



Santa Monica Airport Monthly Operations Report

April 2023

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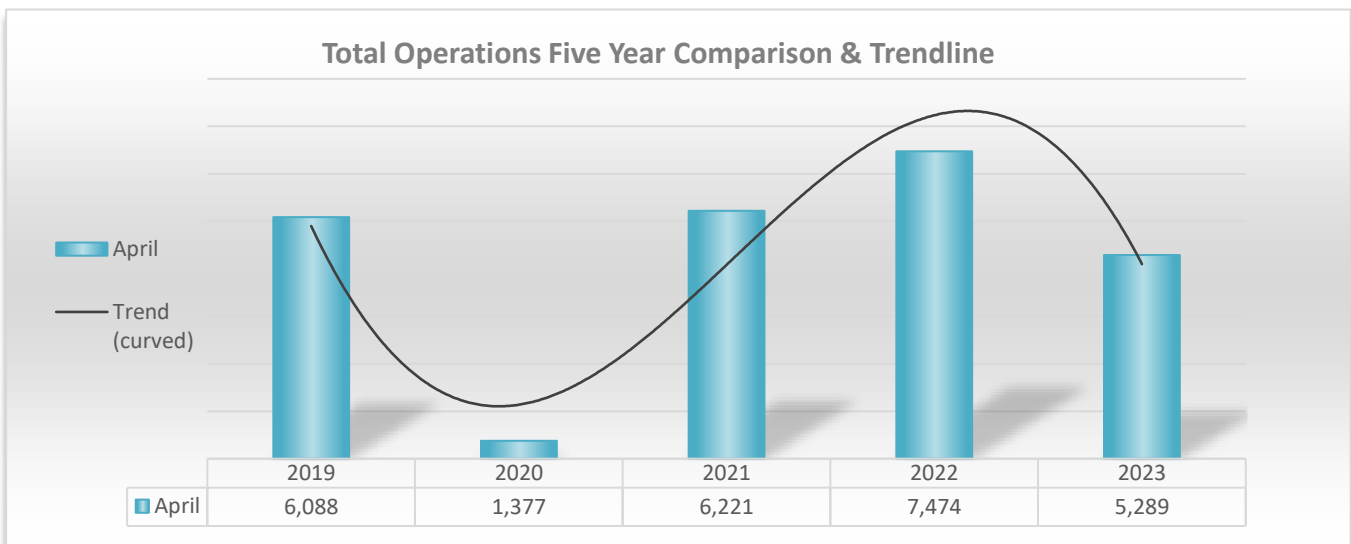
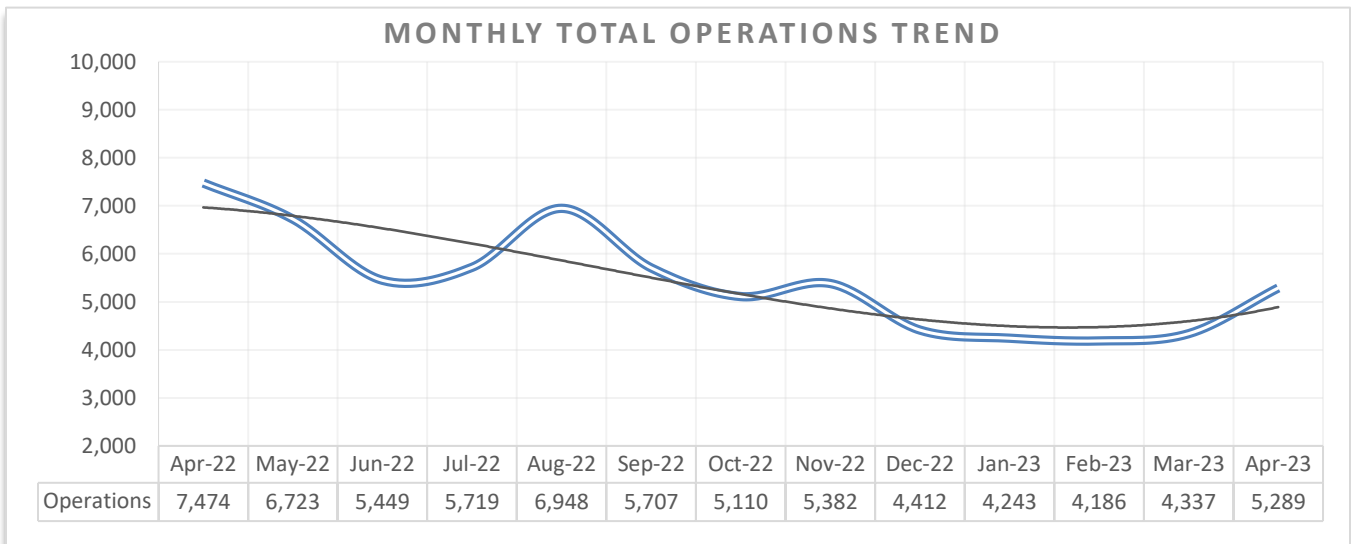
I. Introduction

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 April 2023.

II. Aircraft Operations Data

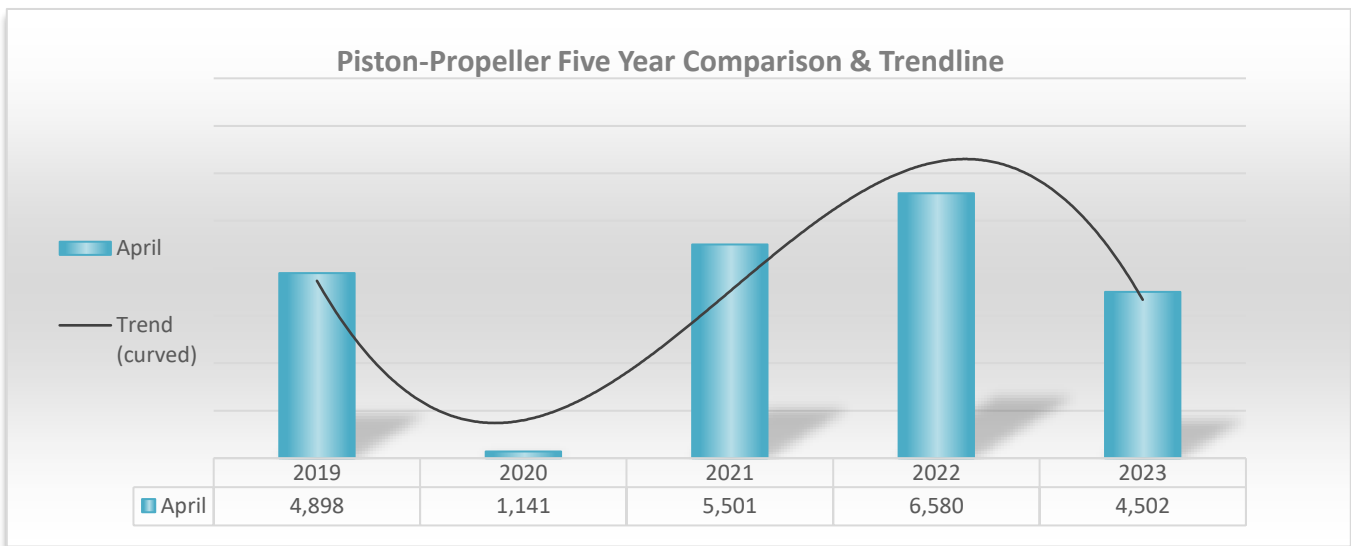
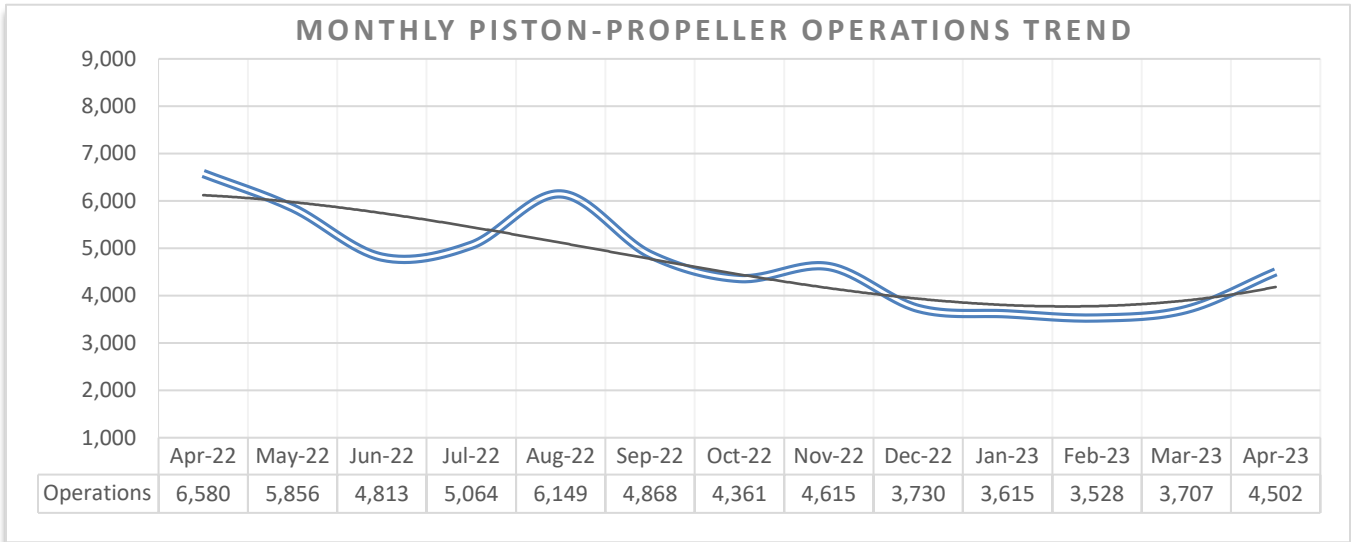
The total number of aircraft operations recorded during the month of April 2023 was 5,289, which represents a 29% decrease from the 7,474 operations recorded during April 2022. Approximately 23% of the operations were instrument flights (IFR transient), 36% were local flights (VFR local operations), and 42% 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.



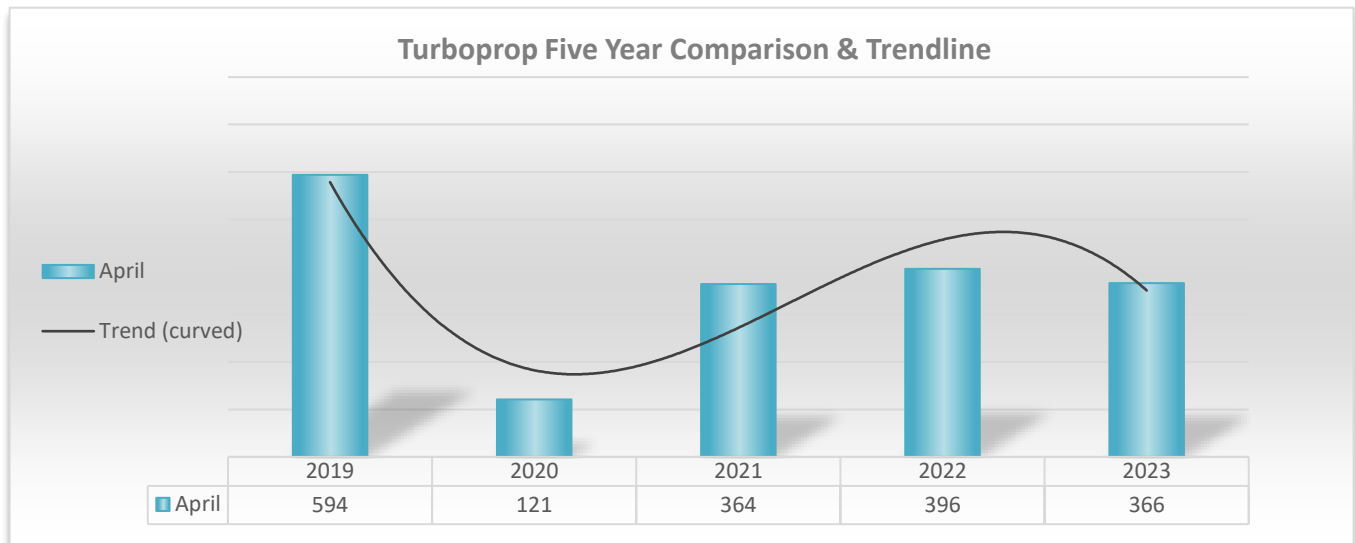
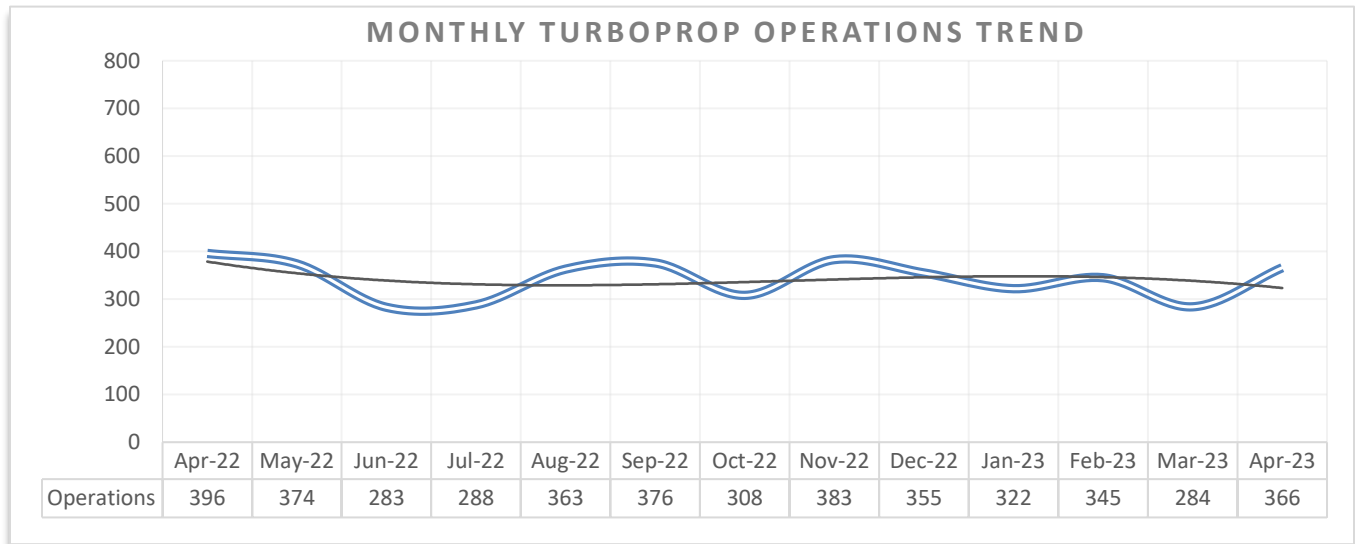
Piston-propeller Aircraft Operations

There were approximately 4,502 piston-propeller aircraft operations recorded, comprising approximately 85% of the total operations. Piston-propeller aircraft operations for April 2023 decreased 32% from the 6,580 piston-propeller aircraft operations recorded during April 2022.



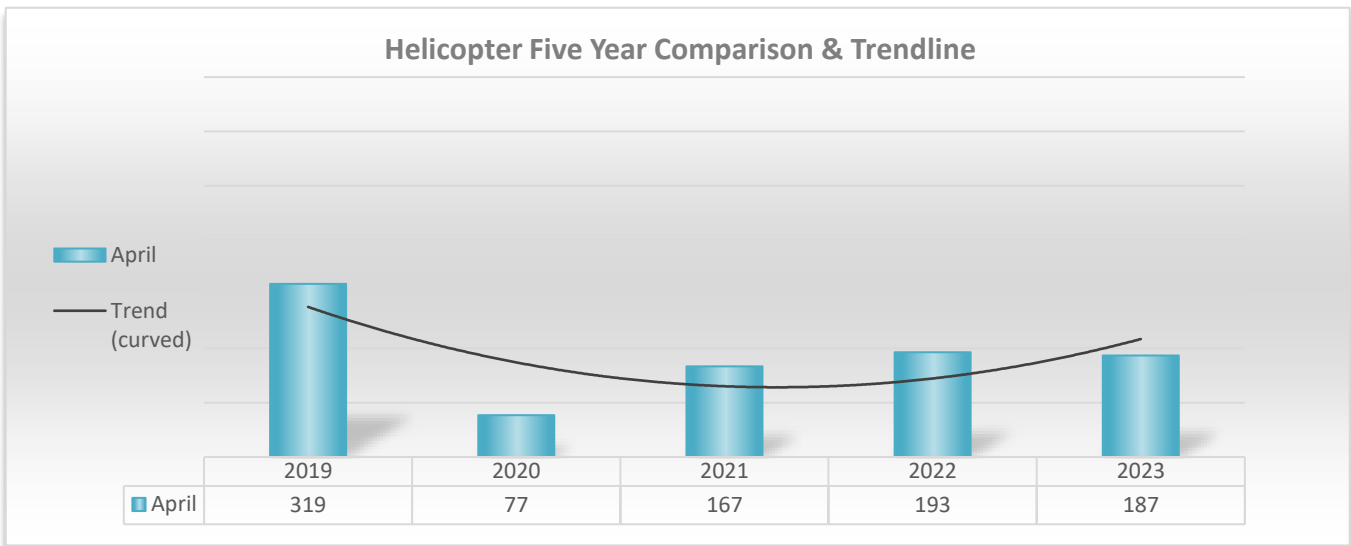
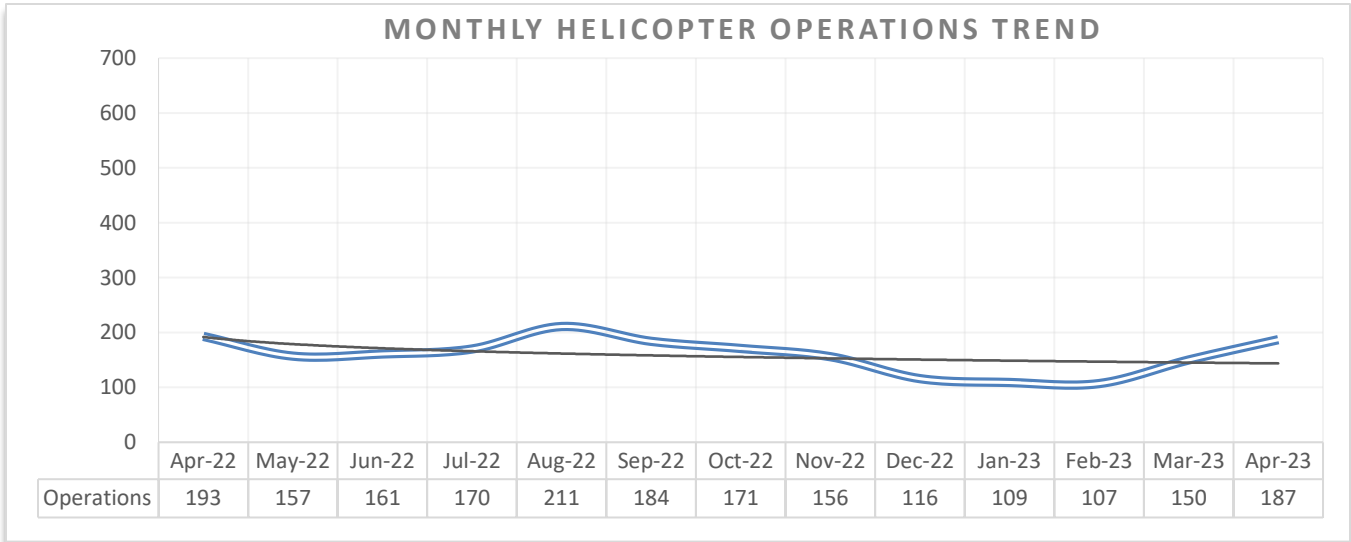
Turboprop Operations

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 April 2023, approximately 366 were by turboprop aircraft, comprising approximately 7% of the total operations. Turboprop aircraft operations decreased approximately 8% from the 396 operations recorded during April 2022.



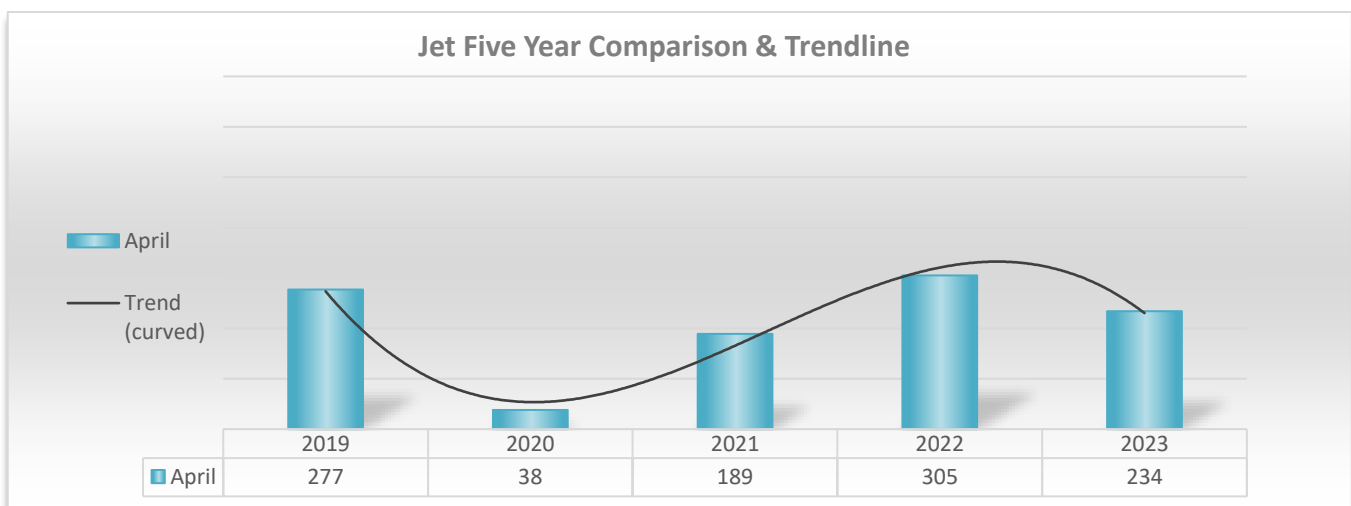
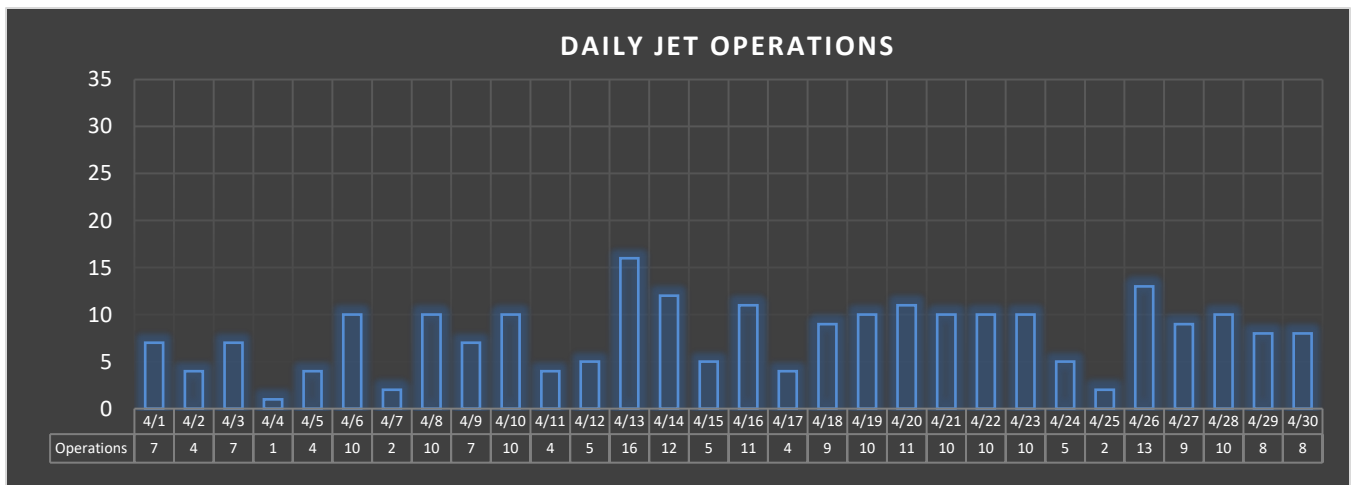
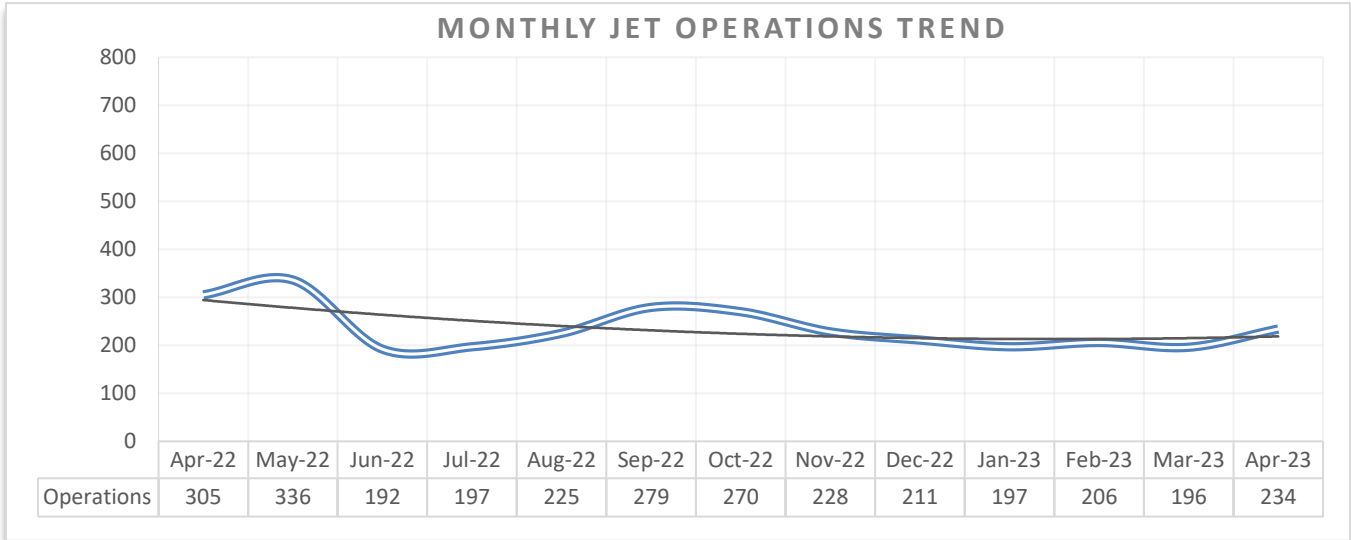
Helicopter Operations

Of the monthly aircraft operations for April 2023, approximately 187 operations are attributed to helicopters, comprising approximately 4% of the total operations. Helicopter operations during April 2023 decreased approximately 3% from the 193 helicopter operations recorded in April 2022.



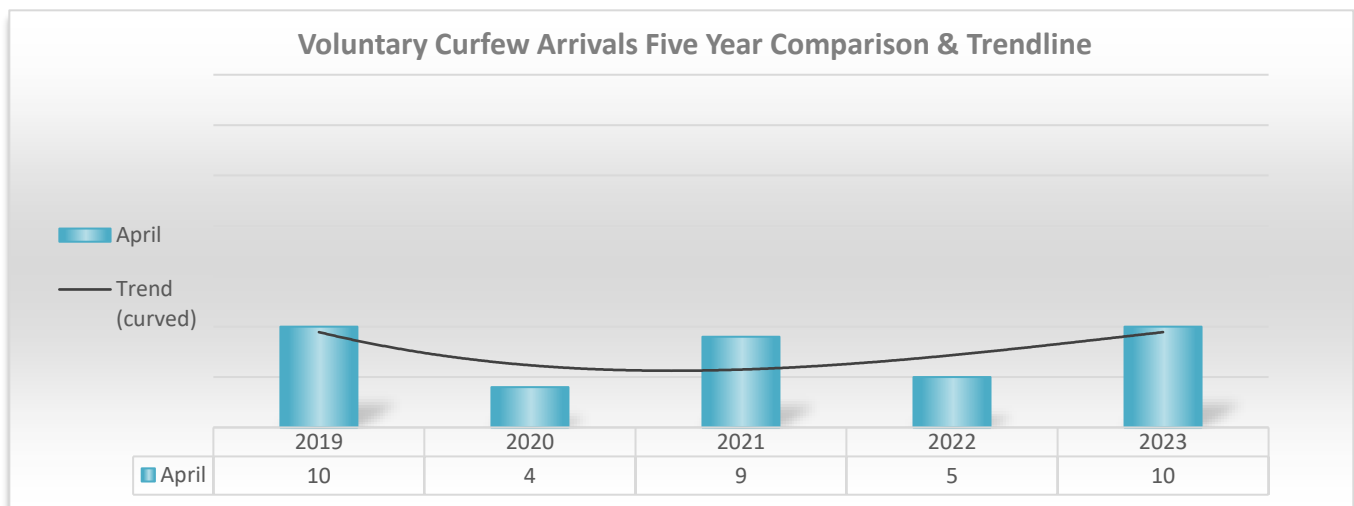
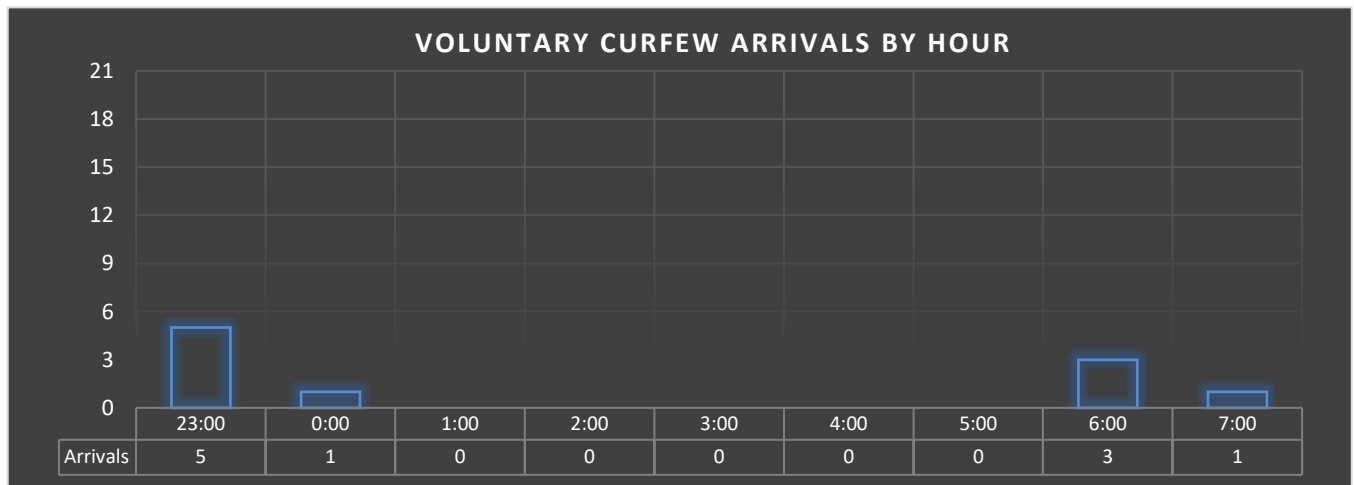
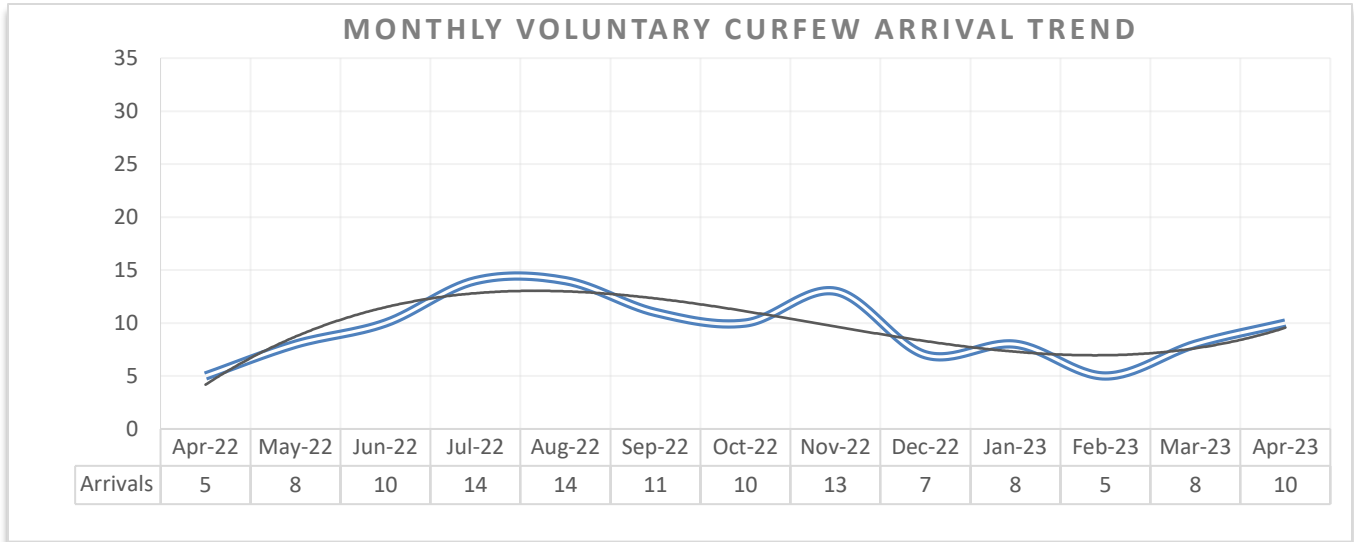
Jet Aircraft Operations

In April of 2023, there were approximately 234 jet operations recorded, encompassing approximately 4% of the total operations. Jet operations for April decreased 23% from the 305 jet aircraft operations recorded during April 2022. Daily jet operations vary significantly day over day. During the month of April 2023, 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 April 2023.



III. Voluntary Arrival Curfew

During the month of April 2023, Airport Staff logged a total of 10 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 April 2023. 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 April 2023, there were no authorized departures 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 April 2023 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

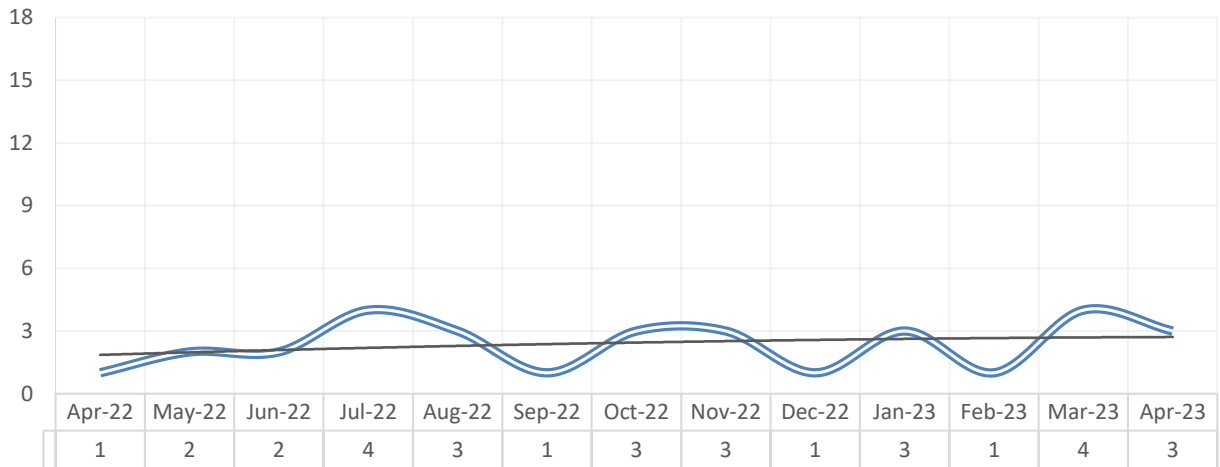
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that “No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing on April 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 April 2023, there were 3 noise violations recorded, a 200% increase compared to 1 noise violations recorded during April 2022. A summary of noise violations for April 2023 is listed on attachment D. Of the 5,289 aircraft operations recorded during the month of April 2023, 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.

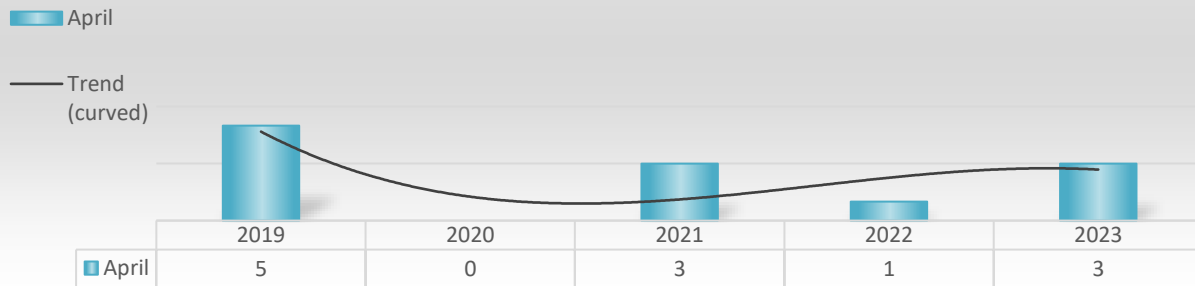
Violations Breakdown by Decibel Level

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	1	1	0	0	0	0	0	2	67%
Propeller	0	0	0	0	0	0	0	0	0%
Helicopter	1	0	0	0	0	0	0	1	33%
Total:	2	1	0	0	0	0	0	3	
%	67%	33%	0%	0%	0%	0%	0%		100%

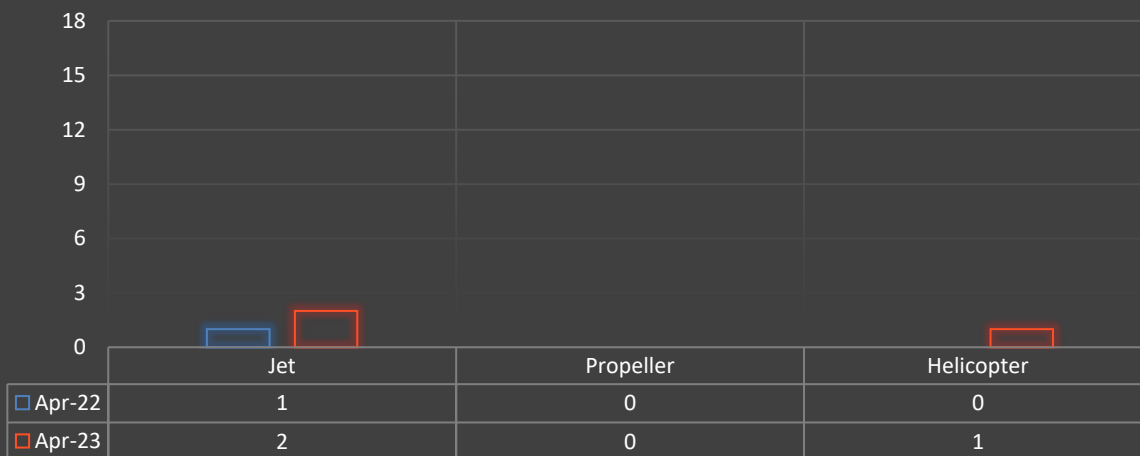
MONTHLY NOISE VIOLATIONS TREND



Noise Violations Three Year Comparison & Trendline

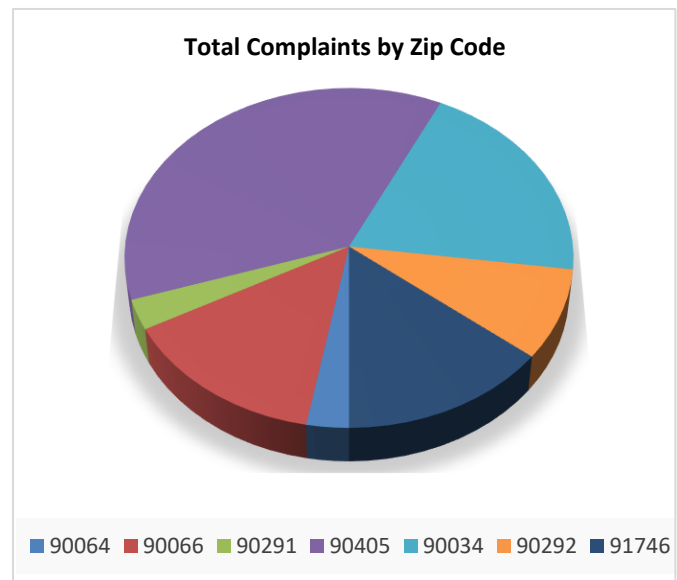
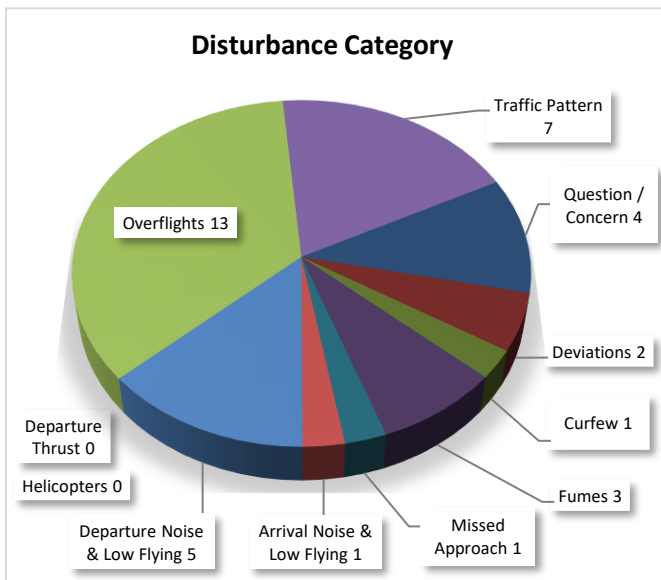
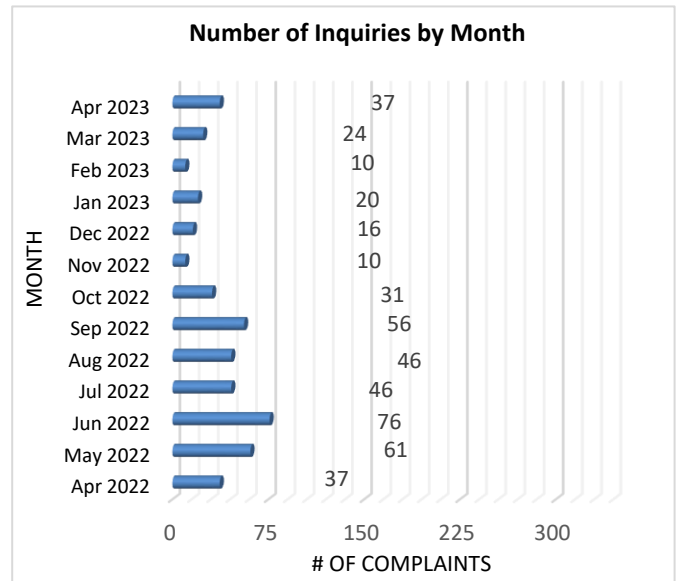
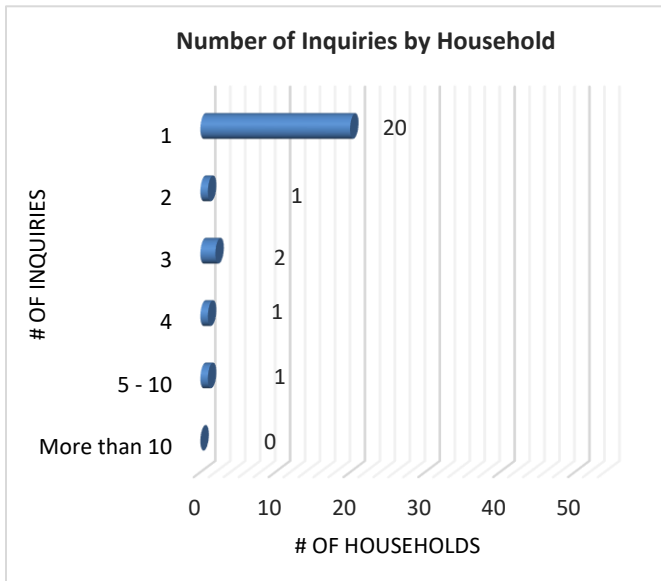


NOISE VIOLATIONS BY AIRCRAFT TYPE



VIII. Aircraft Related Inquiries

During the month of April 2023, 25 individual households logged a total of 37 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 April 2023.



ATTACHMENT A

AIRPORT TRAFFIC RECORD		FACILITY NAME		LOCATION		04 / 23		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)		(5-9)		
						MO. YR.		LOC ID		
(10-1) FACILITY TYPE ("X" ONE)						FACILITY TYPE CHANGED (12)		IF DAILY HOURS OF OPERATION HAVE CHANGED, ENTER NEW HOURS		
(11)						YES		HRS. 10 THS		
APPROACH CONTROL TOWERS <input type="checkbox"/> B. RADAR <input type="checkbox"/> C. LIMITED RADAR <input type="checkbox"/> D. NON-RADAR		<input checked="" type="checkbox"/> E. VFR TOWER <input type="checkbox"/> G. CONTRACT TOWER (Continue on reverse)						(77-78) (79) 		
(also submit FAA Form 7230-26)										
AIRPORT OPERATIONS COUNT										
	ITINERANT					LOCAL			TOTAL OPERATIONS	SPECIAL USE
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		
1	0	4	177	0	181	98	0	98	279	279
2	0	13	98	0	111	12	0	12	123	402
3	0	10	33	0	43	68	0	68	111	513
4	0	10	84	0	94	40	0	40	134	647
5	0	7	140	0	147	92	0	92	239	886
6	0	11	131	4	146	146	0	146	292	1178
7	0	6	162	0	168	100	0	100	268	1446
8	0	5	138	0	143	62	0	62	205	1651
9	0	13	78	0	91	6	0	6	97	1748
10	0	14	46	0	60	5	0	5	65	1813
11	0	5	23	0	28	2	0	2	30	1843
12	0	4	72	0	76	49	0	49	125	1968
13	0	29	65	1	95	57	0	57	152	2120
14	0	25	143	0	168	162	0	162	330	2450
15	0	16	181	0	197	84	0	84	281	2731
16	0	14	103	0	117	0	0	0	117	2848
17	0	22	71	0	93	66	0	66	159	3007
18	0	9	111	0	120	106	0	106	226	3233
19	0	11	121	0	132	71	0	71	203	3436
20	0	21	166	0	187	163	0	163	350	3786
21	0	29	190	0	219	152	0	152	371	4157
22	0	13	147	0	160	125	0	125	285	4442
23	0	16	90	0	106	17	0	17	123	4565
24	0	15	52	0	67	39	0	39	106	4671
25	0	5	96	0	101	166	0	166	267	4938
26	0	9	99	0	108	0	0	0	108	5046
27	0	5	50	0	55	0	0	0	55	5101
28	0	22	55	0	77	0	0	0	77	5178
29	0	4	47	3	54	0	0	0	54	5232
30	0	9	45	1	55	2	0	2	57	5289
31	0				0		0	0	0	5289
TOTAL	0	376	3014	9	3399	1890	0	1890	5289	

ATTACHMENT A

THIS SIDE 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		/23 (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	3	17	0	(16-19)	20			
2	0	8	12	0	(20-23)	20			
3	0	5	10	0	(24-27)	15			
4	0	1	17	0	(28-31)	18			
5	0	7	16	0	(32-35)	23			
6	0	9	22	0	(36-39)	31			
7	0	5	12	0	(40-43)	17			
8	0	4	27	0	(44-47)	31			
9	0	12	16	0	(48-51)	28			
10	0	10	26	0	(52-55)	36			
11	0	5	18	0	(56-59)	23			
12	0	4	62	0	(60-63)	66			
13	0	26	46	0	(64-67)	72			
14	0	24	25	0	(68-71)	49			
15	0	16	15	0	(72-75)	31			
16	0	12	56	0	(76-79)	68			
					(14-2)				
17	0	18	38	0	(16-19)	56			
18	0	10	27	0	(20-23)	37			
19	0	11	16	0	(24-27)	27			
20	0	16	10	0	(28-31)	26			
21	0	19	11	0	(32-35)	30			
22	0	11	25	0	(36-39)	36			
23	0	15	41	0	(40-43)	56			
24	0	13	29	0	(44-47)	42			
25	0	5	28	0	(48-51)	33			
26	0	8	47	0	(52-55)	55			
27	0	5	47	0	(56-59)	52			
28	0	19	69	0	(60-63)	88			
29	0	5	50	1	(64-67)	56			
30	0	9	45	0	(68-71)	54			
31	0	0	0	0	(72-75)	0			
TOTAL	0	315	880	1		1196			
	(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
4/1/23	7:51	N948CP	C182	21	DNR	2	CIVIL AIR PATROL	P
4/9/23	0:20	N724TT	SR20	21	66.7	2	PROTEUS AIR SERVICES	P
4/14/23	23:18	N224JM	S22T	21	79.1	2	HIP FLIGHTS LLC	P
4/17/23	23:21	N4282F	C172	21	DNR	2	CHRISTOPHER THOMAS	P
4/17/23	23:39	N1547C	SR22	21	73.5	2	OLIVER GRAFF	P
4/18/23	23:17	N353MV	C172	21	DNR	2	SANTA MONICA FLYERS	P
4/19/23	23:25	N333YY	SR20	3	DNR	1	ZENTRAX INC	P
4/20/23	6:38	N521MG	PA46	21	82.3	2	ATLAS CHARTERING SERVICES INC	P
4/22/23	6:18	N417SK	PC12	21	90.5	2	SKN AIR LLC	P
4/22/23	6:58	N882AB	SR20	21	67.3	2	SANTA MONICA FLYERS	P

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

NONE

Curfew Violations

NONE

**ATTACHMENT D
(Aircraft Noise Violations)**

AIRCRAFT ENGINE CATEGORY LEGEND

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

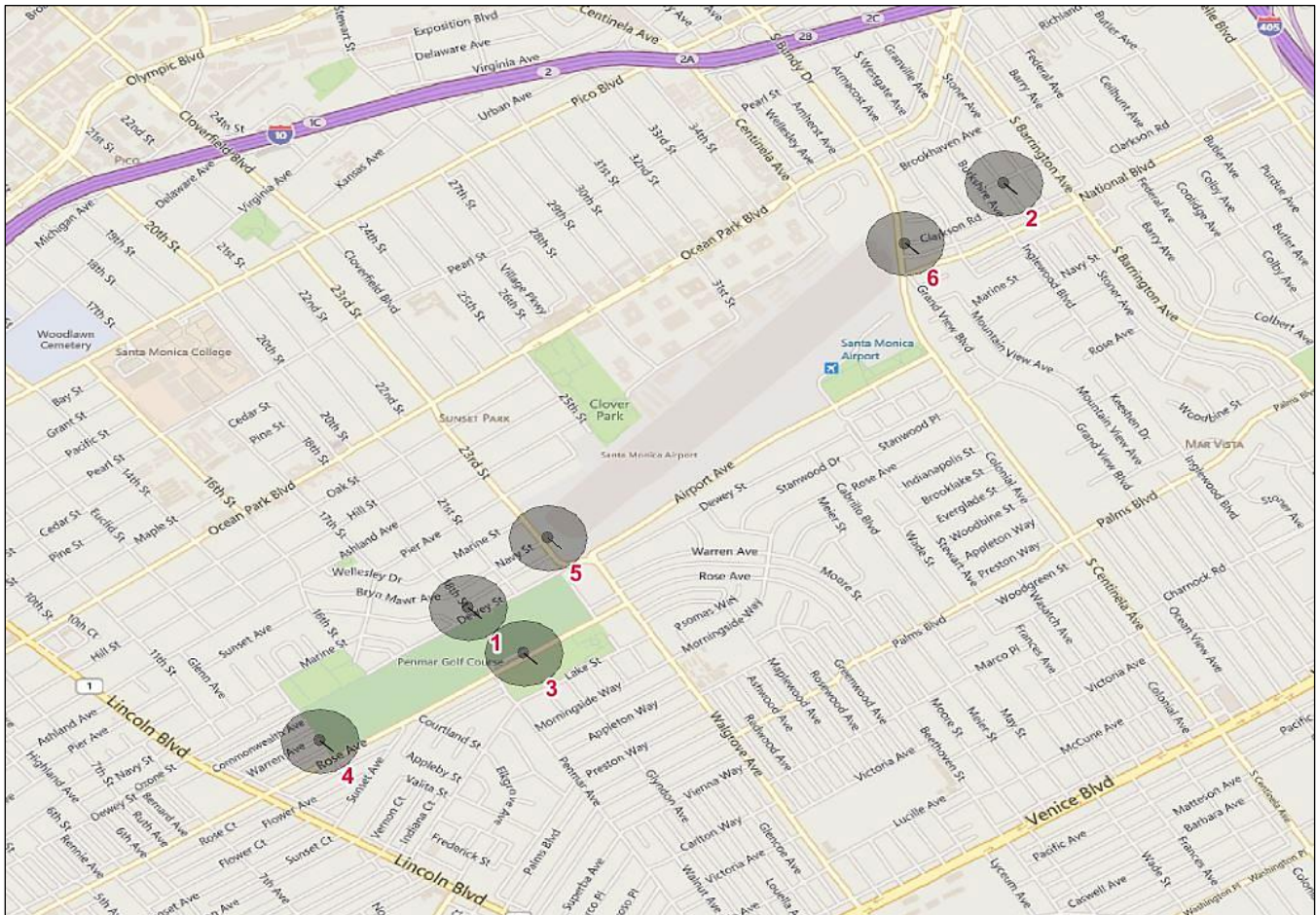
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
4/13/23	16:31	N89HS	ASTR	21	96.9	1	MR AERO LLC	WARNING	J
4/16/23	18:58	N89HS	ASTR	21	95.7	1	MR AERO LLC	\$2,000	J
4/17/23	10:33	N130CZ	HELO	21	95.3	2	ORBIC AIR LLC	WARNING	H

Unenforceable Noise Events

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	REASON	ENGINE
4/15/23	12:32	N68BB	BE58	21	97.3	1	EUGENE KORNEY A TRUSTEE	SAFETY OF FLIGHT	P

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.

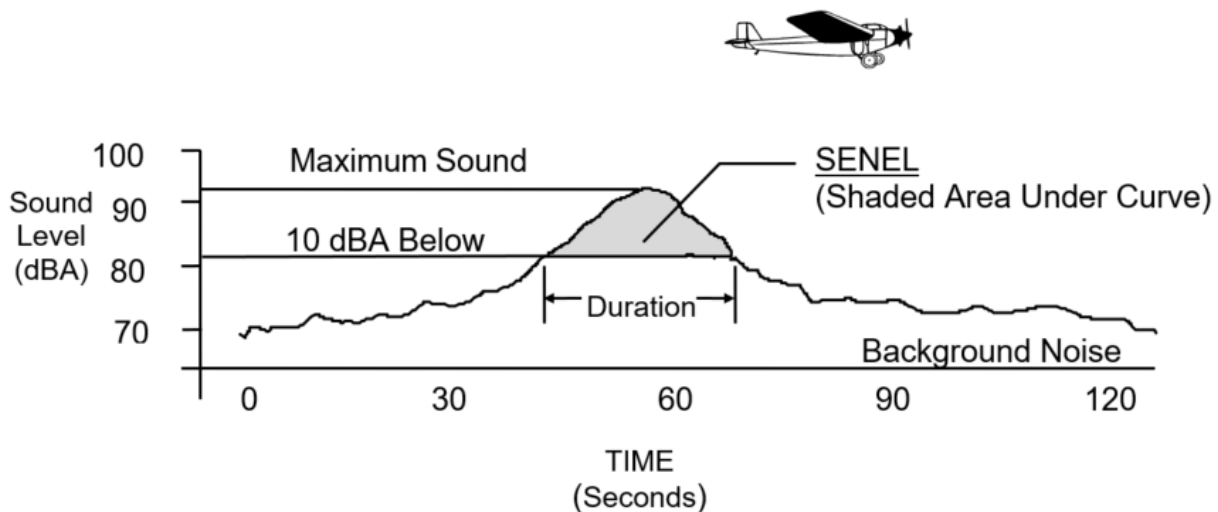
ATTACHMENT F (Single Event Noise Exposure Level)

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.