



Santa Monica Airport Monthly Operations Report

August 2022

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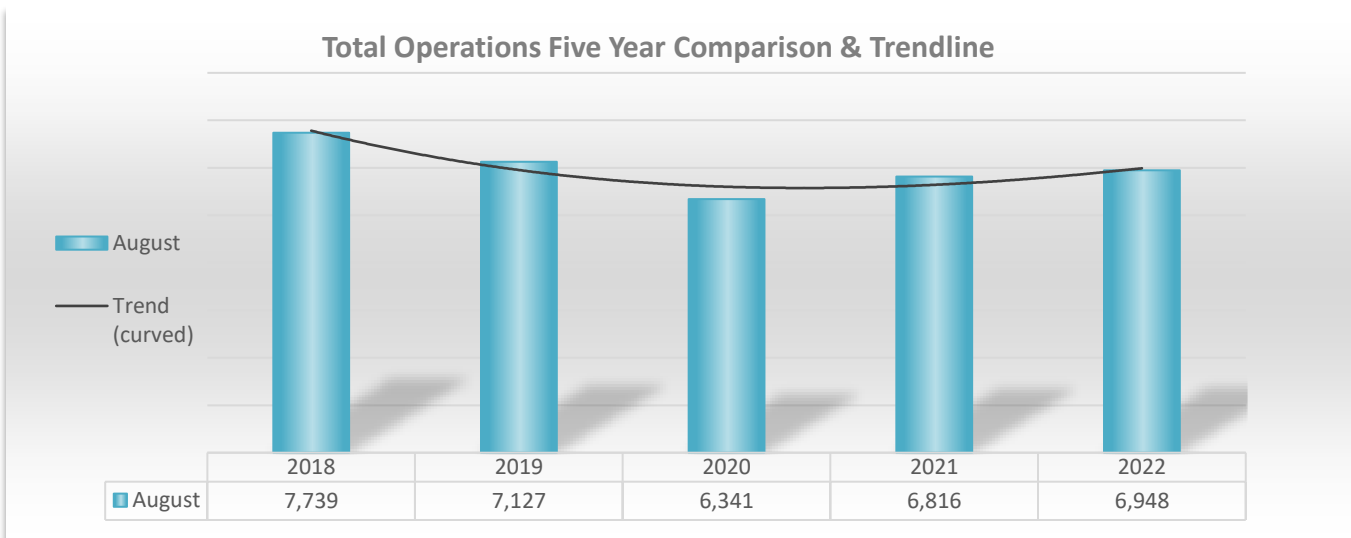
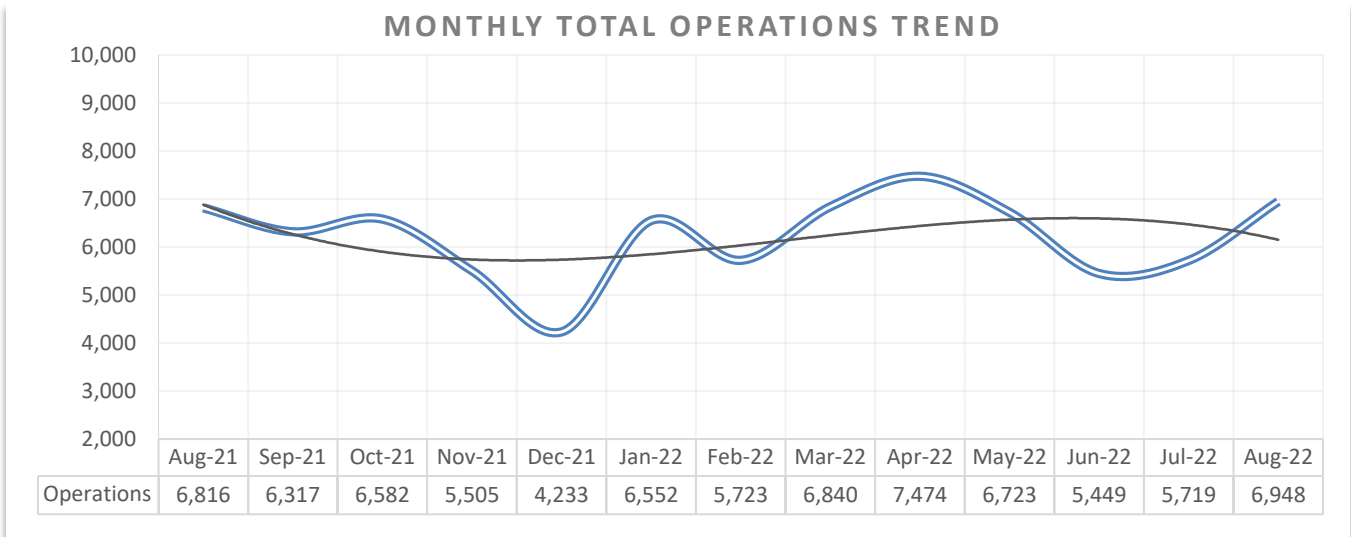
I. Introduction

This report has been prepared to inform the Airport Commission and the general public regarding the Santa Monica Airport’s Noise Management Program. The report provides details on aircraft operations (aircraft operation is defined as one takeoff or one landing), noise violations, deviations to the fly neighborly program, and curfew violations for the month of August 2022.

II. Aircraft Operations Data

The total number of aircraft operations recorded during the month of August 2022 was 6,948, which represents a 2% increase from the 6,816 operations recorded during August 2021. Approximately 12% of the operations were instrument flights (IFR transient), 42% were local flights (VFR local operations), and 46% were itinerant flights (VFR transient). The official total traffic count is recorded by the Federal Aviation Administration (FAA) control tower. The FAA’s traffic record is included under Attachment A.

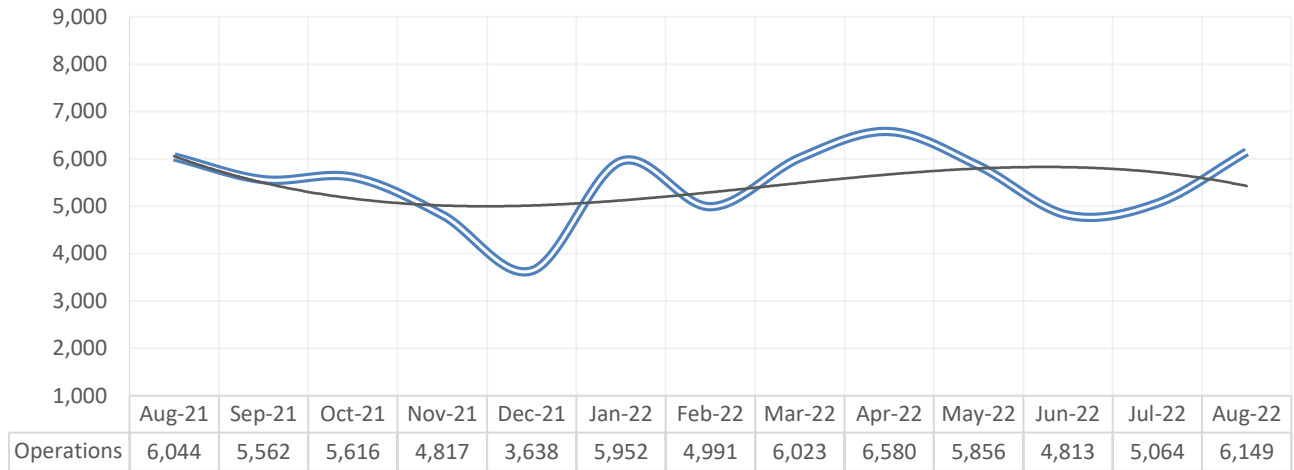
Breakdowns of the total operations grouped by aircraft type and a graph for each type indicating each monthly aircraft operations trend during the preceding 12-month period are as follows.



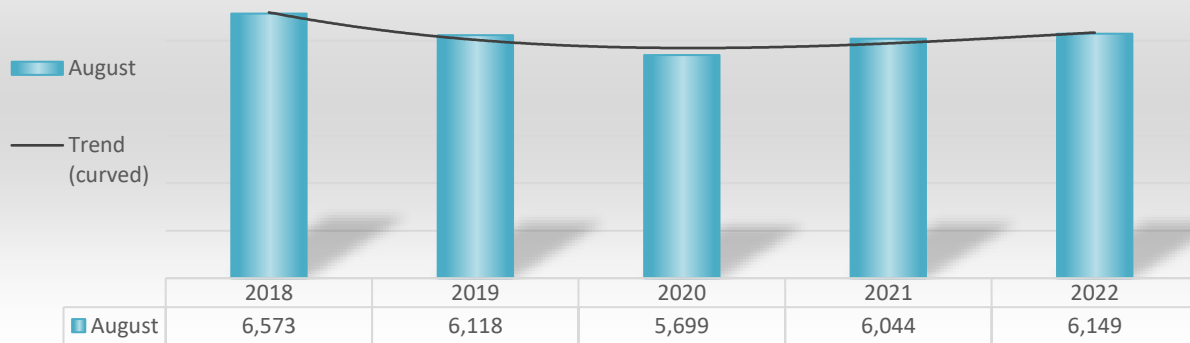
Piston-propeller Aircraft Operations

There were approximately 6,149 piston-propeller aircraft operations recorded, comprising approximately 89% of the total operations. Piston-propeller aircraft operations for August 2022 increased 2% from the 6,044 piston-propeller aircraft operations recorded during August 2021.

MONTHLY PISTON-PROPELLER OPERATIONS TREND

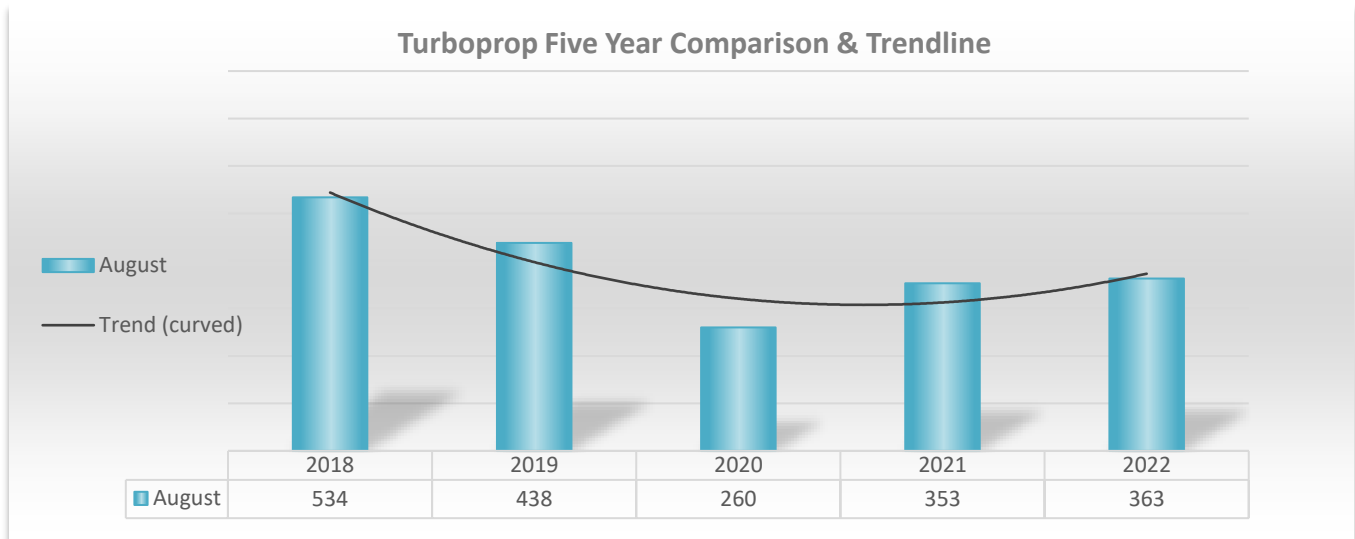
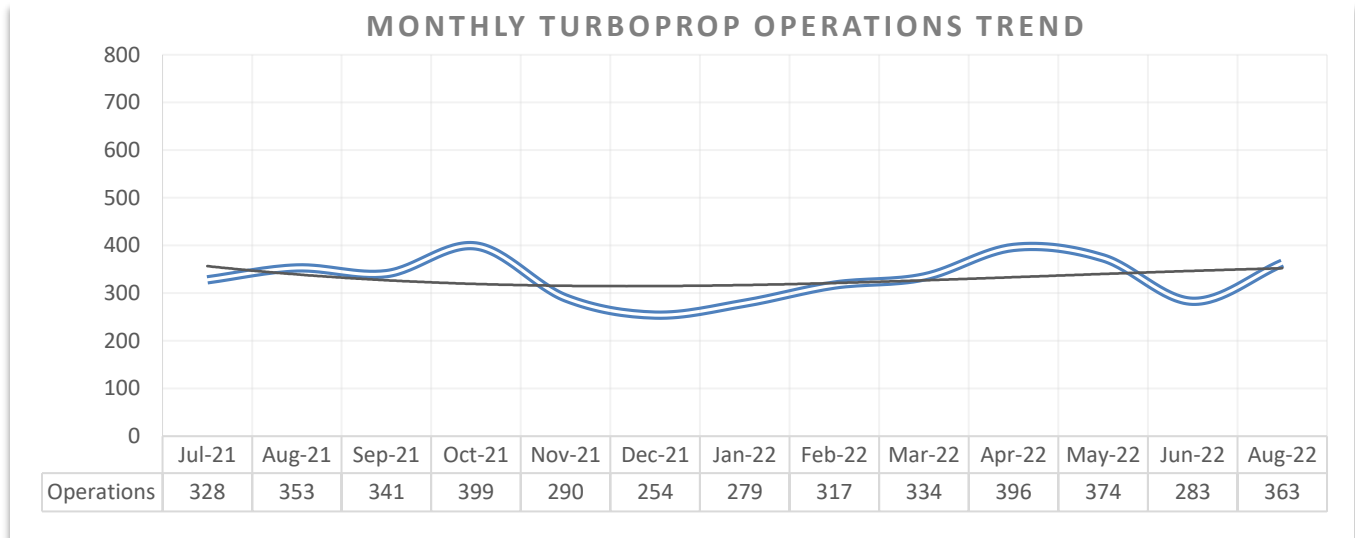


Piston-Propeller Five Year Comparison & Trendline



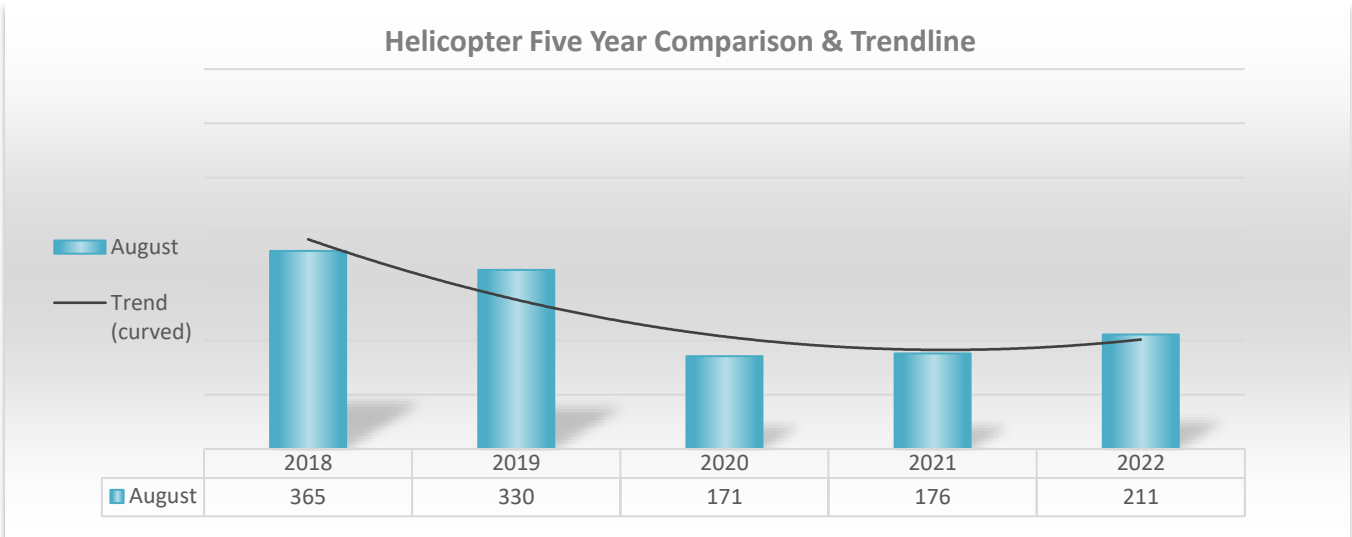
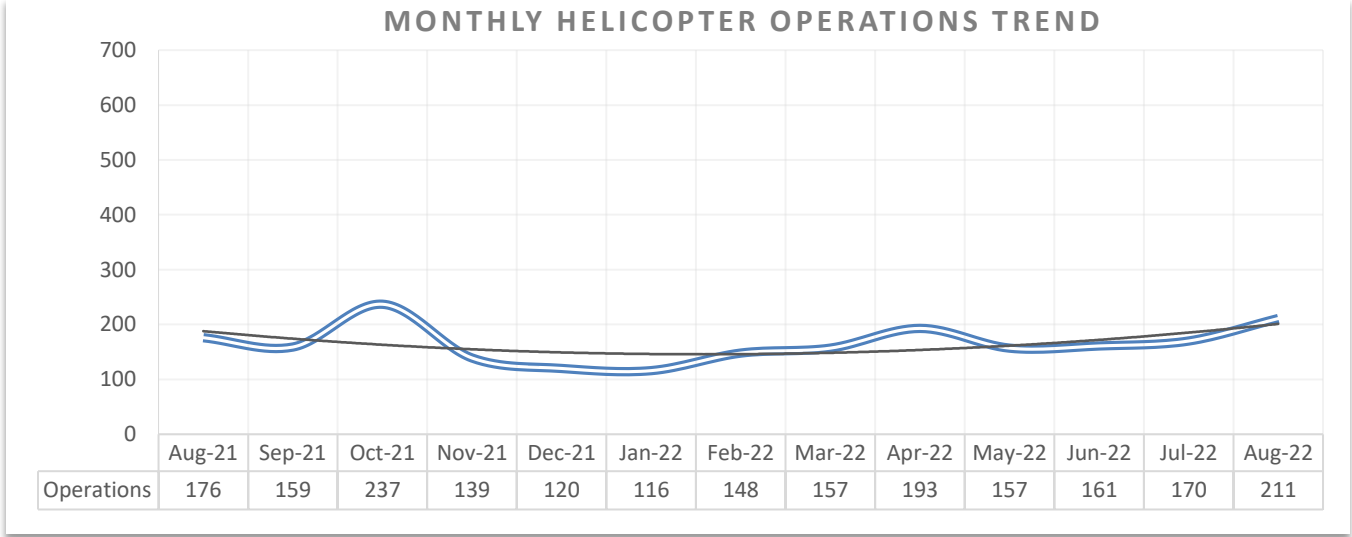
Turboprop Operations

The difference between a turboprop and piston-propeller aircraft is simply their engine type. Turboprops have one or more turbine engines, while piston-propeller aircraft have one or more reciprocating piston engines. Of the total monthly aircraft operations for August 2022, approximately 363 were by turboprop aircraft, comprising approximately 5% of the total operations. Turboprop aircraft operations increased approximately 11% from the 328 operations recorded during August 2021.



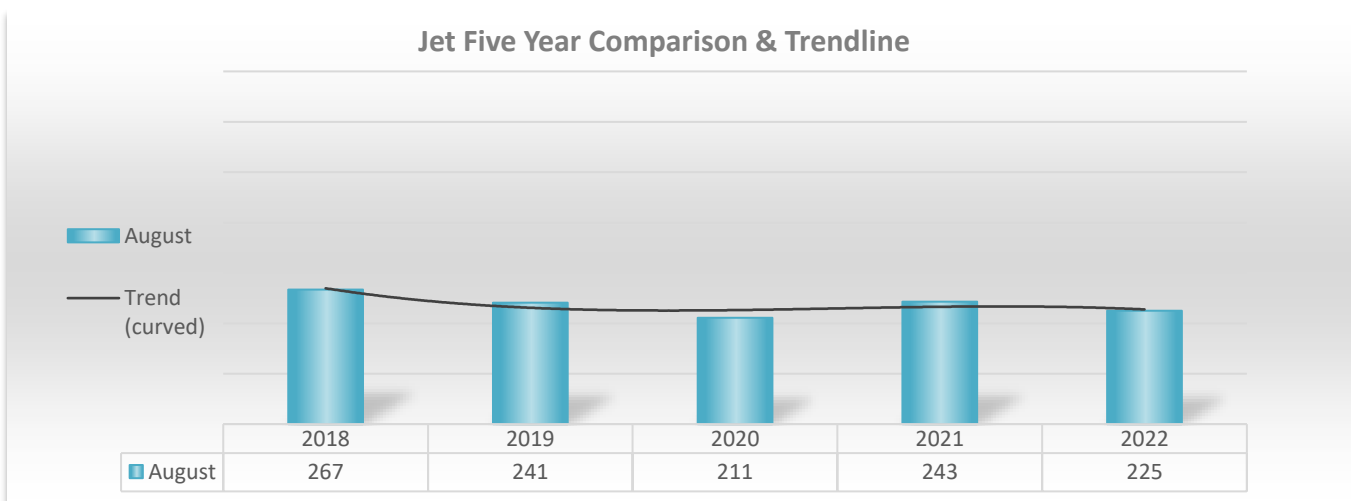
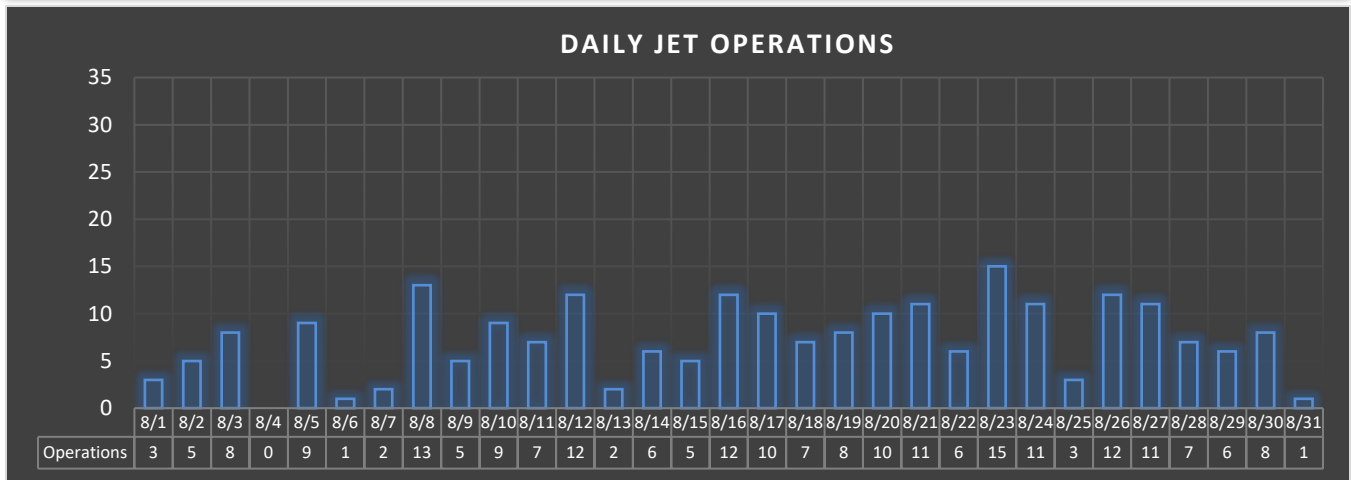
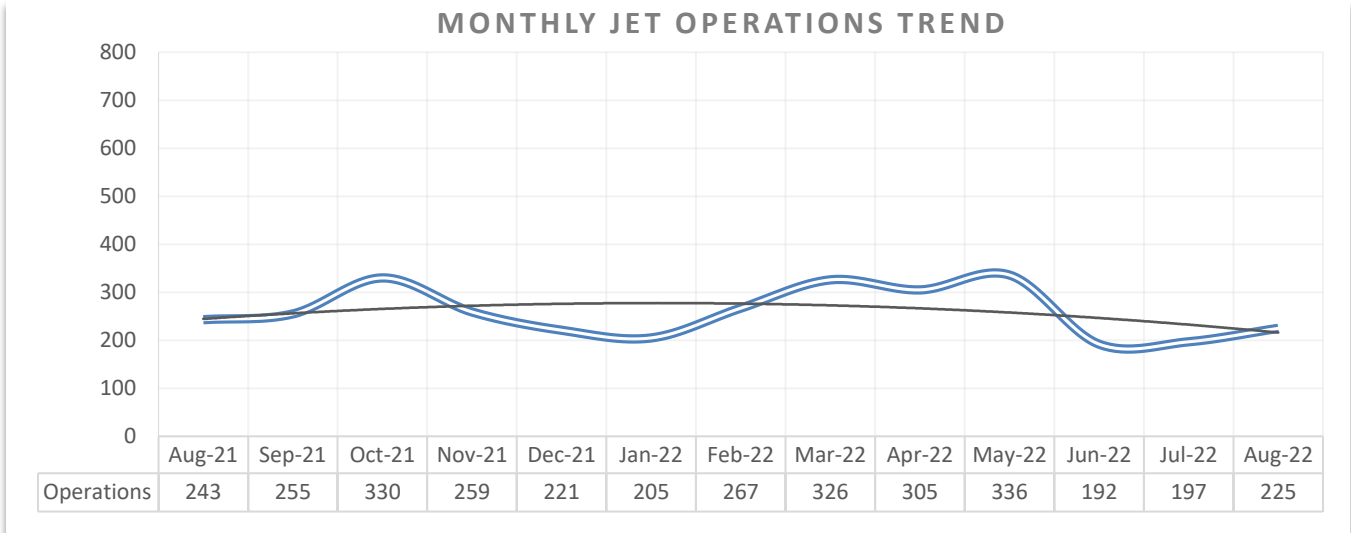
Helicopter Operations

Of the monthly aircraft operations for August 2022, approximately 211 operations are attributed to helicopters, comprising approximately 3% of the total operations. Helicopter operations during August 2022 increased approximately 20% from the 176 helicopter operations recorded in August 2021.



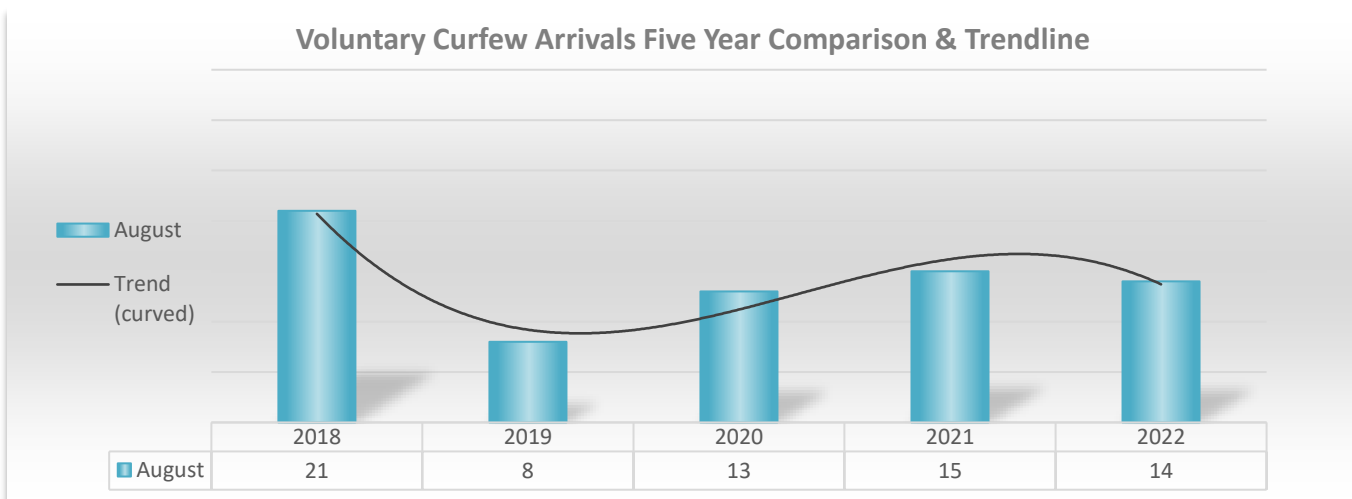
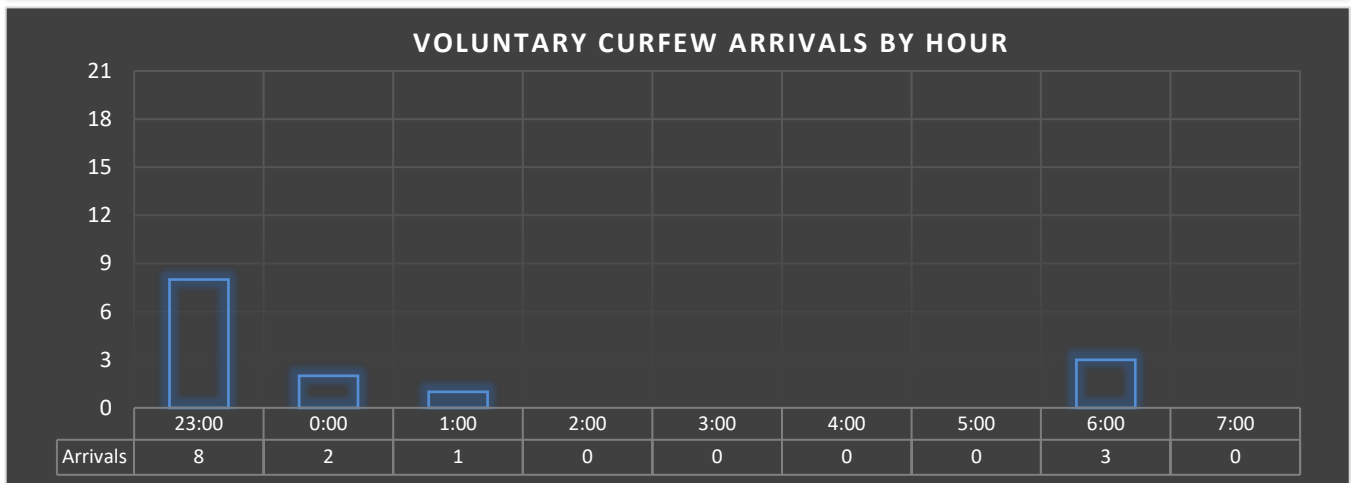
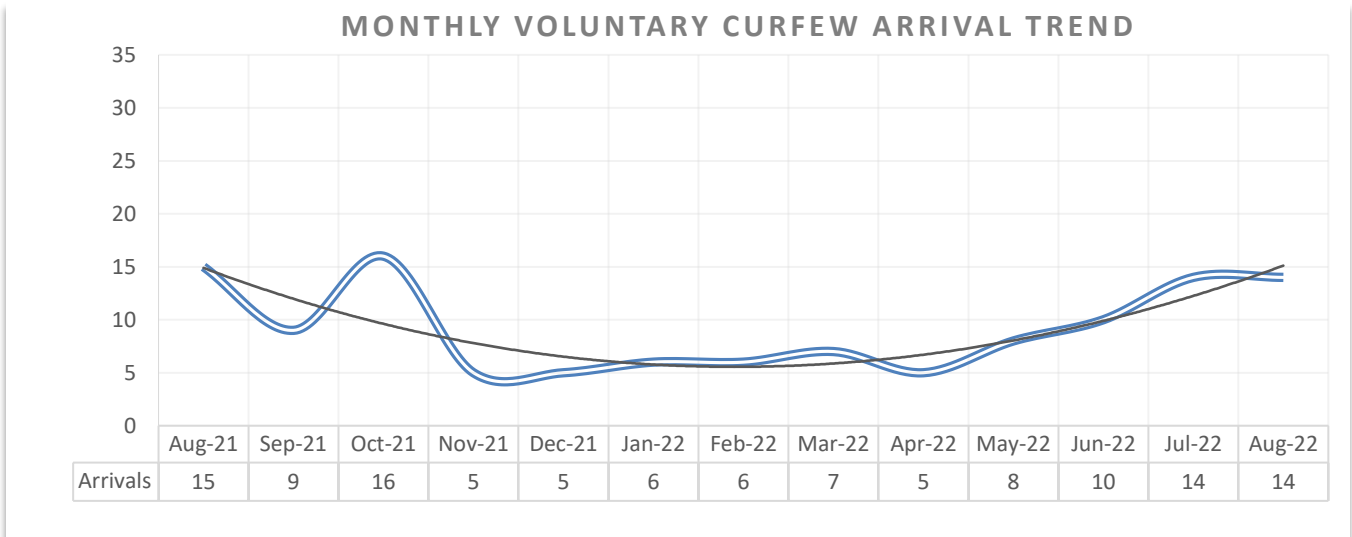
Jet Aircraft Operations

In August of 2022, there were approximately 225 jet operations recorded, encompassing approximately 3% of the total operations. Jet operations for August decreased 7% from the 243 jet aircraft operations recorded during August 2021. Daily jet operations vary significantly day over day. During the month of August 2022, jet aircraft averaged 8 operations per day. The bar graph below represents the monthly and daily operations for jet engine driven aircraft for the month of August 2022.



III. Voluntary Arrival Curfew

During the month of August 2022, Airport Staff logged a total of 14 aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals for each VAC hour during the month of August 2022. For a listing of aircraft arrivals during the night hours, see Attachment B.



IV. Authorized Departures & Curfew Violations

The night departure curfew prohibits takeoffs or engine start-ups between 11 p.m. and 7 a.m. Monday through Friday, or until 8 a.m. on weekends. Exceptions are allowed for bona fide medical emergencies or public safety operations. During the month of August 2022, there was one authorized departure during curfew hours, and no curfew violations. For more details refer to Attachment C.

V. Deviations from Recommended VFR Noise Management Procedures

Santa Monica Airport requests that arriving and departing VFR aircraft follow certain flight patterns for Noise Management. Aircraft that are observed to be operating outside of the requested flight patterns are contacted and advised of the proper Noise Management procedures. During the month of August 2022 airport staff spent several hours analyzing aircraft adherence to the requested noise management procedures. Staff contacted those aircraft operators observed to be deviating from established VFR procedures, requesting compliance with the Airport’s Recommended Noise Management Procedures. Operators who deviated due to weather, traffic or given a mandatory instruction from Air Traffic Control are not contacted by staff.

VI. Noise Management Briefings

Many aircraft are capable of meeting the 95.0 dBA maximum SENEL limit with changes in pilot technique or aircraft operating weight. The goal of the Santa Monica Airport’s Noise Management Program is to communicate methods or techniques, which will lower aircraft noise levels, which in turn will minimize the impact of aircraft operations to the surrounding community.

VII. Noise Violations

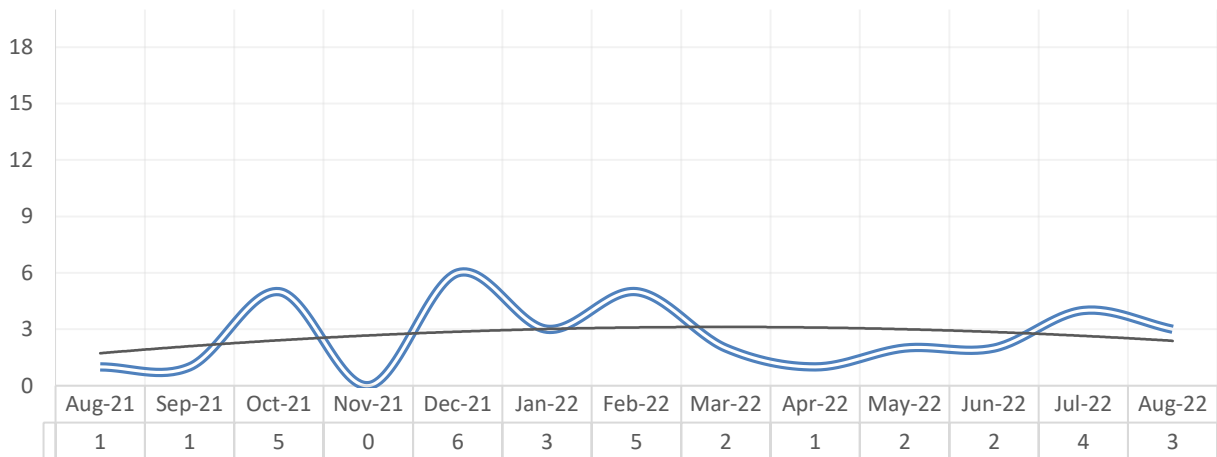
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that “No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing on August 1, 1985.” The only Remote Monitoring Stations (RMS) that can be used for the enforcement of the 95.0 dBA SENEL are RMS 1 and RMS 2. These monitors are located approximately 2,200 feet from each end of the runway. See Attachment E for the location of RMS 1 & RMS 2 and Attachment F for the definition of SENEL.

A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of August 2022, there were 3 noise violations recorded which represents a 200% increase from only 1 noise violation recorded during August 2021. A summary of noise violations for August 2022 is listed on attachment D. Of the 6,948 aircraft operations recorded during the month of August 2022, 99.9% of the operations were in compliance with Santa Monica Airport’s noise ordinance. The noise violations listed in the table below were registered at RMS sites 1 or 2 and do not include noise exceedances due to extraneous factors (loss of power, the need to avoid other aircraft, or unusual weather conditions); nor do they include exempt or medical emergency aircraft operations.

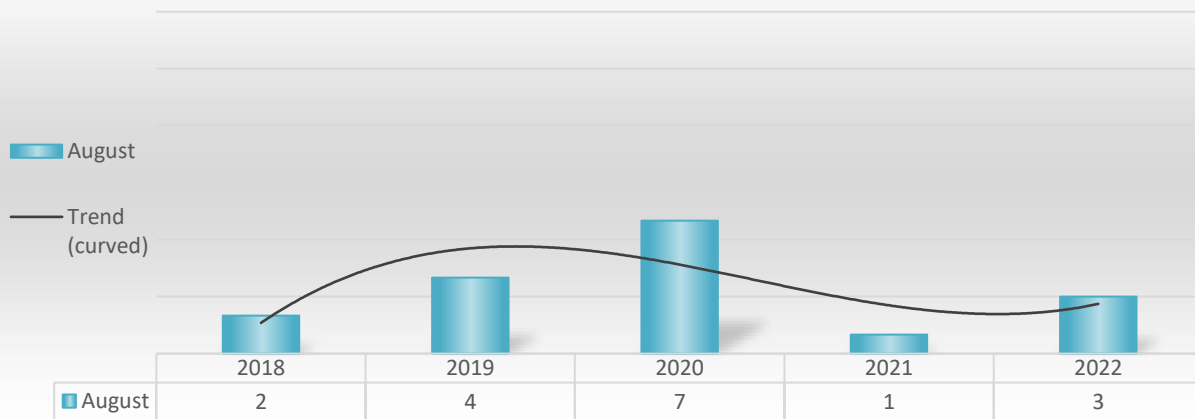
Violations Breakdown by Decibel Level

Aircraft & SENEL	95.1 to 95.9	96.0 to 96.9	97.0 to 97.9	98.0 to 98.9	99.0 to 99.9	100.0 to 104.9	105.0+	Total	%
Jet	0	0	0	0	0	0	0	0	0%
Propeller	2	0	0	0	0	0	0	2	67%
Helicopter	0	1	0	0	0	0	0	1	33%
Total:	2	1	0	0	0	0	0	3	
%	67%	33%	0%	0%	0%	0%	0%		100%

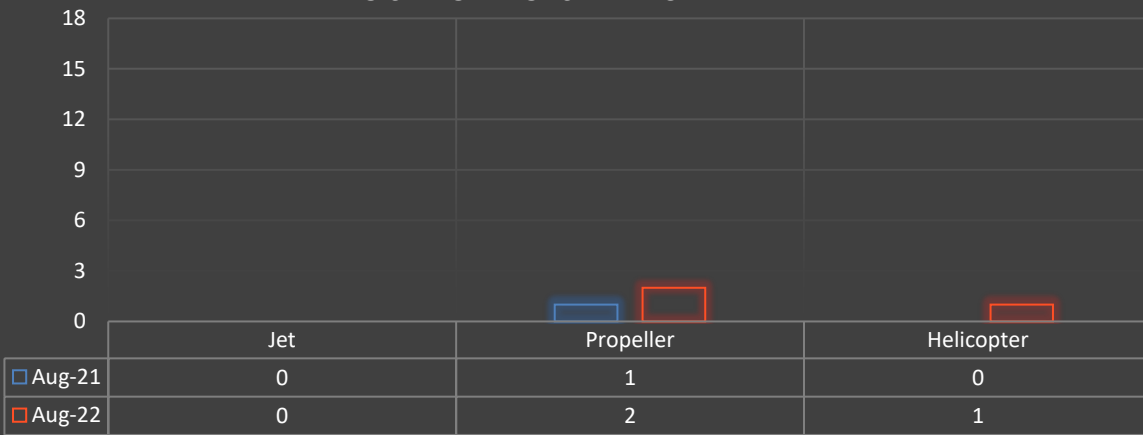
MONTHLY NOISE VIOLATIONS TREND



Noise Violations Three Year Comparison & Trendline

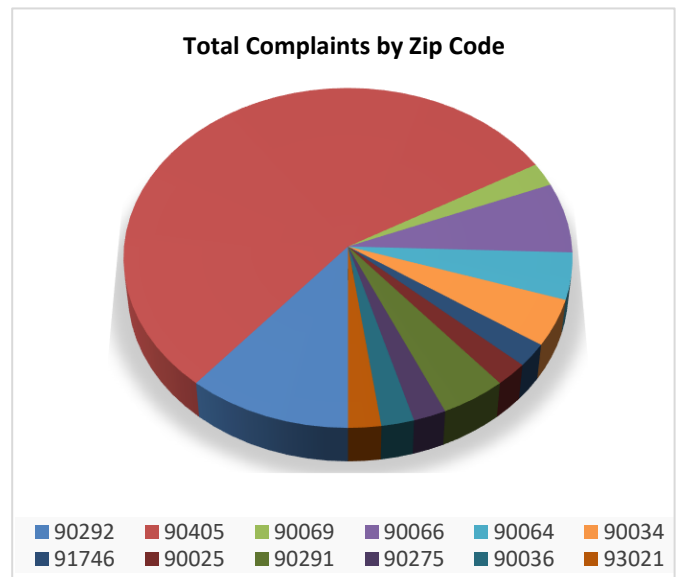
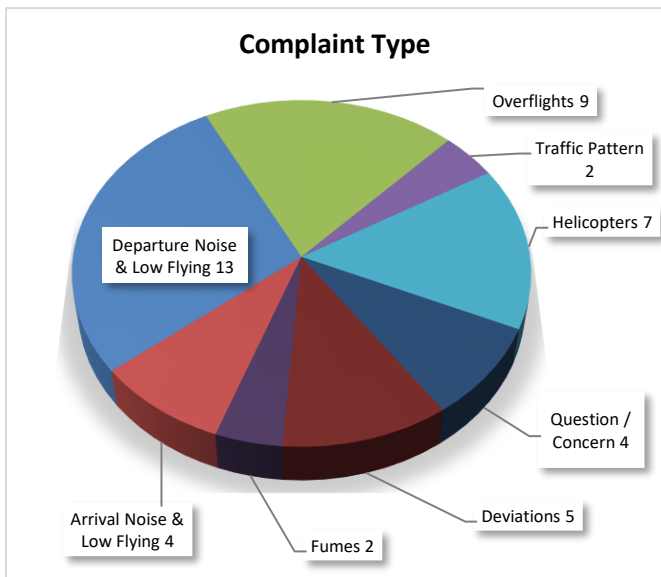
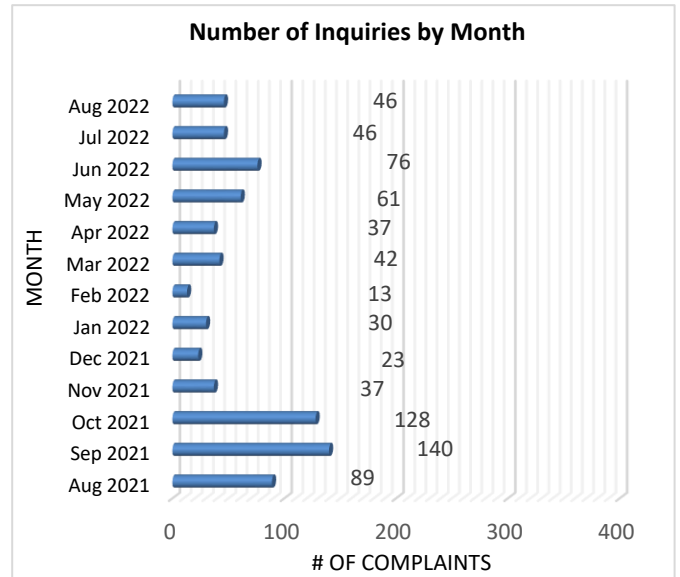
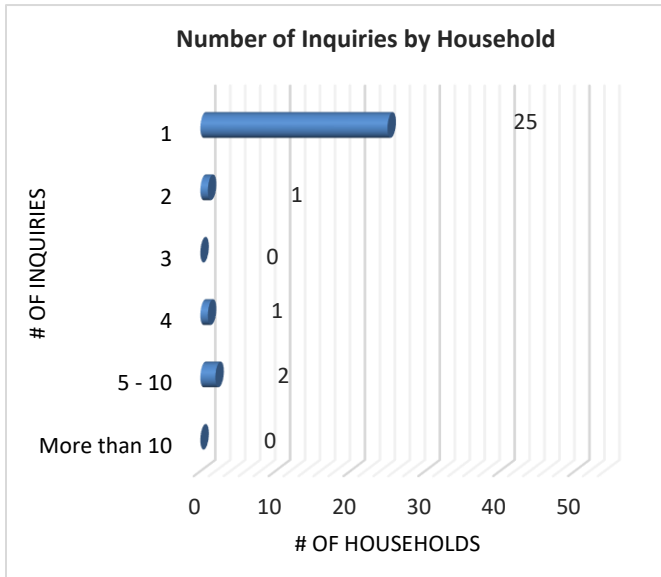


NOISE VIOLATIONS BY AIRCRAFT TYPE



VIII. Aircraft Related Inquiries

During the month of August 2022, 29 individual households logged a total of 46 reports about aircraft operations. These inquiries were investigated, and proper actions were taken in accordance with the Airport’s “Fly Neighborly Program” and the City of Santa Monica’s “Noise Code”. The following charts provide a breakdown of the inquiries noise management staff investigated during the month of August 2022.



ATTACHMENT A

AIRPORT TRAFFIC RECORD	FACILITY NAME	LOCATION	08 / 22	SMO						
Mail ORIGINAL of this form to Washington Office, APO-110, thru Regional Air Traffic Division.	Santa Monica ATCT	Santa Monica, California	(1-2) (3-4) MO. YR.	(5-9) LOCID						
(10-1) FACILITY TYPE ("X" ONE) (11) APPROACH CONTROL TOWERS <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <input type="checkbox"/> B. RADAR <input type="checkbox"/> C. LIMITED RADAR <input type="checkbox"/> D. NON-RADAR </div> <input checked="" type="checkbox"/> E. VFR TOWER <input type="checkbox"/> G. CONTRACT TOWER (Continue on reverse)	FACILITY TYPE CHANGED (12) <input type="checkbox"/> YES	IF DAILY HOURS OF OPERATION HAVE CHANGED, ENTER NEW HOURS HRS. 10 THS 	(77-78) (79)							
AIRPORT OPERATIONS COUNT										
	ITINERANT				LOCAL					
DAY (15-16)	AC (17-21)	AT (22-26)	GA (27-31)	MIL (32-36)	TOTAL ITINERANT	CIVIL (37-41)	MILITARY (42-46)	TOTAL LOCAL	TOTAL OPERATIONS	SPECIAL USE (47-51)
1	0	3	103	0	106	75	0	75	181	181
2	0	12	116	1	129	102	0	102	231	412
3	0	18	122	0	140	65	0	65	205	617
4	0	0	102	0	102	133	0	133	235	852
5	0	11	135	0	146	127	0	127	273	1125
6	0	7	111	0	118	88	0	88	206	1331
7	0	8	133	0	141	100	0	100	241	1572
8	0	10	100	0	110	81	0	81	191	1763
9	0	7	118	0	125	83	0	83	208	1971
10	0	9	108	2	119	148	0	148	267	2238
11	0	9	105	0	114	199	0	199	313	2551
12	0	6	161	0	167	135	0	135	302	2853
13	0	7	150	0	157	97	0	97	254	3107
14	0	5	115	0	120	41	12	53	173	3280
15	0	8	97	0	105	58	0	58	163	3443
16	0	14	138	0	152	127	0	127	279	3722
17	0	9	141	1	151	183	0	183	334	4056
18	0	11	74	0	85	0	0	0	85	4141
19	0	7	113	0	120	160	0	160	280	4421
20	0	11	119	0	130	66	0	66	196	4617
21	0	8	124	0	132	77	0	77	209	4826
22	0	13	72	0	85	0	0	0	85	4911
23	0	15	91	0	106	0	0	0	106	5017
24	0	21	168	0	189	115	0	115	304	5321
25	0	5	137	0	142	47	0	47	189	5510
26	0	10	132	1	143	54	0	54	197	5707
27	0	11	134	0	145	34	0	34	179	5886
28	0	5	121	0	126	86	0	86	212	6098
29	0	20	106	0	126	73	0	73	199	6297
30	0	8	145	2	155	154	0	154	309	6606
31	0	4	129	0	133	209	0	209	342	6948
TOTAL	0	292	3720	7	4019	2917	12	2929	6948	

ATTACHMENT A

<i>THIS SIDE</i> FOR USE BY VFR TOWERS ONLY (ALL Approach Control Terminals MUST use FAA Form 7230-26)					ALL VFR Towers recording Instrument Operations on this side MUST COMPLETE		/02 (1-2) (3-4) MO. YR.	SMO (5-9) LOC ID	ADP CONTROL 10-4
INSTRUMENT OPERATIONS							REMARKS		
DAY	AC	AT	GA	MILITARY	TOTAL (10 - E) (14 - 1)				
1	0	2	11	0	(16-19)	13			
2	0	6	21	0	(20-23)	27			
3	0	10	13	0	(24-27)	23			
4	0	0	12	0	(28-31)	12			
5	0	10	19	0	(32-35)	29			
6	0	5	7	0	(36-39)	12			
7	0	8	7	0	(40-43)	15			
8	0	8	20	0	(44-47)	28			
9	0	2	19	0	(48-51)	21			
10	0	7	13	0	(52-55)	20			
11	0	9	7	0	(56-59)	16			
12	0	5	17	0	(60-63)	22			
13	0	1	7	0	(64-67)	8			
14	0	4	18	0	(68-71)	22			
15	0	4	16	0	(72-75)	20			
16	0	9	23	0	(76-79)	32			
(14-2)									
17	0	10	20	0	(16-19)	30			
18	0	6	29	0	(20-23)	35			
19	0	5	10	0	(24-27)	15			
20	0	6	29	0	(28-31)	35			
21	0	8	25	0	(32-35)	33			
22	0	11	25	0	(36-39)	36			
23	0	10	29	0	(40-43)	39			
24	0	16	18	0	(44-47)	34			
25	0	3	16	0	(48-51)	19			
26	0	10	51	0	(52-55)	61			
27	0	11	38	0	(56-59)	49			
28	0	5	30	0	(60-63)	35			
29	0	11	17	0	(64-67)	28			
30	0	6	15	0	(68-71)	21			
31	0	3	10	0	(72-75)	13			
TOTAL	0	211	592	0		803			
	(17-21)	(22-26)	(27-31)	(32-36)					
FACILITY USE									

ATTACHMENT B
Registered Noise Levels for Night Arrivals
11 p.m. to 7 a.m. Weekdays
11 p.m. to 8 a.m. Weekends

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ENGINE
8/4/22	6:43	N417SK	PC12	21	91.0	2	SKIN AIR LLC	P
8/6/22	23:50	N5322P	C172	21	DNR	2	SANTA MONICA FLYERS	P
8/8/22	23:40	N966SD	AS50	21	82.4	2	LA COUNTY SHERIFF	H
8/10/22	6:45	N344FX	E55P	21	87.1	2	FLEXJET LLC	J
8/12/22	23:30	N2902S	P28A	21	DNR	2	PROTEUS AIR SERVICES	P
8/12/22	23:48	N353MV	C172	21	DNR	2	SANTA MONICA FLYERS	P
8/14/22	0:25	N882AB	SR20	21	DNR	2	SANTA MONICA FLYERS	P
8/15/22	6:47	N330QS	E55P	21	87.9	2	NETJETS SALES INC	J
8/18/22	23:28	N66LG	P28A	21	DNR	2	PROTEUS AIR SERVICES	P
8/19/22	23:11	N315HP	S22T	21	79.3	2	N315HP LLC	P
8/21/22	23:22	N7645F	P28A	21	DNR	2	PROTEUS AIR SERVICES	P
8/26/22	0:48	N6861F	P28A	21	DNR	2	BIGUPS AVIATION 004 LLC	P
8/27/22	1:35	N84347	C172	21	DNR	2	GIOVANNINI MARCO	P
8/30/22	23:40	N401MH	SR22	21	DNR	2	HODOSH PRODUCTIONS	P

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

DATE	TIME	NUMBER	TYPE	OPERATOR	RUNWAY
8/8/22	23:43	N966SD	AS50	LAW ENFORCEMENT	3

Curfew Violations

NONE

**ATTACHMENT D
(Aircraft Noise Violations)**

AIRCRAFT ENGINE CATEGORY LEGEND

(J) = Jet (P) = Piston-propeller
(T) = Turboprop (H) = Helicopter

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
8/16/22	09:22	N18TC	C421	21	95.5	1	AVIATTI INC.	WARNING	P
8/20/22	08:55	N353DS	BE58	21	95.5	1	DAVID NOSRATI	\$2,000	P
8/22/22	18:18	N355JS	S76	21	96.1	2	MINERD HOLDINGS LLC	WARNING	H

Unenforceable Noise Events

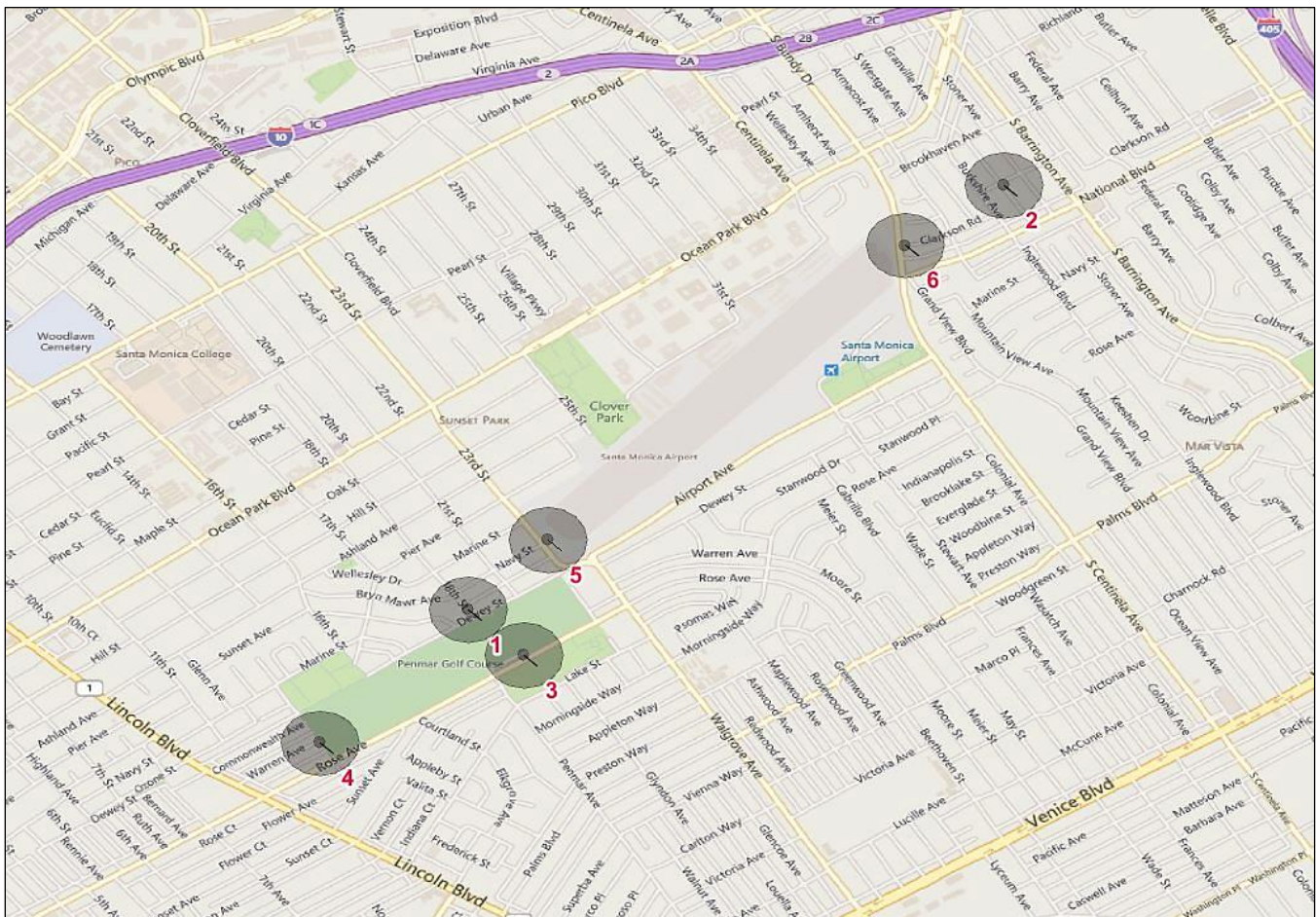
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	REASON
8/2/22	17:48	COYT44	HELO	21	95.3	2	U.S. MARINES	MILITARY

Appeals

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	OUTCOME
8/20/22	08:55	N353DS	BE58	21	95.5	1	DAVID NOSRATI	DISMISSED

ATTACHMENT E Location of Remote Noise Monitoring Stations (RMS)

- RMS – 1** 18th Street, Between Dewey Street & Navy Street, Santa Monica
- RMS – 2** Sardis Street and Granville Street, West Los Angeles
- RMS – 3** Penmar Golf Course, 1233 Rose Avenue, Venice
- RMS – 4** West-end of Penmar Golf Course on Warren Avenue, Venice
- RMS – 5** 23rd Street & Navy Street, Santa Monica
- RMS – 6** Bundy Ave & Clarkson Road/Ct, West Los Angeles



Note: ONLY Remote Monitoring Stations 1 & 2 are used for the Enforcement of the 95.0 dBA Single Event Noise Exposure Level (SENEL) maximum allowable noise level.

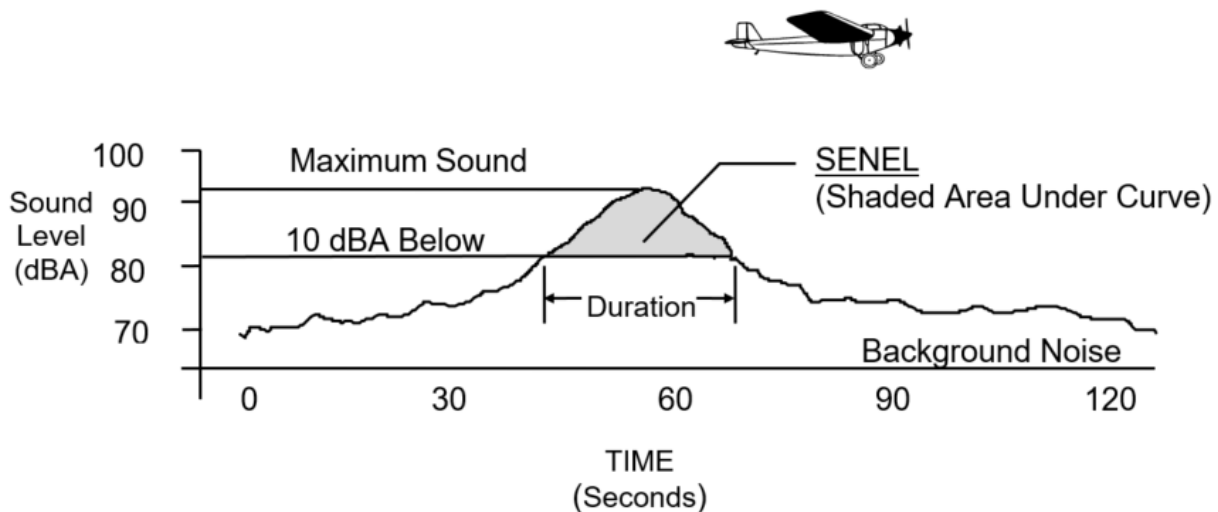
ATTACHMENT F (Single Event Noise Exposure Level)

Definition of Single Event Noise Exposure Level (SENEL)

As a result of an agreement between the City of Santa Monica and the FAA, an Airport Ordinance was established setting a maximum noise level of 95.0 dBA Single Event Noise Exposure Level (SENEL) measured at noise monitor sites 2,200 feet from each end of the runway.

As an aircraft approaches each noise monitor, the sound of the aircraft begins to rise above the threshold level. The closer the aircraft gets, the louder it is until the aircraft is at its closest point directly overhead. As the aircraft passes, the noise level decreases until the sound settles below the threshold level. Such a history of a flyover is plotted in the graph below. The highest noise level reached during the flyover is called the “Maximum Noise Level”, or LMax. Referring to the same graph, the area within 10 dB of the LMax is the area from which the SENEL is computed. This metric takes into account the maximum noise level and the duration of the event. The SENEL value is always higher than the LMax value for aircraft events.

Single Event Noise Exposure Level (SENEL)



A-WEIGHTED SOUND LEVEL (dBA) – The sound pressure level in decibels as measured on a sound level meter using the A-Weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. It is a numerical method of rating human judgment of loudness.