
From: bonesjazz0@gmail.com <bonesjazz0@gmail.com>
Sent: Friday, January 13, 2023 10:28 AM
To: City Clerk Group <cityclerkgroup@cityofgoleta.org>; Anne Wells <awells@cityofgoleta.org>; Peter Imhof <pimhof@cityofgoleta.org>
Cc: Kyle Richards <krichards@cityofgoleta.org>; Stuart Kasdin <skasdin@cityofgoleta.org>
Subject: AIRPORT NOISE AGENDA ITEM D.1 CITY COUNCIL MEETING JAN 17, 2023

Hi Anne/Peter/et al,

I think you guys need to be A LOT more explicit regarding the noise abatement corridors. Also I think some of the terminology is just not correct.

Please see attached revised draft letter. Changes highlighted. Contact me if you have questions or comments. I'd like to see these incorporated into the draft before the meeting so we don't have to do it on the fly at the meeting or delay sending to SB.

Thanks,

Mike Glick
805-450-6487

From: Stuart Kasdin <skasdin@cityofgoleta.org>
Sent: Thursday, January 12, 2023 9:48 AM
To: bonesjazz0@gmail.com
Subject: RE: AIRPORT NOISE

Hi Mike,

There is a council meeting on the 17th to discuss and vote to send a letter.

<https://goleta.legistar.com/View.ashx?M=F&ID=11569182&GUID=50E42E35-40F6-4FDA-899D-21E38B493A01>

If you have comments or suggestions you can let us know, in writing preferably (at least initially) so it can be processed ahead of time.

Stuart

From: bonesjazz0@gmail.com <bonesjazz0@gmail.com>
Sent: Thursday, December 29, 2022 11:01 AM
To: Stuart Kasdin <skasdin@cityofgoleta.org>
Subject: AIRPORT NOISE

Hi Stuart,

What is the plan for mitigating the airport noise over west Goleta? Months have gone by and still no statement from the city of Goleta. We need a plan now.

Thanks,

Mike

- 1) Reinstate the Runways 07 and 25 visual approach and departure (SID) procedures for flights over the Ellwood-Devereux and More Mesa Open Space areas for all commercial and general aviation operations. The flight path to the west of runway 07/25 (Ellwood-Devereux) is essentially a mirror image of the flight path to the east of runway 07/25 (More Mesa).
- 2) Prepare charted visual approach and departure procedures to align aircraft on flight paths that route planes to turn out over the bluffs/ocean within 1 mile of the end of the runway to mitigate noise exposure over residential communities. These procedures can also improve communications between pilots and the Federal Aviation Administration (FAA) air traffic control tower (ATCT) to further encourage flight path compliance.
- 3) Incentivize airline compliance with noise abatement flight paths.
- 4) Encourage all four airlines serving the Airport to use a “proprietary” approach procedures following the west noise abatement corridor over Ellwood/Devereux and the east noise abatement corridor over More Mesa.
- 5) Address noise issues and noise abatement compliance at the time the Airport negotiates with new airlines and new routes by existing airlines.
- 6) Address business jet operations and chartered aircraft separately from commercial airlines through outreach to Fixed Base Operators (FBO) supporting these owners and operators. Create noise mitigation procedures specifically for charter aircraft and business and private jets by aligning with west and east noise abatement corridors used for commercial and general aviation operations.
- 7) Analyze and report on departure and arrival procedure use, which departure and arrival procedures are “quietest” and whether those are being used most often (if not, why).
- 8) Explore new outreach efforts to pilots to get them information on preferred approach and departure procedures and noise-mitigating measures.
- 9) Explore the potential benefits and costs of a voluntary aircraft noise curfew, understanding the trade-off that airlines and passengers would likely lose some flight connections.
- 10) Analyze and report on the fleet mix at the Airport, the number of older, louder aircraft still landing and departing, and hours of operation. Develop strategies to discourage older, louder aircraft use, especially during early morning and late evening hours.
- 11) Gather and report data on aircraft particulate emissions.
- 12) Advise on an amendment to Santa Barbara Airport Commission Charter to give the City of Goleta a permanent seat and voice in Airport decisions directly impacting the City. Include informal consideration of City of Goleta nominations for Commission representatives from the City of Goleta or County of Santa Barbara.
- 13) Develop “fly quiet” flight procedures for takeoff and arrival for all operations (i.e. when to deploy flaps/landing gear, rate of climb on takeoff, etc.) to mitigate noise impacts to residential areas.