Adherence
 - 346 (87.3%) of 396 flights adhered with the VNAA, ATC, or flew quiet
 - 50 (12.7%) of 396 flights did not adhere to the VNAA or ATC



General Aviation & Private Charter Arrival Operations: 1,716

- Runway 15L – 370 (20.6%) – Runway 33R – 26 (1.4%)
- Runway 15R – 13 (0.07%) – Runway 33L – 1 (0.1%)
- Runway 7 – 374 (20.8%)
- Runway 25 – 1015 (56.4%)
 - Voluntary Noise Abatement Approach (VNAA) Adherence
 - 894 (88%) of 1,015 flights adhered with the VNAA or ATC, or flew quiet
 - 121 (12%) of 1,015 flights did not adhere to the VNAA or ATC

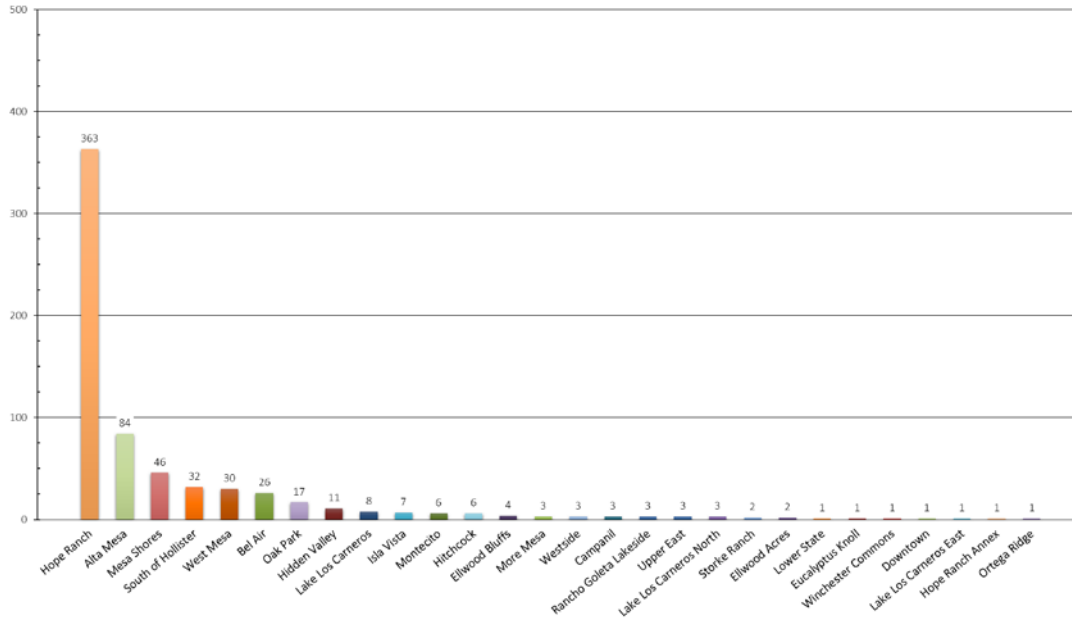




April 2022 - Noise Complaints by Neighborhood

Neighborhoods: 32

Complaints Received: 669





April 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
April	669	91	171	121	50
March	546	78	135	96	39
February	1120	92	263	191	72

	Complaints Submitted	Neighborhood
Household 1:	100	Hope Ranch
Household 2:	66	Hope Ranch
Household 3:	40	Hope Ranch
Household 4:	34	Hope Ranch
Household 5:	31	Hope Ranch
Household 6:	30	Alta Mesa
Household 7:	27	More Mesa
Household 8:	26	Alta Mesa
Household 9:	21	South of Hollister
Household 10:	18	Mesa Shores
Total Complaints Submitted: 393 out of 669 (58.7%)		

Community	Complaints Submitted
1. Hope Ranch	363
2. Alta Mesa	84
3. Mesa Shores	46
4. South of Hollister	32
5. West Mesa	30
6. Bel Air	26
7. Oak Park	17
8. Hidden Valley	11
9. Lake Los Carneros	8
10. Isla Vista	7
Total Complaints Submitted: 624 out of 669 (93.3%)	

- 58.7% of complaints were submitted from 10 residences
- 42.3% of complaints were submitted from 81 residences
- Airlines continue to maintain high utilization of the Voluntary Noise Abatement Approach for RWY 25



April 2022 Noise Complaints – Trends

		2022	2021	2020
Total Complaints Received	April	669	479	106
	March	546	269	304
	February	1120	277	470

Flights to be sent VNAA Information	April	171	146	8
	March	135	82	35
	February	263	90	94

- There was a significant increase in noise-related complaints year over year for the month of April:
 - 269 complaints (40% of total) are attributed to 121 private & charter flights that did not adhere to the VNAA
 - 125 complaints (19% of total) are attributed to 50 commercial aircraft that did not adhere to the VNAA
 - 275 complaints (41% of total) are attributed to 219 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 pre-COVID levels after an unprecedented fall-off in 2020 due to COVID restrictions
 - Small group of community members accounted for bulk of complaints – 10 households represent 59% of total complaints
 - Continued community organizing around the issue - 81 households representing 41% 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