

**From:** [bonesjazz0@gmail.com](mailto:bonesjazz0@gmail.com) <[bonesjazz0@gmail.com](mailto:bonesjazz0@gmail.com)>

**Sent:** Monday, November 28, 2022 11:26:20 AM

**To:** Paula Perotte <[pperotte@cityofgoleta.org](mailto:pperotte@cityofgoleta.org)>

**Cc:** Kyle Richards <[krichards@cityofgoleta.org](mailto:krichards@cityofgoleta.org)>; James Kyriaco <[jkyriaco@cityofgoleta.org](mailto:jkyriaco@cityofgoleta.org)>; Roger Aceves <[raceves@cityofgoleta.org](mailto:raceves@cityofgoleta.org)>; Stuart Kasdin <[skasdin@cityofgoleta.org](mailto:skasdin@cityofgoleta.org)>

**Subject:** FW: DEC 7 SBA MEETING

Hi Mayor Perotte,

I am writing to give you some background on the SBA noise impacts in western Goleta (i.e. Ellwood).

**PLEASE SUPPORT THE EFFORT TO GET SBA TO PUT RESOURCES INTO GETTING COMPLIANCE FROM THE AIRLINES TO USE BOTH THE WESTERN AND EASTERN NOISE ABATEMENT CORRIDORS. THE BLUFFS/OCEAN ARE GREAT NATURAL CORRIDORS FOR NOISE ABATEMENT FOR GOLETA RESIDENTS AND SBA HAS NOT BEEN ALLOCATING SUFFICIENT EFFORT TO ENCOURAGE THE AIRLINES TO UTILIZE THAT RESOURCE.**

I originally lived in Ellwood from 1985 until 2000. There WASN'T a noise problem in Ellwood then. When we moved back to Ellwood in 2021 (same house) it was immediately obvious that there now is a BIG noise impact problem from the jets despite the fact, as stated by Greg Goodsell at SBA, that there are now about 100,000 flights per year while 20 years ago there were actually 180,000 flights per year (there were 80% more flights 20 years ago).

The difference between 2000 and 2022 is that in 2000 we rarely had commercial jet flyovers in Ellwood because of the western "noise abatement corridor" which directs the planes over the Ellwood bluffs open space and the ocean (similar to the eastern noise abatement corridor over More Mesa).

Sometime between 2000 and now, SBA has let compliance with the noise abatement corridors become lackadaisical and SBA is not proactively putting resources into working with the airlines/pilots to maintain and encourage use of the noise abatement corridors. Also, many of the older pilots have retired and the newer pilots are not being educated about the use of the noise abatement corridors. The result of this is that now there are significant flyover noise impacts occurring from Ellwood to Hope Ranch/Campanil and as far east as the Mesa.

The good news is that SBA and the new general manager are committed to putting resources toward getting increased compliance with both the eastern and western noise abatement corridors which will go a LONG WAY toward mitigating most of the noise/pollution/safety impacts to Goleta's residential neighborhoods as well as Hope Ranch/Campanil/Mesa.

**But as to mitigating impacts to western Goleta neighborhoods, Chris Hastert, the new GM at SBA, is looking to the Goleta City Council for direction/motivation to utilize the western noise abatement corridor.** He does not want to be the person to "pick winners and losers" in Goleta (his words). But this isn't about picking

winners and losers, it is about minimizing the negative impacts for the maximum number of people in western Goleta.

***It should also be noted that the western noise abatement corridor was specifically put in to mitigate noise impacts to the existing residents in western Goleta and SBA MUST fulfill it's responsibility to maintain the western noise abatement corridor AND MITIGATE NOISE IMPACTS TO THE GREATEST EXTENT.***

Encouraging the use of the western (Ellwood) noise abatement corridor is simply a matter of SBA asking the airlines to program the noise abatement corridor into the instruments on their planes and educating their pilots to use that approach/takeoff pattern. This was confirmed to me by Chris Hastert and Greg Goodsell in a recent meeting and by phone with the FAA. I know there is a lot of hand wringing about the FAA but it is really up to SBA and the airlines to implement and maintain the use of the noise abatement corridors. I've contacted the FAA at the SBA tower and air traffic controllers and they really have no interest in this process or the noise abatement corridors at all. **As has been stated countless times in many public hearings on this topic, the pilots have final say and discretion as to their flight pattern. The use of the noise abatement corridors is up to SBA and the airlines/pilots. This takes communication between SBA and the airlines.**

Yes, residents around Costco/Phelps road will STILL be impacted by flyovers even if the noise abatement corridor is used but there is nothing that can be done about that because they are so close to the runway and get flyovers regardless of the use of the noise abatement corridors. Again, this is not about "picking winners and losers", this is about minimizing the negative impacts to the maximum number of residents in the area. **AND RIGHT NOW SBA AND THE AIRLINES ARE ESSENTIALLY DOING LITTLE IF ANYTHING TO MITIGATE THE NEGATIVE IMPACTS TO GOLETA RESIDENTS.**

**PLEASE SUPPORT THE EFFORT TO GET SBA TO PUT RESOURCES INTO GETTING COMPLIANCE FROM THE AIRLINES TO USE BOTH THE WESTERN AND EASTERN NOISE ABATEMENT CORRIDORS. THE BLUFFS/OCEAN ARE GREAT NATURAL CORRIDORS FOR NOISE ABATEMENT FOR GOLETA RESIDENTS AND SBA HAS NOT BEEN ALLOCATING SUFFICIENT EFFORT TO ENCOURAGE THE AIRLINES TO UTILIZE THAT RESOURCE.**

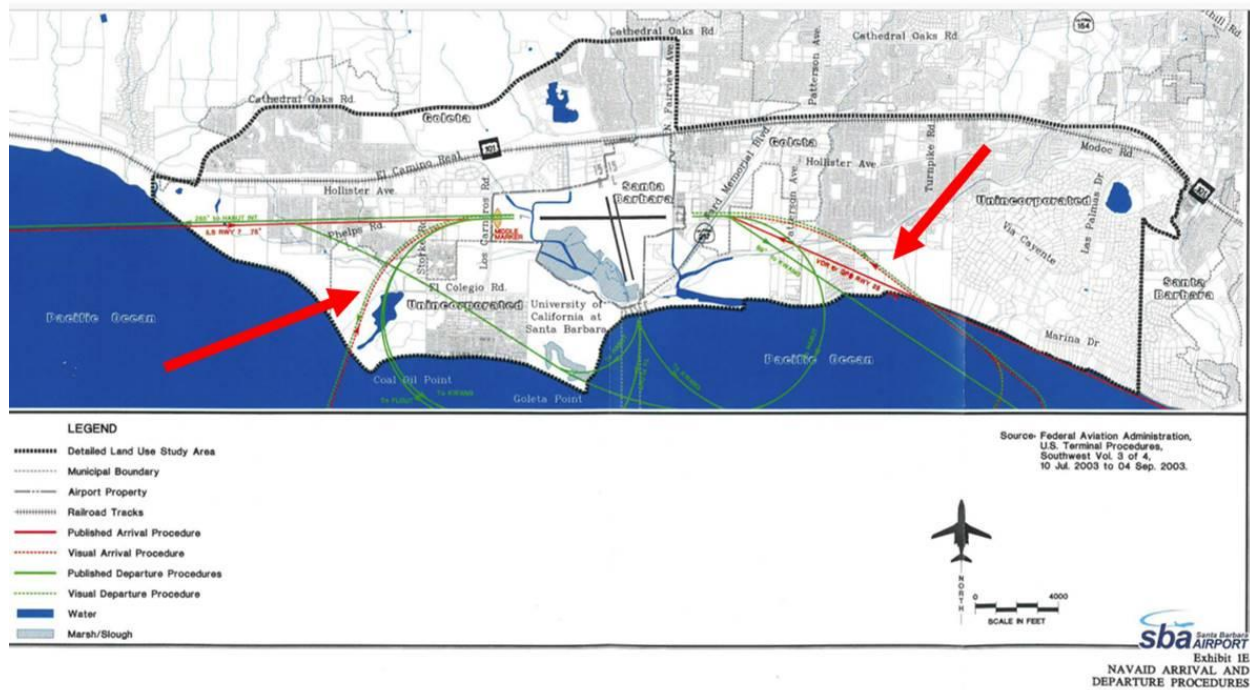
**UTILIZING THE NOISE ABATEMENT CORRIDORS TO THE GREATEST EXTENT POSSIBLE WILL REDUCE MOST OF THE IMPACTS TO GOLETA RESIDENTS AND WILL BE A WIN WIN WIN FOR SBA, THE AIRLINES, AND GOLETA. REGARDLESS, IT IS THE RESPONSIBILITY OF SBA TO MITIGATE THE IMPACTS TO GOLETA TO THE GREATEST EXTENT POSSIBLE.**

FYI I have included some graphics from SBA and SBCAG showing the noise abatement corridors as they existed in the 1993 SBCAG ALUP and in 2004 SBA documents.

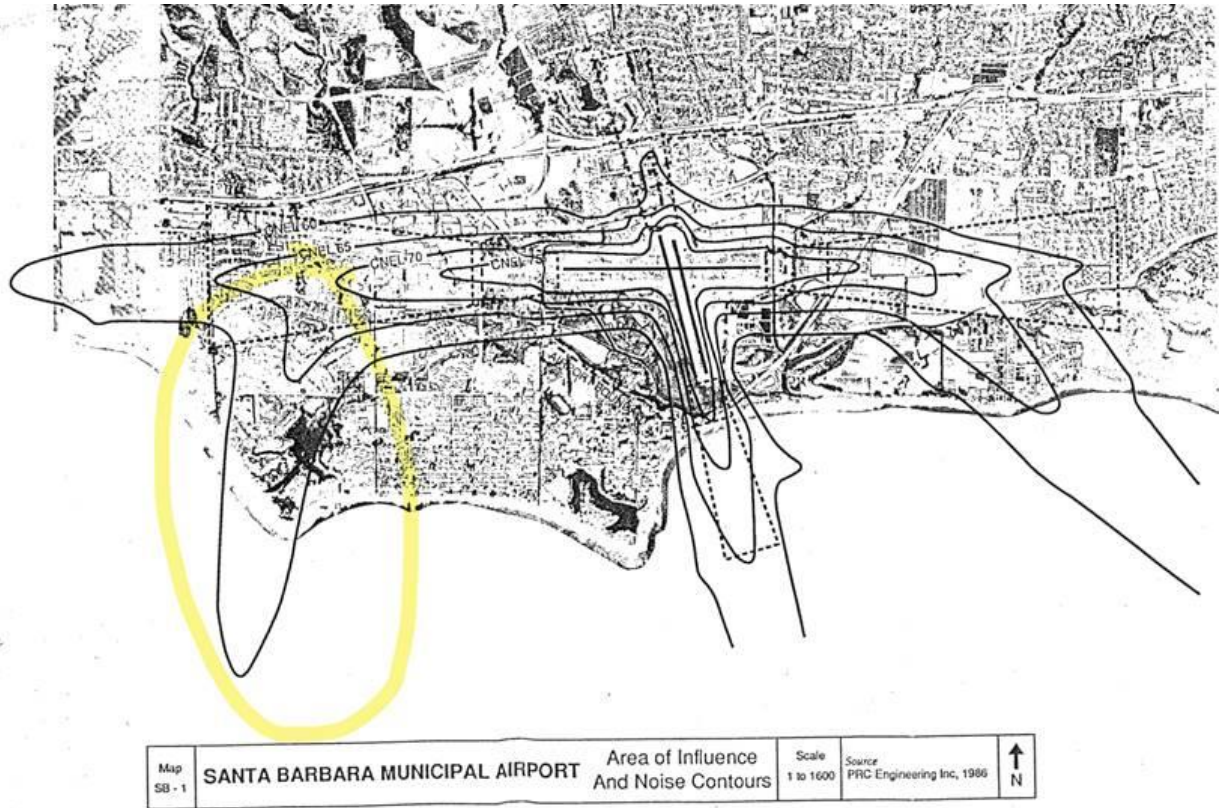
SBA docs from around 2004 (below), I added the text above the picture and the red arrows to show the noise abatement corridors.

**AIRCRAFT CROSS THE SHORELINE BETWEEN ELLWOOD AND ISLA VISTA (RED ARROW BELOW LEFT)**

**AIRCRAFT CROSS THE SHORELINE BETWEEN MORE MESA AND HOPE RANCH (RED ARROW BELOW RIGHT)**



SBCAG 1993 LUP Study, picture showing airport traffic patterns (data from SBA). I circled the west noise abatement corridor in yellow.



Thanks,

Mike Glick  
805-450-6487  
Ellwood

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**From:** bonesjazz0@gmail.com  
**Sent:** Monday, December 5, 2022 7:06 AM  
**To:** City Clerk Group  
**Cc:** Kyle Richards; James Kyriaco; Roger Aceves; Stuart Kasdin  
**Subject:** FW: Comments to SBA LUP and Negative Declaration

Dear Mayor Perotte et al,,

These comments (below) also apply to the Dec. 7 Goleta City Council Special Meeting with SBA.

Thanks,

Mike

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**From:** bonesjazz0@gmail.com <bonesjazz0@gmail.com>  
**Sent:** Friday, December 2, 2022 11:40 AM  
**To:** 'Andrew Orfila' <AOrfila@sbcag.org>  
**Cc:** 'Michael Becker' <MBecker@sbcag.org>  
**Subject:** FW: Comments to SBA LUP and Negative Declaration

Hi Andrew,

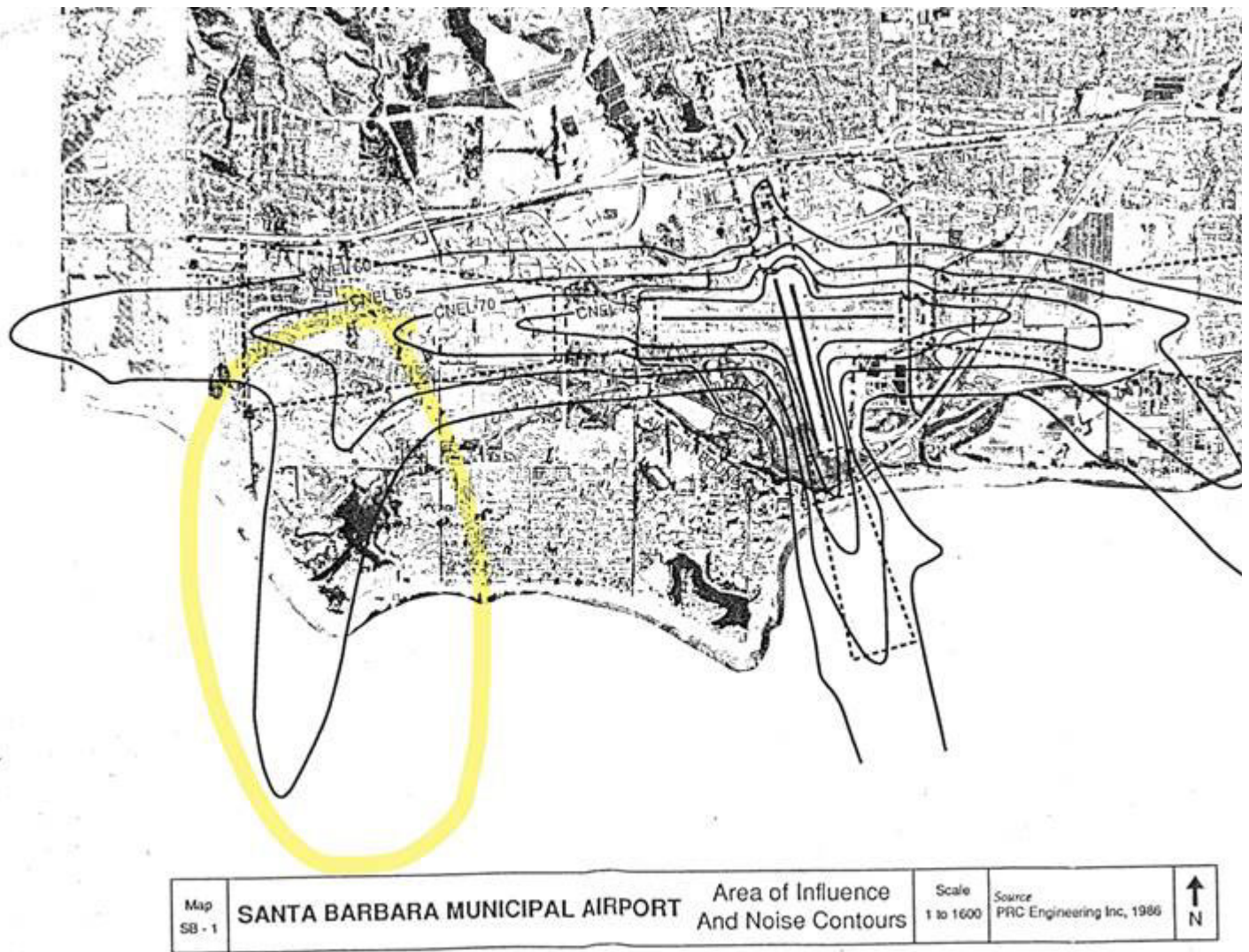
I am writing to express my opposition to the Initial Study and Negative Declaration including but not limited to the following:

On it's face, to say that the airport will not have significant negative environmental impacts on the surrounding community considering the planned future expansion of airport activities and planned/mandated residential rezoning is ludicrous. The airport is already having significant negative impacts on existing development and SBA/SBCAG is not doing anything to mitigate those existing problems (to the point of not even maintaining current mitigation measures that were required decades ago) so to try to say that SBCAG can look decades into the future, based on current flight patterns and SBA operations projections is obviously fallacious and flawed methodology.

SBCAG ignores the fact SBA has created an unsafe environment of excess noise, pollution, and safety risks in the surrounding communities despite SBCAG making previous findings of no significant impacts which really points out the flaws in SBCAG methodology of predicting future impacts. In other words, if previous (1963 and 1993) 30 year updates by SBCAG to the SBA LUP failed to capture significant impacts, and SBCAG continues to use the same flawed methodology, how can SBCAG now claim no significant impacts?

For example, in SBCAGs 1993 ALUP for SBA this is their forecasted flight pattern (noise contours) which, according to the LUP, should be valid today in 2023 (forecasted 30 years starting in 1993).



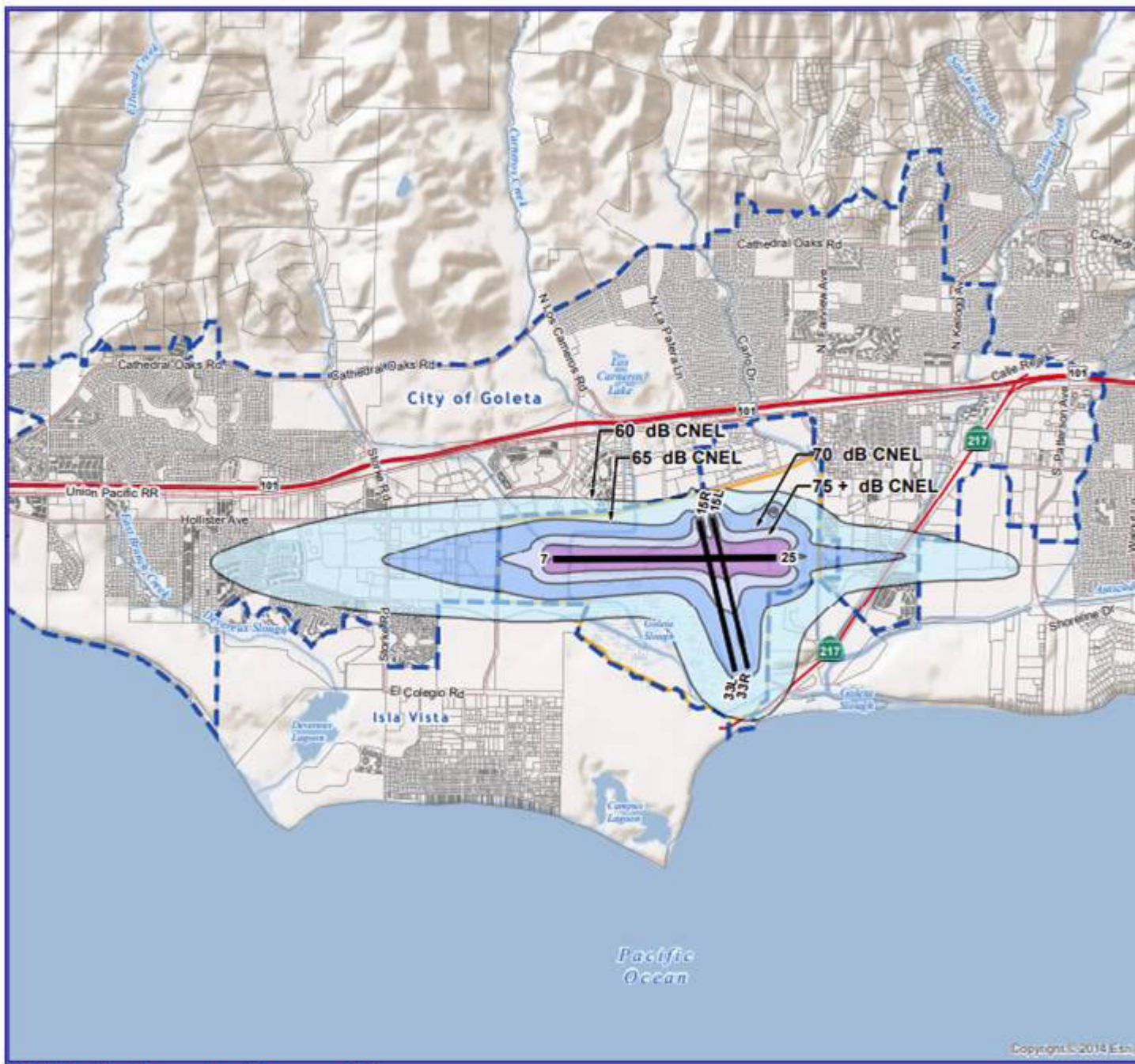


But here is the flight pattern from the 2003 SBA Master Plan EIR which looks NOTHING like the 1993 prediction for 2023, severely underestimates impacts, and does not show the use of the noise mitigation corridors. It should also be noted that the CNEL noise contours are reported in dB but that is misleading and erroneous since the units are not decibels at all but some weighted average of noise level over a 24 hour period with obviously dilutes and underpredicts the impacts of noisy jet flyovers in normally quiet residential areas especially during sleep time between 11pm and 7am (as defined by FAA).



And here is the noise contour plot from the 2022 update of the Airport Background Data and Assumptions Report (“Assumptions”). This plot is supposedly the forecast for 2053 to be used in the 2023 ALUP??!! And note that the noise contours are essentially identical to the erroneous 2003 EIR plot therefore indicating that nothing was done to update the already insufficient forecast.





Obviously, the 2003 and 2022 updated noise contours look NOTHING like the 1993 forecast but the SBCAG IS/ND makes no mention of this glaring error nor do they make any attempt to close the proverbial loop and analyze the root cause of the disconnect or try to improve their flawed methodology to increase the accuracy of the current forecast (i.e. to show the use of the noise abatement corridors). If SBCAG cannot or will not account for existing errors in their methodology they cannot then make a claim of no significant impacts to the surrounding community. Even if we ignore the obvious errors between the 1993 forecast and the 2003 actual data and the 2022 forecast (forecast for 2053??!!) just the fact that the actual noise contours from 2003 are unchanged in the forecast in 2023 (i.e. 2053 forecast) indicates a fundamental flaw in the analysis methodology and does not pass even a rudimentary reasonableness check. Or to use a saying from the analysis community, "garbage in = garbage out". To look at it another way, SBCAG is getting their input from SBA to analyze if SBA is having significant negative impacts to the surrounding community, so how is that not the proverbial "fox guarding the hen house" especially if SBCAG is apparently not even doing a reasonableness check on the inputs they receive from SBA?



Beyond that, anecdotally speaking, if they use the 65 CNEL contour as the measure of “significant impact” note that the 65 CNEL contour only extends to Storke Road (to the west) for example in the latest noise contour plot, an obvious error. To say that there are no significant impacts due to noise west of Storke Road is ludicrous as can be seen (read: heard) by even the most casual bystander. Note also that even the 60 CNEL contour only extends to about Ellwood Beach Drive but from personal experience it is a daily occurrence that homes further west in the Ellwood and Santa Barbara Shores neighborhoods are overflowed by large, noisy commercial jets on a daily basis as late as 1:05 am and as early as 5:15 am which causes sleep deprivation to the residents of these homes (not to mention pollution, safety risks, etc.) which is obviously a significant impact (health and safety) and points out another non-conservative flaw (read: underpredicts significant impacts) in the methodology. Again, the noise contour plots come from SBA which is the entity that SBCAG is supposed to be analyzing yet no reasonableness check was done on the plots while it appears that the plots have not been updated correctly or at all and do not capture significant impacts. Sleep deprivation is a glaring significant negative impact as it can lead to illness and death or cause secondary problems of accidents/mistakes at work or when driving a vehicle or operating power tools or equipment. And this point does not even consider the increasing and seemingly incessant daytime overflights by large commercial jets many of which are louder, old technology.

SBCAG has not been successful in predicting and mitigating significant impacts in their 1963 and 1993 studies so why should anyone believe that the 2023 update will be any better since SBCAG does not look backwards in their study to identify and correct flaws in their methodology. This is a textbook example of the proverbial definition of insanity, doing the same thing over and over (for the third time) and expecting a different result.

Goleta City (and I believe Santa Barbara County) are looking at rezoning some parcels (in an effort to meet State mandates for housing) that are subject to SBA impacts but no mention of this is in the IS/ND. How can they not consider imminently planned State mandated rezoning and make the claim of no significant impacts? The answer is they can't.

SBA has become lackadaisical in their maintenance and airline compliance with the so called “noise abatement corridors” referenced in numerous other SBCAG and SBA documents but there is no mention of this in the IS/ND despite the obvious significant impacts (i.e. the “noise abatement corridors” were created to mitigate significant impacts but if they are not being used how can there not be significant impacts?).

No mention is made in the IS/ND of the health and safety impacts of sleep deprivation, pollution and risks due to frequent flights over residential and commercial areas. Anecdotally, I am getting headaches now (literally, not figuratively, well actually both) and I've never had a history of headaches.

Paragraph 3.2.3 a) states that the projected 55 dB(sic) CNEL contour is the threshold for evaluation but the maps only show contours down to 60 CNEL.

Section 1.1 of the Plan states, “This Compatibility Plan...safeguards the general welfare of the inhabitants within the vicinity of the Airport and the public in general (Pub. Util Code 21675(a)).” Clearly given that the general welfare of the inhabitants is not currently being safeguarded due to the level of SBA current activity causing sleep deprivation not to mention the practically incessant daytime noise interruptions I don't see how this plan will safeguard the general welfare into the future and SBCAG cannot then make a determination of no significant impacts. Until the current level of significant impacts are mitigated to the greatest degree possible, requiring SBA and the airlines to commit resources to existing mitigation measures, a plan for future increased SBA operations cannot proceed without significant impacts, by definition. The fact that SBCAG does not have a noise contour plot that anticipates the use of the noise abatement corridors is one glaring example of how “This Compatibility Plan...” DOES NOT SAFEGUARD “the general welfare of the inhabitants within the vicinity of the Airport”.

Section 2.11.2 requires the submittal of “Existing and proposed flight track locations, current and projected noise contours, and other supplementary noise impact data that may be relevant”. This has not been done.

It appears that Figure 4.4 in the IS is missing. The Figures jump from 4.3 to 4.5.

In the IS it explicitly states that SBCAG is using 2011 data (paragraph 4.1) so how is SBCAG forecasting noise contours out to 2053?

SBCAG and SBA need to go back to the drawing board with the idea that they must take seriously the concept and REQUIREMENT of safeguarding “the GENERAL WELFARE OF THE INHABITANTS WITHIN THE VICINITY OF THE AIRPORT”, “minimize the public’s exposure to excessive noise and safety hazards” and “protecting the public health, safety and welfare”, as they say in their own document.

Thanks,

Mike Glick  
Goleta, Ca.

December 4, 2022

City of Goleta  
City Council  
City Hall  
Goleta, CA. 93117

Dear City Councilmembers:

Santa Barbara Airport, although officially in the jurisdiction of the City of Santa Barbara, is surrounded on all sides by the City of Goleta boundaries. In spite of this, up to this point our City has not had a seat at the table when it comes to addressing issues about this important transportation point affecting Goleta. This is at least in part due to the strong economic effect the airport has on the region's economy.

I encourage Goleta to take a stronger position to protect its citizens from the environmental impacts of the airport including noise and air pollution. As a senior citizen living about a mile from the airport I am aware that the type of air pollution emitted from airplanes on takeoff has been found to cause or exacerbate serious illnesses such as COPD, asthma, and heart disease. We can no longer ignore how our airport is impacting our residents' illnesses from children to seniors.

Many of my neighbors are complaining of being abruptly awakened by very early airline departures as well as very late night flights which is a new occurrence. All humans need sufficient sleep to maintain their health and I am sure that you agree with that.

A particular concern is that SBA is planning expansion of the airport. We no longer have the charming local airport of 20 years ago. An examination of potential impacts would require an updated CEQA report.

I have joined with neighbors in our organization called *Clean and Quiet Goleta* to address all these concerns and we appreciate that you are taking our problems seriously and putting this issue on the City Council agenda on December 7. We appreciate the work of Councilman Kyle Richards who has been acting as an airport liaison and in listening to our concerns.

Thank you for your consideration.

Cordially,

Cheryl Rogers  
351 Moreton Bay Lane, No. 1  
Goleta, CA. 93117



December 5, 2022

To: Mayor and Councilmembers

Peter Imhof, Planning and Environmental Review Director

Re: Agenda Item A.1 Workshop, December 7, 2022

From: Ingeborg Cox MD, MPH

Dear Mr. Imhof, Mayor Perotte and Councilmembers

If I understand correctly the Santa Barbara Airport (SBA) has an aircraft noise advisory program and if not mistaken approximately 17,000 complaints were logged in 2021. The peak was over 3,200 in August 2021.

Currently some airplanes are taking off before 5:30 in the morning and waking up residents. The elderly are considered "sensitive receptors" and it appears that these noise levels are waking up many residents.

Noise acts as a stress mediating factor and stress for sensitive receptors is not good medicine. There are studies that mention people awakened by noise at night have difficulties with falling back to sleep. Good sleep is a necessary part of good health.

Checking the Federal Aviation Administration under Noise Compatibility Program (NCP) Status it appears that the SBA Airport 's last NCP was approved on January 27, 2006.

If that is the last study, one that is more recent and addresses the noise and exposures needs to be done before any further expansions or changes are planned for SBA.

According to an article from the Civil and Environmental Engineering University of Washington (UW) another exposure that needs to be considered are ultrafine particles. It appears there is increasing evidence of health effects from aircraft ultrafine particles.

UW researchers have found that ultrafine particle pollution associated with aircraft was found at elevated levels in surrounding neighborhoods and up to ten kilometers downwind of the airport. They also found higher concentrations of ultrafine particles located under the landing paths.

Air quality at local schools near the landing paths need to be investigated; school age children are vulnerable to poor air quality as are the elderly and people living in nursing homes.

The California Department of Health Services has developed guidelines for noise in exterior and interior environments. Airplanes waking the residents up are, in my opinion, exceeding these guidelines and they should be measured.

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**From:** Joni <langslot@cox.net>  
**Sent:** Monday, December 5, 2022 6:32 PM  
**To:** City Clerk Group  
**Subject:** SB Airport workshop on December 7th

December 5, 2022

Dear members of the Goleta City Council,

Santa Barbara airport neighbors in Goleta and “Noleta, as well as areas of Santa Barbara, e.g., the Mesa, have been expressing concern about the level of noise generated by the current airport traffic. We have also expressed serious concern about what the 79% project airport growth would mean in terms of noise, pollution, and quality of life; not to mention our property values.

I am frustrated (and tired) of being awakened by early morning flights and late night departures/arrivals which is a relatively new occurrence. I have lived in my home since 1963. Over the years, planes would occasionally deviate from the preferred noise abatement corridor and we’d consider it a minor annoyance. In the last two years, this has become the norm rather than the occasional deviation.

The airport expansion is of particular concern as I worry that I will no longer be able to enjoy my home and, in particular, my backyard as a result of increased flights and pilots not adhering to the noise abatement procedures.

I am asking the City of Goleta to support our organization “Clean and Quiet SBA” by working toward a seat on the SB Airport Commission. Goleta must and should have a say in what the City of Santa Barbara does within our community. The City of Santa Barbara and the Santa Barbara Airport needs to be a good neighbor. Please push for pilots to follow the recommended noise abatement corridors.

Sincerely,  
Joni Goode

Sent from [Mail](#) for Windows

**From:** Nina Meyer <ninameyer822@gmail.com>  
**Sent:** Tuesday, December 6, 2022 9:58 AM  
**To:** City Clerk Group  
**Cc:** Airport@SantaBarbaraCA.gov; 'Fred W. Meyer'; 'Freddy Meyer'; 'GERALD PELTON'; 'Pamela Pelton'; k8andk9@mac.com; jill@hoperanch.org  
**Subject:** 12/7 SBA WORKSHOP/GOLETA CITY COUNCIL MTG - Dorwin Lane/More Mesa Residents (Goleta) - RE: SB Airport Environmental Noise Disturbance  
  
**Importance:** High

December 6, 2022

Goleta City Clerk:

We are requesting that the information/correspondence below be distributed to the Goleta City Council and placed on the record pertaining to the Special Council Meeting (12/7/22 – SBA Workshop).

Our residents continue to endure late night and early morning outbound low flying jets over our neighborhoods. The increased off-course jet traffic noise is a serious environmental hazard and a major health issue for Goleta and Hope Ranch residents. We are extremely concerned as to future expansion of the SBA – resulting in additional carriers.

Thank you.

Sincerely,

Fred and Nina Meyer

5353 Dorwin Lane

Santa Barbara, CA 93111

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**From:** Nina Meyer [mailto:ninameyer822@gmail.com]  
**Sent:** Wednesday, September 07, 2022 11:40 AM  
**To:** Jesse.Ebadi@mail.house.gov; bdamour@santabarbaraca.gov; efriedman@santabarbaraca.gov; gHart@countyofsb.org; MJordan@SantaBarbaraCA.gov; RRowse@SantaBarbaraCA.gov; KSneddon@SantaBarbaraCA.gov; jkyriaco@cityofgoleta.org; pperotte@cityofgoleta.org  
**Cc:** 'GERALD PELTON' <peltonsinsb@aol.com>; linrose77@comcast.net; 'Freddy Meyer' <freddymeyerd@gmail.com>; craig.peters@cbre.com; patcaird@gmail.com; kurtb65@gmail.com; 'Debra Caird' <cairds@hotmail.com>; rcaird@porlamarnursery.com; bjmcauliffe@cox.net; aidanwilliams42@gmail.com; ridgeway1@gmail.com; blainebraniff@gmail.com; jmolina@noozhawk.com; 'Elizabeth Troy' <etroy222@aol.com>; k8andk9@mac.com; 'Tina Hasche' <tinybluejay1@aol.com>; jill@hoperanch.org  
**Subject:** Dorwin Lane/More Mesa Residents (Goleta) - RE: SB Airport Environmental Noise Disturbance  
**Importance:** High

Good Morning,

We appreciate all those public officials who are truly concerned as to the environmental and health hazards resulting from commercial and private jets that are flying off course over heavily populated Goleta and Santa Barbara (Hope Ranch/Mesa) residential areas. Our neighborhood is located on the More Mesa – and most of our residents have resided here for more than 40 years. Never before have we endured such low flying jets crossing over our area – at all times of the day and through the night. For many seniors in



our area – this is a worsening health concern – as we are not able to sleep at night due to the extreme noise and vibration from jets flying at very low altitudes directly over our homes. Below you will find previous correspondence regarding this ongoing disturbance. We recently read in our local Noozhawk online publication that hearings will be conducted as to when and how the Santa Barbara Airport will be expanding – and the citizen concerns regarding noise disturbance.

In a separate email I will send a clip showing a jet flying over our neighborhood with clear skies, no overcast or other conditions that would require pilots flying off course. We understand that the FAA has authority over flight patterns – but we also know that in the past pilots and airlines have honored a collaborative agreement with SBA and the City of Santa Barbara as to avoid heavily populated areas during departing flights. If the pilots are adhering to vectors provided by Air Traffic Control for inbound flights to SBA – why are they not doing the same for outbound flights? Private jets are also beginning to cross over our area as they fly inbound to the SBA.

Here is a brief summary of recent off course 2022 flights under clear sky conditions – there are many more that occur THROUGHOUT THE DAY – EVERY DAY... not mentioned here:

8/30	1:35AM
8/31	5:35AM
9/1	5:22AM 5:55AM
9/5	5:38AM
9/7	5:16AM

We sincerely request that the public be EXTENSIVELY notified of any upcoming hearings pertaining to the SBA air traffic control issues and/or airport expansion. These violations cannot continue indefinitely without some action taken to protect the Goleta and Santa Barbara residents' environmental and health issues – in terms of noise disturbance and pollution. Many complaints have been submitted at various governmental portals regarding our concerns, but to date, the issues mentioned above are worse than ever before.

Thank you for your support.

Sincerely,

Nina and Fred Meyer

5353 Dorwin Lane

Santa Barbara, CA 93111

(805) 455-0195

**From:** "Ebadi, Jesse" <[Jesse.Ebadi@mail.house.gov](mailto:Jesse.Ebadi@mail.house.gov)>

**Date:** July 1, 2022 at 4:06:47 PM PDT

**To:** Nina Meyer <[ninameyer822@gmail.com](mailto:ninameyer822@gmail.com)>, "Fred W. Meyer" <[fwm5353@yahoo.com](mailto:fwm5353@yahoo.com)>, GERALD PELTON <[peltonsinsb@aol.com](mailto:peltonsinsb@aol.com)>, [linrose77@comcast.net](mailto:linrose77@comcast.net), Freddy Meyer <[freddymeyerdp@gmail.com](mailto:freddymeyerdp@gmail.com)>, [craig.peters@cbre.com](mailto:craig.peters@cbre.com), [patcaird@gmail.com](mailto:patcaird@gmail.com), [kurtb65@gmail.com](mailto:kurtb65@gmail.com), Debra Caird <[cairds@hotmail.com](mailto:cairds@hotmail.com)>, [rcaird@porlamarnursery.com](mailto:rcaird@porlamarnursery.com), [bjmcauliffe@cox.net](mailto:bjmcauliffe@cox.net), [aidanwilliams42@gmail.com](mailto:aidanwilliams42@gmail.com), [ridgeway1@gmail.com](mailto:ridgeway1@gmail.com), [blainebraniff@gmail.com](mailto:blainebraniff@gmail.com)

**Cc:** Eric Friedman <[efriedman@santabarbaraca.gov](mailto:efriedman@santabarbaraca.gov)>, "Hartmann, Joan" <[jHartmann@countyofsb.org](mailto:jHartmann@countyofsb.org)>, "Hart, Gregg" <[gHart@countyofsb.org](mailto:gHart@countyofsb.org)>

**Subject: RE: Dorwin Lane/More Mesa Residents (Goleta) - RE: SB Airport Environmental Noise Disturbance**

Good afternoon,

Thank you for sharing your concerns regarding airplane noise within your neighborhood.

We generally recommend submitting complaints to the FAA noise complaint portal ([FAA - Aircraft Noise Complaints](#)) so that they are aware of the issue in your neighborhood. FAA does recommend contacting the local airport office staff or manager first, however I am sure you have already submitted concerns to Santa Barbara Airport's Noise Advisory Program ([SBA Aircraft Noise and Operations Portal](#)).

Our office in the past has been notified of noise issues in certain neighborhoods due to the flight paths taken by aircraft and have communicated these concerns to the FAA. In addition, the Congressman and other Members of the House sent a letter to the Government Accountability Office (GAO) requesting they study how the FAA considers community noise impact. The GAO returned their findings recommending that FAA make certain changes to how they identify and address noise concerns as well as recommended they make improvements to their public outreach. We recently contacted FAA to determine if they have taken any of the suggested steps recommended by GAO. Our office will continue to monitor this situation and the FAA's response to these concerns.

Separately, any concerns regarding Santa Barbara Airport's expansion would likely need to be discussed with the City of Santa Barbara, given it is outside of our jurisdiction.

Should you have additional questions, please don't hesitate to reach back out. Thank you.

Sincerely,

**Jesse Ebadi**  
*District Representative*  
**Salud Carbajal, 24<sup>th</sup> Congressional District**  
**Santa Barbara District Office**  
**805-730-1710**  
[Jesse.ebadi@mail.house.gov](mailto:Jesse.ebadi@mail.house.gov)  
[www.carbajal.house.gov](http://www.carbajal.house.gov)



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**From:** Nina Meyer <[ninameyer822@gmail.com](mailto:ninameyer822@gmail.com)>  
**Sent:** Thursday, June 23, 2022 5:37 PM  
**To:** 'Hart, Gregg' <[gHart@countyofsb.org](mailto:gHart@countyofsb.org)>; 'Hartmann, Joan' <[jHartmann@countyofsb.org](mailto:jHartmann@countyofsb.org)>; 'Fred W. Meyer' <[fwm5353@yahoo.com](mailto:fwm5353@yahoo.com)>; 'GERALD PELTON' <[peltonsinsb@aol.com](mailto:peltonsinsb@aol.com)>; [linrose77@comcast.net](mailto:linrose77@comcast.net); 'Freddy Meyer' <[freddymeyerd@gmail.com](mailto:freddymeyerd@gmail.com)>; [craig.peters@cbre.com](mailto:craig.peters@cbre.com); [patcaird@gmail.com](mailto:patcaird@gmail.com); [kurtb65@gmail.com](mailto:kurtb65@gmail.com); 'Debra Caird' <[cairds@hotmail.com](mailto:cairds@hotmail.com)>; [Rcaird@porlamarnursery.com](mailto:Rcaird@porlamarnursery.com); [bjmcauliffe@cox.net](mailto:bjmcauliffe@cox.net); [aidanwilliams42@gmail.com](mailto:aidanwilliams42@gmail.com); [ridgeway1@gmail.com](mailto:ridgeway1@gmail.com); [blainebraniff@gmail.com](mailto:blainebraniff@gmail.com)  
**Cc:** 'Eric Friedman' <[efriedman@santabarbaraca.gov](mailto:efriedman@santabarbaraca.gov)>; Ebadi, Jesse <[Jesse.Ebadi@mail.house.gov](mailto:Jesse.Ebadi@mail.house.gov)>  
**Subject:** RE: Dorwin Lane/More Mesa Residents (Goleta) - RE: SB Airport Environmental Noise Disturbance ATTN: Gregg Hart - County of Santa Barbara 2nd District Supervisor

Thank you very much Mr. Hart – we appreciate your email, and your forwarding our email on to Mr. Friedman and Mr. Ebadi. Over the years we have accepted occasional jet noise, but the frequency (especially this week) has been much worse. The loud roaring jet engines and vibration repeatedly occurring from early morning (when skies are totally clear) to late evening is so disturbing. Many of our residents are in ill health, and our neighbor's young grandson actually wakes up crying from the noise.

Hopefully we can look forward to some relief now and in the future, especially in view of the SBA expansion to allow more carriers.

Thanks again.

Best regards,

Nina Meyer

**Nina Meyer**

Training & Promotions Director

[ninameyer822@gmail.com](mailto:ninameyer822@gmail.com)

(805) 687-9497

[www.skindeepsalon.com](http://www.skindeepsalon.com)



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**From:** Hart, Gregg [<mailto:gHart@countyofsb.org>]

**Sent:** Thursday, June 23, 2022 11:29 AM

**To:** Nina Meyer <[ninameyer822@gmail.com](mailto:ninameyer822@gmail.com)>; Hartmann, Joan <[jHartmann@countyofsb.org](mailto:jHartmann@countyofsb.org)>; 'Fred W. Meyer' <[fwm5353@yahoo.com](mailto:fwm5353@yahoo.com)>; 'GERALD PELTON' <[peltonsinsb@aol.com](mailto:peltonsinsb@aol.com)>; [linrose77@comcast.net](mailto:linrose77@comcast.net); 'Freddy Meyer' <[freddymeyerdp@gmail.com](mailto:freddymeyerdp@gmail.com)>; [craig.peters@cbre.com](mailto:craig.peters@cbre.com); [patcaird@gmail.com](mailto:patcaird@gmail.com); [kurtb65@gmail.com](mailto:kurtb65@gmail.com); 'Debra Caird' <[cairds@hotmail.com](mailto:cairds@hotmail.com)>; [Rcaird@porlamarnursery.com](mailto:Rcaird@porlamarnursery.com); [bjmcauliffe@cox.net](mailto:bjmcauliffe@cox.net); [aidanwilliams42@gmail.com](mailto:aidanwilliams42@gmail.com); [ridgeway1@gmail.com](mailto:ridgeway1@gmail.com); [blainebraniff@gmail.com](mailto:blainebraniff@gmail.com)

**Cc:** Eric Friedman <[efriedman@santabarbaraca.gov](mailto:efriedman@santabarbaraca.gov)>; Ebadi, Jesse <[Jesse.Ebadi@mail.house.gov](mailto:Jesse.Ebadi@mail.house.gov)>

**Subject:** Re: Dorwin Lane/More Mesa Residents (Goleta) - RE: SB Airport Environmental Noise Disturbance ATTN: Gary Hart - County of Santa Barbara 2nd District Supervisor

Good morning,

Thank you for your message. I'm passing this on to City Councilmember Eric Friedman, the City's representative on the Airport Commission, and Congressman Salud Carbajal's office.

The Federal Aviation Administration (FAA) has authority over the operations of in-flight aircraft. Our local airport operates a [voluntary noise abatement program](#), but ultimately, any reports received can only result in warnings. The City does not have any authority to enforce rules related to what a plane does while in the sky. I understand that many airlines do adhere to the local recommended flight path, but I know that conditions sometimes require aircraft to take different paths.

Jesse Ebadi in Congressman Carbajal's office has passed concerns along to the FAA in the past. I have included Mr. Ebadi on this email.



Sincerely,  
Gregg Hart  
Santa Barbara County Supervisor

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**From:** Nina Meyer <[ninameyer822@gmail.com](mailto:ninameyer822@gmail.com)>  
**Sent:** Wednesday, June 22, 2022 4:25 PM  
**To:** Hart, Gregg <[gHart@countyofsb.org](mailto:gHart@countyofsb.org)>  
**Cc:** Hartmann, Joan <[jHartmann@countyofsb.org](mailto:jHartmann@countyofsb.org)>; 'Fred W. Meyer' <[fwm5353@yahoo.com](mailto:fwm5353@yahoo.com)>; 'Freddy Meyer' <[freddymeyerdp@gmail.com](mailto:freddymeyerdp@gmail.com)>; 'GERALD PELTON' <[peltonsinsb@aol.com](mailto:peltonsinsb@aol.com)>; [linrose77@comcast.net](mailto:linrose77@comcast.net) <[linrose77@comcast.net](mailto:linrose77@comcast.net)>; [blainebraniff@gmail.com](mailto:blainebraniff@gmail.com) <[blainebraniff@gmail.com](mailto:blainebraniff@gmail.com)>; [bjmcauliffe@cox.net](mailto:bjmcauliffe@cox.net) <[bjmcauliffe@cox.net](mailto:bjmcauliffe@cox.net)>; [craig.peters@cbre.com](mailto:craig.peters@cbre.com) <[craig.peters@cbre.com](mailto:craig.peters@cbre.com)>; [kurtb65@gmail.com](mailto:kurtb65@gmail.com) <[kurtb65@gmail.com](mailto:kurtb65@gmail.com)>; [patcaird@gmail.com](mailto:patcaird@gmail.com) <[patcaird@gmail.com](mailto:patcaird@gmail.com)>; [rcaird@porlamarnursery.com](mailto:rcaird@porlamarnursery.com) <[rcaird@porlamarnursery.com](mailto:rcaird@porlamarnursery.com)>; [ridgeway1@gmail.com](mailto:ridgeway1@gmail.com) <[ridgeway1@gmail.com](mailto:ridgeway1@gmail.com)>; [aidanwilliams42@gmail.com](mailto:aidanwilliams42@gmail.com) <[aidanwilliams42@gmail.com](mailto:aidanwilliams42@gmail.com)>; 'Debra Caird' <[cairds@hotmail.com](mailto:cairds@hotmail.com)>  
**Subject:** Dorwin Lane/More Mesa Residents (Goleta) - RE: SB Airport Environmental Noise Disturbance  
ATTN: Gregg Hart - County of Santa Barbara 2nd District Supervisor

**Caution: This email originated from a source outside of the County of Santa Barbara. Do not click links or open attachments unless you verify the sender and know the content is safe.**

Dear Mr. Hart,

We are contacting you in reference to the extreme noise disturbance affecting our neighborhood on Dorwin Lane, Santa Barbara, CA. For several years we have submitted complaints to the City of Santa Barbara and the SB Airport regarding the ongoing, low flying, private and commercial jets that consistently fly off course (while weather is completely clear of overcast or other cloud conditions) over our homes. There has been no response to any formal complaints submitted. These jets are creating a horrific disturbance for those living in this area – many of whom are senior residents of more than fifty years. As of yesterday, June 21, 2022, I documented 18 private and commercial jets (Southwest Airlines) flying above our homes while departing the SBA beginning at 5:30am until 10:34pm. This is one of the worst forms of environmental pollution not only for our neighborhood, but for adjoining More Mesa residential areas.

We now understand that the City of Santa Barbara has approved funding for expansion of the airport to allow for additional carriers – which will obviously worsen the level of noise due to increased air traffic. It was our understanding from previous years that the airport has requested pilots to respect the concerns of Goleta residences in terms of refraining from flying off course other than when there is inclement weather. However, there seems to be no compliance or enforcement at this point – and the number of jets has increased substantially over the past year.

We look forward to your response as to how you will help us as an intermediary with the SBA and/or the City of Santa Barbara – so that some noise control can be established to ensure the peace and quiet of this district.

Thank you very much.  
Sincerely,

Nina and Fred Meyer  
5353 Dorwin Lane  
Santa Barbara, California 93111  
(805) 967-0402





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**From:** Kathy Kelly <[kelly.kathleen805@gmail.com](mailto:kelly.kathleen805@gmail.com)>

**Date:** December 6, 2022 at 11:35:02 PM PST

**To:** Paula Perotte <[pperotte@cityofgoleta.org](mailto:pperotte@cityofgoleta.org)>, Stuart Kasdin <[skasdin@cityofgoleta.org](mailto:skasdin@cityofgoleta.org)>, Roger Aceves <[raceves@cityofgoleta.org](mailto:raceves@cityofgoleta.org)>, James Kyriaco <[jkyriaco@cityofgoleta.org](mailto:jkyriaco@cityofgoleta.org)>, Kyle Richards <[krichards@cityofgoleta.org](mailto:krichards@cityofgoleta.org)>

**Cc:** [CHastert@santabarbaraca.gov](mailto:CHastert@santabarbaraca.gov), [EFriedman@santabarbaraca.gov](mailto:EFriedman@santabarbaraca.gov), [ksneddon@santabarbaraca.gov](mailto:ksneddon@santabarbaraca.gov), Kathleen Kelly <[kelly.kathleen805@gmail.com](mailto:kelly.kathleen805@gmail.com)>, [RRowse@santabarbaraca.gov](mailto:RRowse@santabarbaraca.gov), [algutierrez@santabarbaraca.gov](mailto:algutierrez@santabarbaraca.gov), [mjordan@santabarbaraca.gov](mailto:mjordan@santabarbaraca.gov), [mharmon@santabarbaraca.gov](mailto:mharmon@santabarbaraca.gov)

**Subject:** Santa Barbara Airport issues 2022

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Dear Goleta City Council members,

As residents of the Santa Barbara Mesa (93109) since 1985, my husband and I have been negatively impacted by the increased noise and pollution from both commercial and private aircraft for the last 2 years. We have never been disturbed by air traffic like this before.

Prior to the spring of 2021, aircraft flew (with rare exception) over the water, following the accepted Noise Abatement Corridor established decades ago. For the last 18-24 months, many commercial aircraft have chosen to ignore the Noise Abatement Corridor. That, along with the increase in private and corporate jets in our vicinity, has made things worse, with private aircraft flying in any and every direction at will and at increasingly lower altitudes. They are often very loud.

These aircraft are not only a noisy intrusion into our peaceful residential neighborhoods, but are also an increasing health and safety risk.

Regarding commercial planes: Alaska Airlines appears to do the best job at complying with the traditional corridor over the water. I would like to see increased education of newer pilots (as well as newer-to-SB airlines) regarding the Noise Abatement Corridor. Perhaps Alaska Air would be willing to help?



It goes without saying that we all value the Santa Barbara Airport. At the same time, we have serious reservations concerning the proposed 79% expansion. Considering that present problems are not currently scheduled to be resolved BEFORE that expansion, what appears to be coming is unacceptable.

I support a seat for Clean and Quiet Santa Barbara on the SB Airport Commission, as well as other citizen input.

I am cautiously encouraged by the efforts of Chris Hastert, the new Airport Director. He appears amenable to putting real effort into mitigating some of the worst of the existing problems, but to do that he needs the support of both the Goleta City Council and the Santa Barbara City Council.

Goleta has taken a decisive step in the right direction by calling this meeting.

As a resident of the Santa Barbara Mesa, I hope that the Santa Barbara City Council will also step up and contribute to this discussion in a meaningful and constructive way.

Thank you,

Kathleen Kelly

1805 La Coronilla Drive

Santa Barbara, CA 93109

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**From:** Frank DiMarco <frank@dimarcoimages.com>  
**Sent:** Wednesday, December 7, 2022 9:36 AM  
**To:** City Clerk Group  
**Subject:** Comments to the Goleta City Council on the Santa Barbara Airport Operations

Dear City Council Members,

Thank you for the opportunity to comment on current and future operations at Santa Barbara Airport.

I join other community members in asking for:

1. A thorough evaluation of airport noise at key locations in Goleta and coordination with the FAA to mitigate noise when possible with flight path alterations.
2. A curfew on flight arrivals and departures between 11pm and 6am.
3. An evaluation of air quality effects of flight operations over residential areas on the flight path with Goleta.
4. An assessment of whether all commercial and private aircraft are complying with noise abatement equipment installation. Eg. Southwest Airlines 737 aircraft are distinctly louder than other airlines' jets.

Thank you.

Frank DiMarco  
7115 Georgetown Road  
Goleta CA 93117  
Tel. 503.358.8119  
Email: frank@dimarcoimages.com

**From:** Erika Bloss <[erilew5445@gmail.com](mailto:erilew5445@gmail.com)>

**Date:** December 7, 2022 at 10:10:23 AM PST

**To:** Roger Aceves <[raceves@cityofgoleta.org](mailto:raceves@cityofgoleta.org)>, Paula Perotte <[pperotte@cityofgoleta.org](mailto:pperotte@cityofgoleta.org)>, Stuart Kasdin <[skasdin@cityofgoleta.org](mailto:skasdin@cityofgoleta.org)>, James Kyriaco <[jkyriaco@cityofgoleta.org](mailto:jkyriaco@cityofgoleta.org)>, Kyle Richards <[krichards@cityofgoleta.org](mailto:krichards@cityofgoleta.org)>

**Subject:** Aircraft traffic

Dear Goleta City Council,

I have followed the developments and complaints about the increased aircraft traffic causing major noise and pollution problems from the Mesa area.

Prior to the spring of 2021 I never once saw a commercial plane flying over my neighborhood where I have lived for 35 years. The single engine planes I did notice were not a major disturbance.

With the arrival of SouthWest Airline and additional commercial flights I observed that these pilots did not follow the noise abatement approach over the ocean.

However, the biggest increase is due to private and especially big corporate jets flying every direction including over Cliff Drive either approaching or departing.

The noise sometimes is constant, one plane after another, including in the middle of the night. It appears that there is zero effort by these pilots to avoid noise sensitive residential areas.

This has dramatically impacted the quality of our life, forces residents to stay inside and close the windows instead of being able to enjoy what makes Santa Barbara special in the first place.

Please keep in mind in your discussion this evening the impact the air traffic has on all of Santa Barbara including downtown.

Much work needs to be done to educate pilots and minimize the pollution (noise and fossil fuel/CO2) before bringing in even more flights to the airport with the planned expansion.

The increase in revenue should not come at the expense of the local community of Goleta and Santa Barbara.

Thank you!

Erika Bloss in the Mesa

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**From:** Legal-Tech <legal-tech@cox.net>  
**Sent:** Wednesday, December 7, 2022 11:52 AM  
**To:** City Clerk Group; Paula Perotte; Stuart Kasdin; receves@cityofgoleta.org; James Kyriaco; krichard@cityofgoleta.org; EFriendman@cityofgoleta.org; KSneddon@cityofgoleta.org  
**Subject:** Special City Council Meeting December 7, 2022

My name is Emiko Griffith and I live in the city of Santa Barbara. I am writing this e-mail message in support of the Goleta residents attending the above meeting today. Although I do not live in Goleta, I definitely share their cause and complaints. Starting around three years ago, we have been experiencing much more noise and disturbances caused by lower-flying airplanes over our neighborhood. Sometimes we have a plane flying over us after midnight and/or before 7 in the morning. The noise level is much higher than the pandemic started. I understand that the lanes are now choosing to fly over the residential area as opposed to their previous route over the ocean because it is more convenient for the pilots. This is not acceptable and we did not sign up for this noise level when we purchased our houses. Please ensure that all flights fly over the ocean instead of over residential areas and restrict the flight time window.

Thank you very much for reading this message.

Sincerely,

Emiko Griffith

12/7/2022

Mayor Perotte and Goleta City Council  
130 Cremona Drive, Suite B  
Goleta, CA 93117  
**RE: Santa Barbara Airport Projects Update**

Dear Mayor Perotte and Councilmembers:

The Santa Barbara South Coast Chamber of Commerce, from Goleta to Carpinteria, would like to express our appreciation of the Santa Barbara Airport (SBA) to the Council. The Chamber enjoys a very positive relationship with the Airport. We are stakeholders in their programs for economic development, and they are members of the Chamber, and therefore stakeholders in our success in supporting business and government on the South Coast.

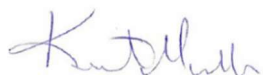
The Santa Barbara Airport is a key driver in Goleta's economic development, and economic vitality in the entire region. They are long-term supporters of community involvement and have been frequent and engaged participants in community events hosted by the Chamber and other local organizations. Additionally, SBA has displayed a consistent willingness to collaborate on community projects through data sharing, communications, and other means of support. For many years, SBA both supported and participated in the annual Goleta Lemon Festival, using their public booth at the festival to give Goleta community members the opportunity to connect directly with SBA staff.

As the City of Goleta moves forward with the Economic Development Strategic Plan, potential additional community partnerships with the airport should be considered. Year-to-date in October the Santa Barbara Airport's passenger count reached 1,013,057. Goleta hotel demand is 95% recovered when compared to pre-pandemic levels, an accomplishment that would not have been possible without the airport's performance. SBA's continued work to increase accessibility have helped our region attract new demographics of visitors and travelers. All of which have led to records in Goleta's TOT.

The airport also offers an attractive travel option for Goleta businesses and residents alike. The convenience and partnerships SBA offers to local businesses continue to make Goleta, and the South Coast, a better place to work and operate a business. Additionally, SBA acts as a hub of advertising for local businesses and events and is always willing to partner with local businesses and organizations to do so.

SBA's update and dialogue to the Council are additional examples of their dedication to a positive relationship with the City of Goleta. The Chamber appreciates the collaborative and positive relationship between the City and SBA and looks forward to seeing it continue to flourish.

Sincerely,



Kristen Miller  
President & CEO  
Santa Barbara South Coast Chamber of Commerce



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**From:** Gina DeAngelo <ginadeangelopederson@gmail.com>  
**Sent:** Wednesday, December 7, 2022 1:40 PM  
**To:** City Clerk Group; Paula Perotte; Stuart Kasdin; Roger Aceves; James Kyriaco; Kyle Richards; EFriedman@santabarbaraca.gov; KSneddon@santabarbaraca.gov  
**Subject:** Increased Air Traffic Noise/Airport Expansion concerns

Dear Goleta City Council:

I am a Santa Barbara resident writing in support of *Clean and Quiet Goleta* with their request that an updated CEQA report be required and that SBA adhere to the prescribed noise corridors on either side of the airport.

I am apologizing in advance for what will not be my best work here in expressing my concerns regarding increased air traffic over Santa Barbara and Goleta neighborhoods and the projected airport expansion, because I am exhausted. What sounded like a rocket blasting over my upper Mesa home last night at 11:30pm, jolted me out of the sleep I had just fallen into and was the cause for yet another night of crummy sleep. I listened to the 12:30 am flight come barreling in, but because I finally fell asleep around 4am, I miraculously slept through all of SBA's early morning departures (4:00am thru 6:30am) These flights are often back to back and religiously choose an inland path over Mesa neighborhoods instead of the ocean which is literally a half a mile to their right.

I've lived on the Mesa for thirty years and have never witnessed so much commercial and private aircraft execute approaches at the harbor, at La Marina, at Meigs Road, at Flora Vista, at Mesa Lane, at Los Positas, and then initiate bank turns over and beyond Mesa, Upper Mesa, Campanil Hill, Bel Air Knolls and even West side neighborhoods. I have seen Southwest fly the entire length of Litchfield Lane, and American Airlines fly straight up Flora Vista and Las Positas crossing over the 101. These planes are so low their underbelly details are clear, their windows can be counted. Private jets can be even louder. They come in hard and fast, crisscrossing every which way and constantly choose inland paths over the Mesa.

Why are the prescribed noise corridors not being adhered to? The noise and visual disturbances caused by these huge aircraft flying so low over residential neighborhoods diminishes the quality of life for so many. Impacts on sleep affect our health. Increased air traffic between our mountains and ocean has to compromise our safety. Surly negative environmental impacts abound.

Please encourage SBA to be a better neighbor. We are exhausted....

Thank You,  
Gina DeAngelo-Pederson

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**From:** Shari Pulcrano Childs <innerspacedesign@me.com>  
**Sent:** Wednesday, December 7, 2022 2:18 PM  
**To:** EFriedman@santabarbaraca.gov; KSneddon@santabarbaraca.gov; James Kyriaco; Stuart Kasdin; Kyle Richards; City Clerk Group; Paula Perotte  
**Subject:** Airport expansion and noise abatement: Please reference today's meeting: Special City Council Meeting December 7, 5:30pm

Dear Members of the Goleta City Council, The majority of neighbors in Santa Barbara & especially the Mesa area have expressed grave concern about the level of noise generated by the current extreme level airport traffic. Additionally, we have misgivings about the effects of airport growth in terms of unbearable noise, pollution and quality of life in our previously pollution free & quiet community; not to mention our property values and impact on our families' health.

I work from home and am exhausted from being awakened by early morning flights and late night departures/arrivals. The airport expansion is of great concern due to vastly increased flights and pilots flying too close, low and too loud for the neighborhoods of the Mesa and not adhering to the noise abatement procedures.

I am requesting that the City of Goleta support our organization "Clean and Quiet SBA" by working toward a seat on the SB Airport Commission. Goleta must have a voice in the neighboring Santa Barbara community. Please enforce the recommended noise abatement corridors.

Kind Regards,

Sarah Childs

Sent from my iPhone