
From: Frank DiMarco <dimarcogallery@icloud.com>

Sent: Sunday, October 13, 2024 2:31 PM

To: Paula Perotte <pperotte@cityofgoleta.org>; Stuart Kasdin <skasdin@cityofgoleta.org>

Subject: Important Note For 15 October City Council Meeting - Please read

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Dear Mayor Perotte and Councilmember Kasdin,

I respectfully request that you consider the following opportunity to address SBA noise.

This morning Sunday, 13 October, between 5:45 AM and 6:40 AM no less than five (5) departing commercial airliners roared over the length of Ellwood. Weather depending, this is a regular occurrence over residences on BOTH ends of SBA's only main runway 25/7.

On Tuesday, 15 October, you are scheduled to receive a presentation from the Santa Barbara Airport Staff about their Master Plan at your Council Meeting. The Master Plan does not include much in the way of specifics for Noise Abatement. This is not a Plan if the current noise problem is not more specifically addressed than it is now.

And yet, SBA has recently received \$3.9 million to help address airport noise abatement. How do I know this? Because my Congressman told me so. **Please see the attached letter** from Rep. Salud Carbajal specifically the second to last paragraph. Why has the Master Plan not been updated to earmark funds for noise abatement?

While the Airport Staff are our neighbors and not our antagonists, **I ask you both to ask some hard questions at the meeting** about what the SBA plans to do with some of that \$3.9 million.

Collaboration is going to be key to reach our noise abatement goals, but trust and verification go hand in hand sometimes.

You probably know this, but there are consultants with proven track records like Flight Tech Engineering <http://flight-tech.aero> who work with airports, communities and the FAA to achieve the best noise abatement flight protocols. It could be important for the Goleta City Council to ask SBA Administration to pursue this if funds can be found.

It has proved successful at other airports. Once approved by the FAA these bespoke aircraft routings then can become the standard for commercial flights to use.

Additionally, SBA administration has been asked to review the FAA noise standards, if current

calculations represent what residents are experiencing in their homes, and whether the noise detecting devices are placed realistically, especially given the larger commercial aircraft and their larger engines, such as a Boeing 737 MAX. The SBA staff should be able to update the status of these factors. If they cannot, please ask them to provide frequent updates on their progress.

I know your current campaign materials emphasize “fighting for every Goleta resident” and “reducing airport noise over Ellwood” and your supporters know you mean what you say. I think there is an opportunity to demonstrate that by getting SBA Staff on the record with the City Council as Goleta is the area per capita receiving the greatest impact from SBA noise.

Again, please read the attached letter from Rep. Carbajal. To obtain a better quality of life for Goleta residents impacted by airport noise, it will take a great deal of tenacity.

Thank you for considering this request and very best regards and respects to you both,

Frank

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From: Congressman Salud Carbajal
noreply.carbajal@mail.house.gov

Subject: From the Office of Rep. Salud Carbajal

Date: Oct 4, 2024 at 10:35:02 AM

To: Mr. Frank C. Dimarco dimarcogallery@icloud.com



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Dear Mr. Dimarco,

Thank you for contacting me regarding your thoughts on airport noise and noise pollution. As your Member of Congress, I appreciate hearing from you as it helps keep me informed of your priorities.

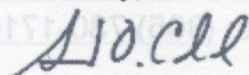
As a member of the House Aviation Subcommittee, [I helped secure several noise mitigation provisions](#) in the Federal Aviation Administration (FAA) Reauthorization Act, which was signed into law by President Biden in May 2024. It allocates a minimum of \$150 million annually from the Airport Improvement Program for projects relating to airport noise mitigation or environmental protection. It also reauthorizes the Airport Environmental Mitigation Pilot Program, which provides grants to airport projects that mitigate airport noise

and air or water quality. Moreover, this law requires that the FAA take robust action to reduce undesirable aircraft noise by encouraging cooperation between airports and impacted communities. These are significant steps in reducing the impact of airport noise in our Central Coast.

You may be pleased to know the Bipartisan Infrastructure Law, which I helped to pass in November 2021, has also provided funding to airports to lower their noise footprint. Recently, the Santa Barbara Municipal Airport (SBA) received \$3.9 million to fund such improvements, which are part of the \$30 million in funding secured for our Central Coast airports by this historic infrastructure legislation. We should not have to choose between functioning airport hubs and the well-being of Central Coast families. Please know I will continue to advocate for our communities in reducing noise pollution.

Again, I value the time you took to contact me on this issue. As additional legislation is brought forward on this or other topics of interest to you, I hope that you will continue to reach out and share your viewpoint. Please keep in touch by visiting my [website](#), following me on [Facebook](#), [Twitter](#), and [Instagram](#), or signing up for my [e-newsletter](#).

Sincerely,



Salud Carbajal
Member of Congress

October 15, 2024

Mayor Paula Perotte and City Council Members
City of Goleta
130 Cremona Drive
Goleta, CA 93117

<BY EMAIL>

Subject: Santa Barbara Airport Master Plan Update
Agenda Item B.3 – Council Meeting of October 15, 2024

Dear Mayor Perotte and Council Members,

I appreciate the opportunity to submit public comments on this subject. The neighborhood that has been my home for the past 35 years lies west of the Fairview Shopping Center and north of Santa Barbara Airport, the Union Pacific Railroad, and Highway 101. Our issues with the airport include noise pollution and air pollution.

Noise pollution from commercial and charter jet aircraft is well known to you and a common complaint that arises from early a.m. and late night takeoffs and landings. Takeoffs and landings used to be restricted to the hours between 6:00 a.m. and 11:00 p.m., but those days are long gone, unfortunately.

Noise pollution also comes from general aviation aircraft, including fixed wing aircraft and helicopters, which are supposed to approach the airport by flying easterly or westerly over Highway 101 and then bank 90 degrees to land on either Runway 15L or 15R. Frequently, rather than taking that approach, these aircraft fly directly over our neighborhood and often at low altitude. Military helicopter pilots in particular seem to think they have carte blanche to do this.

The “Existing and Future Noise Contours” slide in the Power Point presentation does not correctly show the noise contours north of Runways 15L and 15R. These contours realistically should extend further northward than depicted on the slide.

Air pollution in our neighborhood from aircraft engine exhaust fumes, generated at Santa Barbara Airport, is a problem every time onshore wind conditions prevail. The Master Plan is now calling for the addition of more hangers on the north side of the airport, so many more aircraft engines will be run up on the taxiways, creating additional air pollution. The airport conveniently has had no air quality monitoring stations along the north side of their property, only to the east and west. How will the Master Plan address this concern?

Finally, what is Santa Barbara Airport going to be doing with regards to the two original TWA hangers in the northeast corner of the airport property? In the opinion of many residents, these are historic buildings that should be protected and preserved.

If you can raise these issues with the Santa Barbara Airport Master Plan presenters during your discussions, it would be very much appreciated. Thank you for the opportunity to provide these comments.

Sincerely,
Bob Wignot

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