

**Record of Approval
Santa Barbara Airport
Noise Compatibility Program**

INTRODUCTION

The Santa Barbara Airport Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. The NCP does not show that local land use jurisdictions have adopted a land use compatibility standard different from the Federal guidelines in Part 150. The noise compatibility program includes five recommended noise abatement elements, eleven land use management elements, and four program management elements. These measures are summarized in Table 7G on pages 7-31 through 7-33 of the NCP.

The approvals listed herein include approval of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. The approvals do not constitute decisions to implement the proposed actions or a commitment by the FAA to provide federal financial assistance for these actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize, as closely as possible, the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval or other determination do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT ELEMENTS

1. Discourage early departure turns from Runway 7.

Description: This measure would reduce departure overflights over a residential area southeast of the Airport. This procedure would apply to all single engine and larger aircraft. Aircraft that would normally depart Runway 7 and turn right would make a right turn when abeam the Rancho Goleta Mobile Home residential area. This would be an informal procedure. It would not have to be observed in emergency conditions or when safety would be jeopardized. This alternative results in a 168 less people exposed to 60-65 CNEL when compared to the existing 2008 baseline population impacts. No change in the existing populations impacts occur above the 65 CNEL with this measure. This is a new measure that was not included in the 1986 NCP. (NCP Page 7-10 and Table 7G)

FAA Action: Disapproved. The proposed procedure does not provide a noise benefit to residents exposed to noise levels within the CNEL 65 dB noise contour (Table 5B, Pg. 5-30). The current departure procedures require aircraft to initiate a turn after reaching the minimum safe altitude for turns (500 feet) to avoid rising terrain. Air traffic regulations require controllers to turn departing aircraft away from obstructions until the aircraft are at an altitude at least 1,000 feet above the obstruction. (FAA Order 7110.65 Par.5-6-3 a. and b.)

2. Install PAPI Approach Lighting to Runways 15L/R and Set Glide Slope to 3.25 Degrees.

Description: This measure would reduce the overflight noise impacts over a residential area north of the airport. Installing precision approach indicator lights (PAPI) on Runways 15L/R and set to a 3.25-degree glide slope would be in coordination with FAA Airways Facilities, Flight Standards, and Flight Procedures Divisions. For noise modeling purposes, the 2008 baseline input was modified to reflect the increased glide slope angle on Runways 15L and 15R. The procedure results in no change in existing or future population impacts when compared to the existing 2008 baseline population impacts. Installing the PAPI can reduce the potential for low overflights of residential areas north of the airport. PAPIs were included in the 1986 NCP. PAPIs were not installed due to terrain restrictions. (NCP Pages 5-36 thru 40, 7-10, 7-11 and Tables 5L and 7G)

FAA Action: Disapproved. Installing a PAPI and raising the glide slope from 3.00 to 3.25 degrees would not provide a measurable noise benefit to the population affected by 65 CNEL or greater or change noncompatible land uses. A grid point analysis shows a minimal (0.1 dB) reduction at a single grid point, located in an area zoned light industrial, north of the airport.

3. Encourage the use of DGPS, RNAV and FMS equipment to enhance noise abatement navigation.

Description: This measure recommends Differential Global Positioning System (DGPS), Area Navigation (RNAV) and Flight Management System (FMS) technologies be used to better define approach and departure routes in the future. As equipment, flight standards, and use of this equipment becomes commonplace, efforts to refine noise abatement departure and arrival routes east of the Airport along the curved noise compatible corridor will have a greater degree of success. This is a new measure. (NCP Pages 7-11,7-12, and Table 7G).

FAA Action: Disapproved for purposes of Part 150 pending submission of additional information to make an informed analysis. The NCP provides no information on the potential effects of such measures on noise at the Santa Barbara Airport. FAA encourages the City of Santa Barbara to monitor the progress and integration of new technologies into the national aviation system and reconsider them in future NCP updates.

4. Promote use of AOPA Noise Awareness Steps by light single and twin-engine aircraft.

Description: This measure recommends use of the Aircraft Owners and Pilots Association (AOPA) quiet and neighborly flying by distributing generalized noise abatement procedures for use by propeller aircraft. These Noise Awareness Steps have recommendations on how to fly the aircraft as well as where to fly. Most of the steps provide guidance on pilot technique when maneuvering near noise-sensitive areas. The steps also encourage cooperation with Airport staff on noise abatement issues. This is a new measure. (NCP Page 7-12 , Table 7G and Appendix E).

FAA Action: Approved. The noise awareness steps, in Appendix E, are a series of general recommendations the AOPA has developed to help pilots be more aware of communities surrounding the airport at which they operate.

5. Support Legislative Efforts to Phase Out Stage 2 Aircraft Weighing Less Than 75,000 pounds from the National Aircraft Fleet.

Description: This measure recommends the City of Santa Barbara support legislative efforts and organizations such as the Sound Initiative to phase out Stage 2 aircraft weighing less than 75,000

pounds from the national aircraft fleet. The City should provide support via contacting local, state and federal representatives to lobby for legislation. This is a new measure. (NCP Page 7-12).

FAA Action: No action required. Action on this measure would conflict with anti-lobbying restrictions on Federal agencies. This does not prohibit the City of Santa Barbara from contacting local, state, and Federal representatives to lobby Congress in support of legislation to amend the Airport Noise and Capacity Act of 1990.

LAND USE MANAGEMENT ELEMENTS

1. The City of Santa Barbara should proceed with implementation of Noise Element Policies 1.0, 2.0, 3.0, 5.0, 6.0 and 7.0 from the City's general plan. Noise Element Implementation strategies 4.2, 4.3 and 4.4 should be removed from the City's general plan.

Description: This measure recommends that the City of Santa Barbara consider proceeding with the implementation strategies contained within Noise Element Policies 1.0, 2.0, 3.0, 5.0, 6.0 and 7.0. These policies relate to establishing land use noise compatibility standards for general planning and zoning purposes; identifying noise problem areas; reducing existing and future incompatible land uses in noise-impacted areas; public education regarding noise and periodic review and revision of the Noise Element. The continuation of these policies will help to ensure compatible development within the immediate Santa Barbara Airport environs. Implementation strategies 4.2, 4.3 and 4.4 should be revised or removed from the Noise Element of the City's general plan. These strategies involve implementation of Airport restrictions. Implementation of Airport restrictions requires the completion and subsequent FAA approval, of a Part 161 Study. This is a new measure. (NEM Pages 1-30-1-33, NCP Pages 7-13, 7-14, Table 7G and Sponsor NCP certification pg viii).

FAA Action: Approved in part; disapproved in part pending submission of additional information to make an informed analysis. The NEM summarizes the Noise Element Policies at pages 1-30 through 1-33. It does not discuss Noise Element Policy 5.0; thus the recommendation to proceed with Element 5.0 is disapproved pending submission of additional information to make an informed analysis. This FAA approval includes the recommendation to revise, or remove from the Noise Element Policies, elements 4.2, 4.3, and 4.4. Elements 4.3 and 4.4 propose airport noise and access restrictions subject to 14 CFR Part 161. Amendment of the various comprehensive plans is within the authority of the City of Santa Barbara. The Federal government has no authority to control local land use.

2. Encourage Santa Barbara County to enact the noise overlay zoning recommendations contained within County's general plan.

Description: This measure recommends that Santa Barbara County adopt a noise impact overlay district in its zoning ordinance to administer noise mitigation requirements for noise-sensitive land uses. The City of Santa Barbara should encourage the County to pursue an overlay district to help ensure future compatible development within the Airport environs. This measure is a modification and continuation of a measure in the 1986 NCP. (NCP Page 7-14, Table 7G and Sponsor NCP certification pg viii).

FAA Action: Approved. The Santa Barbara Airport (SBA) is owned and operated by the City of Santa Barbara. The City of Goleta, the County of Santa Barbara, and the University of California at Santa Barbara border SBA. (See Exhibit 1F) The Federal government has no authority to

control local land use: implementation of this measure is considered to be within the authority of the City of Santa Barbara.

3. Encourage the City of Goleta to incorporate land use regulations or restrictions for those areas contained within the Airport's AIA during development of the Goleta General Plan.

Description: This measure recommends that the City of Santa Barbara encourage the City of Goleta to incorporate information regarding the potential noise impacts created by the airport during the ongoing preparation of the City of Goleta General Plan. The City of Goleta is contained within the airport influence area (AIA) for Santa Barbara Airport. It would be appropriate to include noise exposure contours as well as noise specific overlay zones. This is a new measure. (NCP Pages 7-14, 7-15 , Table 7G and Sponsor NCP certification pg viii).

FAA Action: Approved. SBA is owned and operated by the City of Santa Barbara. The City of Goleta, the County of Santa Barbara, and the University of California at Santa Barbara border SBA (See Exhibit 1F). The Federal government has no authority to control local land use; implementation of this measure is considered to be within the authority of the City of Santa Barbara.

4. Encourage the Santa Barbara County Association of Governments to revise the Airport Land Use Plan (ALUP) for Santa Barbara Airport to reflect the suggested changes to the various jurisdictions' general plans and zoning ordinances.

Description: This measure recommends that the Santa Barbara County Association of Governments, acting as the Airport Land Use Commission for Santa Barbara Airport, consider revising the boundaries and associated land use requirements within the ALUP to mirror what is contained within the noise overlay zoning discussion. This would ensure consistency between the various jurisdictions. This is a new measure. (NCP Page 7-15, , Table 7G and Sponsor NCP certification pg viii).

FAA Action: Approved. SBA is owned and operated by the City of Santa Barbara. The City of Goleta, the County of Santa Barbara, and the University of California at Santa Barbara border SBA (See Exhibit 1F). The Federal government has no authority to control local land use; implementation of this measure is considered to be within the authority of the City of Santa Barbara.

5. The City of Santa Barbara should adopt project review guidelines to specify noise compatibility criteria for development within the AIA, and encourage the City of Goleta and Santa Barbara County to adopt similar project review guidelines within the AIA.

Description: This measure recommends that the city of Santa Barbara consider incorporating project review guidelines for the development of projects within the AIA. The City of Santa Barbara should encourage the City of Goleta and Santa Barbara County to adopt similar project review guidelines within the AIA. This is a new measure. (NCP Pages 7-16, 7-17, Table 7G and Sponsor NCP certification pg viii).

FAA Action: Approved. It is noted the NCP at page 6-9 states "additional project review guidelines do not need to be considered further." However, chapter 6 more broadly discusses the State project review guidelines than chapter 7. Chapter 7 is the chapter in which the NCP final recommendations are presented. This land use recommendation as described in chapter 7 is more detailed, providing recommendations for each jurisdiction to incorporate into their local land use plan. The FAA wishes to point out there could be confusion because of the Conclusion language at page 6-9.

SBA is owned and operated by the City of Santa Barbara. The City of Goleta, the County of Santa Barbara, and the University of California at Santa Barbara border SBA (See Exhibit 1F). The Federal government has no authority to control local land use; implementation of this measure is considered to be within the authority of the City of Santa Barbara.

6. Maintain the current compatible land use zoning within the 2008 65 CNEL noise contour.

Description: This measure recommends that the City of Santa Barbara encourage the City of Goleta and Santa Barbara County maintain areas already zoned for compatible uses within the 2008 65 CNEL contour. (NCP Page 7-17, Table 7G and Sponsor NCP certification pg viii)

FAA Action: Approved. SBA is owned and operated by the City of Santa Barbara. The City of Goleta, the County of Santa Barbara, and the University of California at Santa Barbara border SBA (See Exhibit 1F). The Federal government has no authority to control local land use; implementation of this measure is considered to be within the authority of the City of Santa Barbara.

7. The City of Santa Barbara should enact overlay zoning to provide noise compatibility use standards within the Airport influence area. The City of Santa Barbara should encourage the City of Goleta and Santa Barbara County to enact similar overlay zoning.

Description: This measure recommends the development of overlay zoning by the Cities of Santa Barbara and Goleta. To regulate land uses within the Santa Barbara Airport AIA, four areas of Airport compatibility overlay zoning could be developed, with varying levels of protection based on the area designation. These overlay areas relate solely to noise produced by the Airport. Safety issues relating to Airport use have not been fully incorporated into the overlay zone discussion. This measure is a modification and continuation of a measure in the 1986 NCP. (NCP Pages 7-17 to 7-21, Table 7 G and Sponsor NCP certification pg viii)

FAA Action: Approved. SBA is owned and operated by the City of Santa Barbara. The City of Goleta, the County of Santa Barbara, and the University of California at Santa Barbara border SBA (See Exhibit 1F). The Federal government has no authority to control local land use; implementation of this measure is considered to be within the authority of the City of Santa Barbara.

8. Encourage the City of Goleta and Santa Barbara County to require a noise and aviation easement as a condition of subdivision approval for those areas contained within Zones One, Two and Three of the proposed overlay zoning ordinance.

Description: This measure recommends the City of Santa Barbara request the appropriate jurisdiction to require the issuance of aviation easements as outlined within the Noise Overlay Zoning discussion. This is a new measure. (NCP Page 7-21, Table 7G, and Sponsor NCP certification pg viii)

FAA Action: Approved. SBA is owned and operated by the City of Santa Barbara. The City of Goleta, the County of Santa Barbara, and the University of California at Santa Barbara border SBA (See Exhibit 1F). The Federal government has no authority to control local land use; implementation of this measure is considered to be within the authority of the City of Santa Barbara.

9. The City of Santa Barbara should amend its current building codes to incorporate prescriptive noise standards and encourage the City of Goleta and Santa Barbara County to incorporate similar building code amendments.

Description: This measure recommends that the City of Santa Barbara amend its building code to incorporate prescriptive noise standards. The City of Santa Barbara should encourage the City of Goleta and Santa Barbara County to incorporate similar building code amendments. This measure is a modification and continuation of a measure in the 1986 NCP. (NCP Pages 6-16 to 6-19, 7-21, 7-22, Table 7G and Sponsor NCP certification pg viii)

FAA Action: Approved. SBA is owned and operated by the City of Santa Barbara. The City of Goleta, the County of Santa Barbara, and the University of California at Santa Barbara border SBA (See Exhibit 1F). The Federal government has no authority to control local land use; implementation of this measure is considered to be within the authority of the City of Santa Barbara.

10. Consideration should be given to establishing a voluntary acquisition program for the single and multi-family dwelling units located within the 65 to 75 CNEL noise contour directly east of the Airport between Airport property and Ward Memorial Boulevard.

Description: This measure recommends establishing a voluntary acquisition program for dwelling units located within the 65 to 70 CNEL noise contour. The dwelling units impacted by noise in excess of CNEL 65 dB are located in three separate areas east of the airport. Seventy dwelling units are located within the 2003 CNEL 65 dB noise contour. Of these, 11 are within the 70-75, and 59 within the 65-70 CNEL. This is a new measure. (NCP Pages 6-23 to 6-25, Exhibit 6H, pages 7-22 to 7-24 and Table 7G and Sponsor NCP certification pg viii).

FAA Action: Approved. The City of Santa Barbara, as the airport sponsor, has adopted the Noise Compatibility Program. When this measure is taken, the city must comply with the requirements of the Uniform Relocation and Real Property Acquisition Act (49 CFR Part 24) when acquiring these properties, The City of Santa Barbara is responsible for ensuring that the re-use of the acquired properties is compatible with airport operations.

11. Consideration should be given to voluntary acquisition of the residential development rights for portions of two large parcels located east of the airport.

Description: This measure recommends the voluntary purchase of development rights to property located within the 65 CNEL noise contour east of the Airport. These parcels are currently used for agricultural purposes and are planned for rural-density residential. Acquisition [condemnation] of these parcels is not feasible, as they are not located contiguous with Airport property. Therefore, the voluntary purchase of development rights could be considered to ensure compatible land uses in the future. This is a new measure. (NCP Pages 7-25, 7-25, Table 7G and Sponsor NCP certification pg viii)

FAA Action: Approved. The City of Santa Barbara, as the airport sponsor, has adopted the Noise Compatibility Program. When this measure is taken, the City must comply with the requirements of the Uniform Relocation and Real Property Acquisition Act (49 CFR Part 24) when acquiring these properties. The City of Santa Barbara is responsible for ensuring that the re-use of the acquired properties is compatible with airport operations.

PROGRAM MANAGEMENT ELEMENTS

1. Continue noise abatement information program.

Description: This measure recommends the City of Santa Barbara use the noise monitoring and flight track system to investigate aircraft noise complaints and provide general information to the public and Airport users upon request. The City of Santa Barbara has also established a noise complaint hotline to log aircraft noise complaints and better respond to area residents. This measure was included in the 1986 NCP. (NCP Pages 7-25 and 7-26)

FAA Action: Approved as a voluntary measure. The use of the noise monitoring and flight track system is not to be used for enforcement actions against aircraft operators regarding noise issues.

2. Update and Expand Noise and Flight Track Monitoring System

Description: This measure recommends the City of Santa Barbara acquire and install five additional permanent noise and flight track monitoring system for Santa Barbara Airport. This system would include two more to the west, two to the east and at least one monitor to the north of the airport. This will provide additional coverage that will allow Airport staff to better respond to aircraft noise complaints, monitor potential route changes and provide information for requests in outlying areas. It will not be used to enforce specific flight procedures. This is a new measure not included in the 1986 NCP. (NCP Page 7-26)

FAA Action: Approved. This measure would enable the Santa Barbara Airport to improve its ability to monitor the effectiveness of the approved Noise Compatibility Program and to more precisely identify land uses that are not compatible with noise levels greater than 65 DNL. Approval of this measure does not obligate the FAA to participate in funding the acquisition or installation of the permanent noise monitors and associated equipment. Note, for the purpose of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds. The FAA notes that proposed NCP does not include any such thresholds.

3. Monitor implementation of the updated Part 150 Noise Compatibility Program.

Description: This measure recommends that the City of Santa Barbara monitor compliance with the Noise Abatement Element. This will involve checking periodically with the air traffic control manager regarding compliance with the procedures (Noise Abatement Measure 1). Where appropriate the City of Santa Barbara also should check occasionally with Airport users. This is especially appropriate in checking on compliance with the AOPA noise awareness steps (Noise Abatement Measure 5). The City of Santa Barbara should update informational and promotional materials explaining the noise abatement program to pilots. The City of Santa Barbara also should maintain communications with Goleta and Santa Barbara County planning officials to follow progress in implementing the relevant measures of the Land Use Management Element. This was included in the 1986 NCP. (NCP Pages 7-26 and 7-27)

FAA Action: Approved.

4. Update Noise Exposure Maps and Noise Compatibility Program.

Description: This measure recommends that airport management should review the NCP and consider revisions and refinements as necessary. Every seven (7) to ten (10) years, the program

would be updated to respond to the changing conditions in the local area and in the aviation industry. This was included in the 1986 NCP. (NCP Pages 7-27 and 7-28)

FAA Action: Approved. The FAA points out that 14 CFR Part 150 was revised in 2004. Besides the Part 150 regulation's requirement to update NEMs when noise significantly increases, Part 150 also now requires NEM amendments if noise significantly decreases (NCP, page 7-27; 14 CFR 150.21(d)).