



## SANTA BARBARA AIRPORT

# Monthly Noise Impact Report March 2022

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# March 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



# March 2022 – Flight Operations

Total Operations For March 2022: 5250 (▲ 408)						
Total Arrivals: 2312						
Runway:	7	25	15L	15R	33L	33R
Total:	702	1248	345	10	0	7
Last Month:	180	1568	353	18	0	16
Monthly Change:	▲ 522	▼ 320	▼ 8	▼ 8	0	▼ 9
6 Month Trend						
Total Departures: 2938						
Runway:	7	25	15L	15R	33L	33R
Total:	559	1450	829	82	4	14
Last Month:	116	1852	662	58	2	17
Monthly Change:	▲ 443	▼ 402	▲ 167	▲ 24	▲ 2	▼ 3
6 Month Trend						

Commercial Operations For March 2022: 1191 (▲ 80)						
Commercial Arrivals: 596						
Runway:	7	25	15L	15R	33L	33R
Total:	246	350	0	0	0	0
Last Month:	98	457	0	0	0	0
Monthly Change:	▲ 148	▼ 107	0	0	0	0
6 Month Trend						
Commercial Departures: 595						
Runway:	7	25	15L	15R	33L	33R
Total:	206	389	0	0	0	0
Last Month:	52	504	0	0	0	0
Monthly Change:	▲ 154	▼ 115	0	0	0	0
6 Month Trend						



# March 2022 – Flight Operations

Private Jet Operations For March 2022: 1002 (▲ 122)						
Private Jet Charter Arrivals: 503						
Runway:	7	25	15L	15R	33L	33R
Total:	168	326	9	0	0	0
Last Month:	41	388	6	0	0	2
Monthly Change:	▲ 127	▼ 62	▲ 3	0	0	▼ 2
6 Month Trend						
Private Jet Charter Departures: 499						
Runway:	7	25	15L	15R	33L	33R
Total:	146	321	27	3	0	2
Last Month:	19	402	16	4	0	2
Monthly Change:	▲ 127	▼ 81	▲ 11	▼ 1	0	0
6 Month Trend						

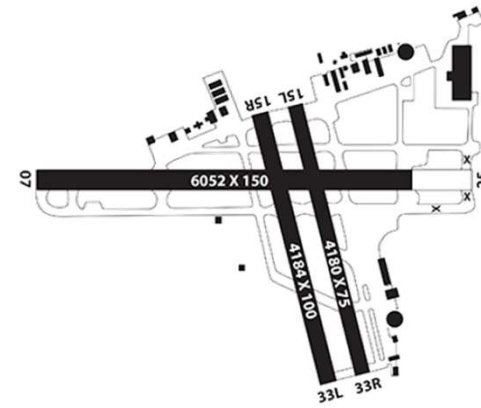
General Aviation Operations For March 2022: 3057 (▲ 206)						
General Aviation Arrivals: 1213						
Runway:	7	25	15L	15R	33L	33R
Total:	288	572	336	10	0	7
Last Month:	41	723	347	18	0	14
Monthly Change:	▲ 247	▼ 151	▼ 11	▼ 8	0	▼ 7
6 Month Trend						
General Aviation Departures: 1844						
Runway:	7	25	15L	15R	33L	33R
Total:	207	740	802	79	4	12
Last Month:	45	946	646	54	2	15
Monthly Change:	▲ 162	▼ 206	▲ 156	▲ 25	▲ 2	▼ 3
6 Month Trend						



# March 2022 - Arrival Flight Activity

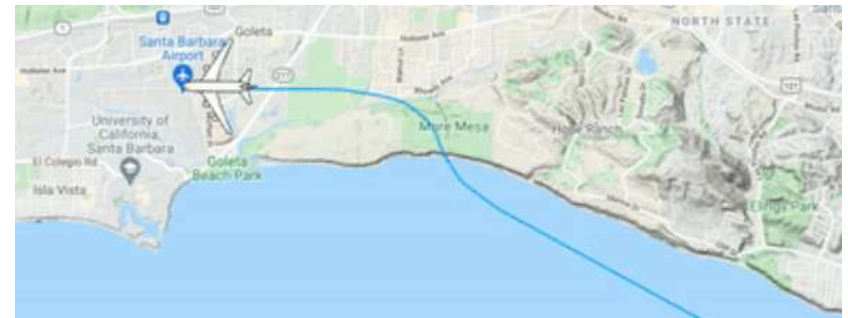
## Commercial Arrival Operations: 596

- Runway 7 – 246 (41.3%)
- Runway 25 – 350 (58.7%)
  - Voluntary Noise Abatement Approach (VNAA) Adherence
    - 311 (88.8%) of 350 flights adhered with the VNAA, ATC, or flew quiet
    - 39 (11.2%) of 350 flights did not adhere to the VNAA or ATC



## General Aviation & Private Charter Arrival Operations: 1,716

- Runway 15L – 345 (20.1%) – Runway 33R – 7 (0.4%)
- Runway 15R – 10 (0.01%) – Runway 33L – 0 (0.0%)
- Runway 7 – 456 (26.6%)
- Runway 25 – 898 (52.3%)
  - Voluntary Noise Abatement Approach (VNAA) Adherence
    - 802 (85%) of 898 flights adhered with the VNAA or ATC, or flew quiet
    - 96 (15%) of 898 flights did not adhere to the VNAA or ATC

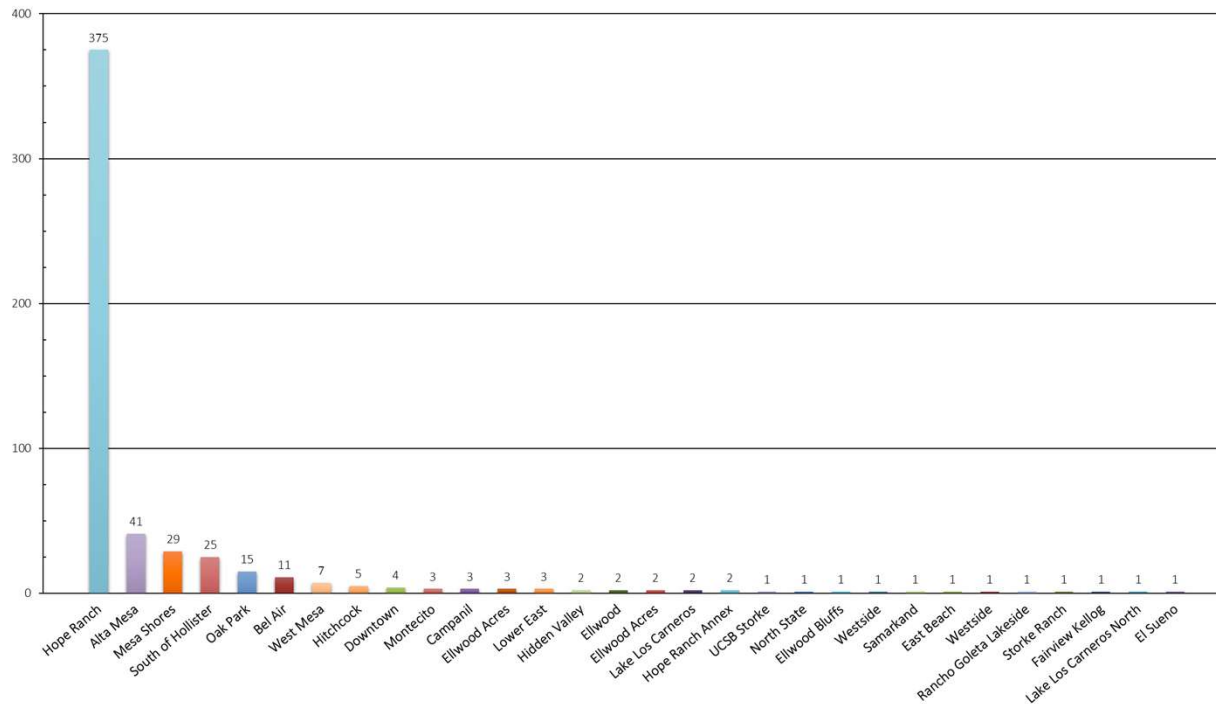




# March 2022 - Noise Complaints by Neighborhood

Neighborhoods: 30

Complaints Received: 546





# March 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
March	546	78	135	96	39
February	1120	92	263	191	72
January	1114	74	227	172	55

	Complaints Submitted	Neighborhood
Household 1:	120	Hope Ranch
Household 2:	55	Hope Ranch
Household 3:	48	Hope Ranch
Household 4:	33	Hope Ranch
Household 5:	26	Hope Ranch
Household 6:	24	Hope Ranch
Household 7:	15	Alta Mesa
Household 8:	15	Hope Ranch
Household 9:	13	Alta Mesa
Household 10:	11	South of Hollister
Total Complaints Submitted: 360 out of 546 (65.9%)		

Community	Complaints Submitted
1. Hope Ranch	375
2. Alta Mesa	41
3. Mesa Shores	29
4. South of Hollister	25
5. Oak Park	15
6. Bel Air	11
7. West Mesa	7
8. Hitchcock	5
9. Downtown	4
10. Montecito	3
Total Complaints Submitted: 515 out of 546 (94.3%)	

- 66% of complaints were submitted from 10 residences
- 34% of complaints were submitted from 68 residences
- Airlines continue to maintain high utilization of the Voluntary Noise Abatement Approach for RWY 25



# March 2022 Noise Complaints – Trends

		2022	2021	2020
<b>Total Complaints Received</b>	March	546	269	304
	February	1120	277	470
	January	1114	172	500
<b>Flights to be sent VNAA Information</b>	March	135	82	35
	February	263	90	94
	January	227	73	100

- There was a significant increase in noise-related complaints year over year for the month of March:
  - 186 complaints (34% of total) are attributed to 96 private & charter flights that did not adhere to the VNAA
  - 116 complaints (21% of total) are attributed to 39 commercial aircraft that did not adhere to the VNAA
  - 244 complaints (45% of total) are attributed to 179 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 sending in repeated complaints – 10 households represent 66% of total complaints
  - Continued community organizing around the issue - 68 households representing 34% 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.<sup>1</sup>

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