ITEM

Santa Monica Airport

Monthly Operations Report

June 2020

City of
Santa Monica™

Report prepared by:

Stelios Makrides
Airport Director
stelios.makrides@smgov.net
310-458-8591

Diana Hernandez
Airport Operations Administrator
diana.hernandez@smgov.net
310-458-8692

Daniel Quezada
Airport Operations Specialist
daniel.quezada@smgov.net
310-458-8692

Santa Monica Airport
3223 Donald Douglas Loop South
Santa Monica, CA 90405
airport@smgov.net • www.santamonicaairport.org

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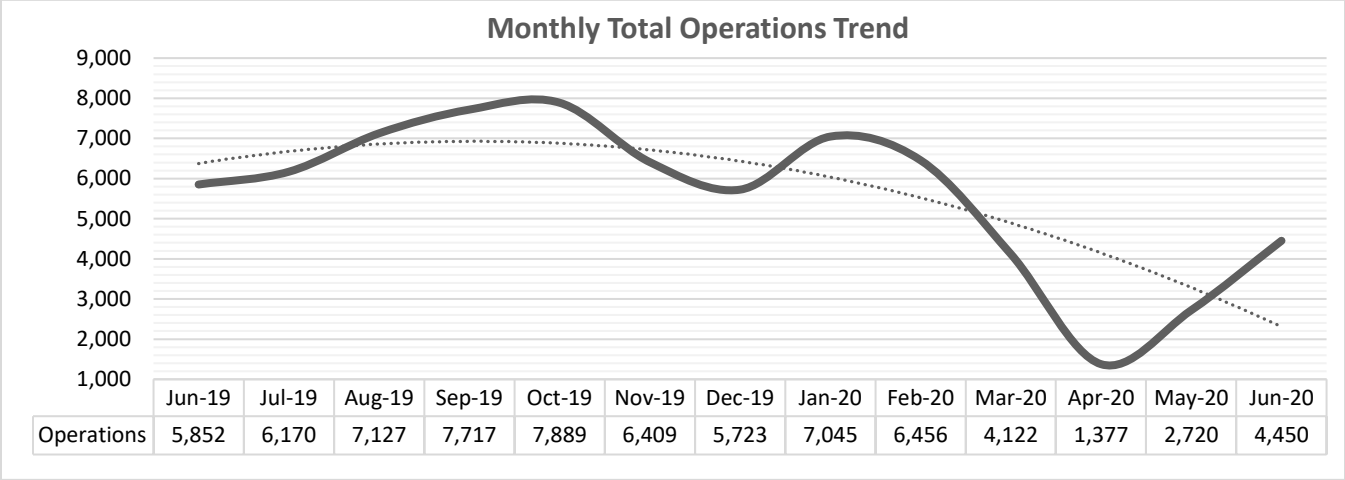
I. Introduction

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 data, noise violations, airplane and helicopter deviations, and curfew departures for the month of June 2020.

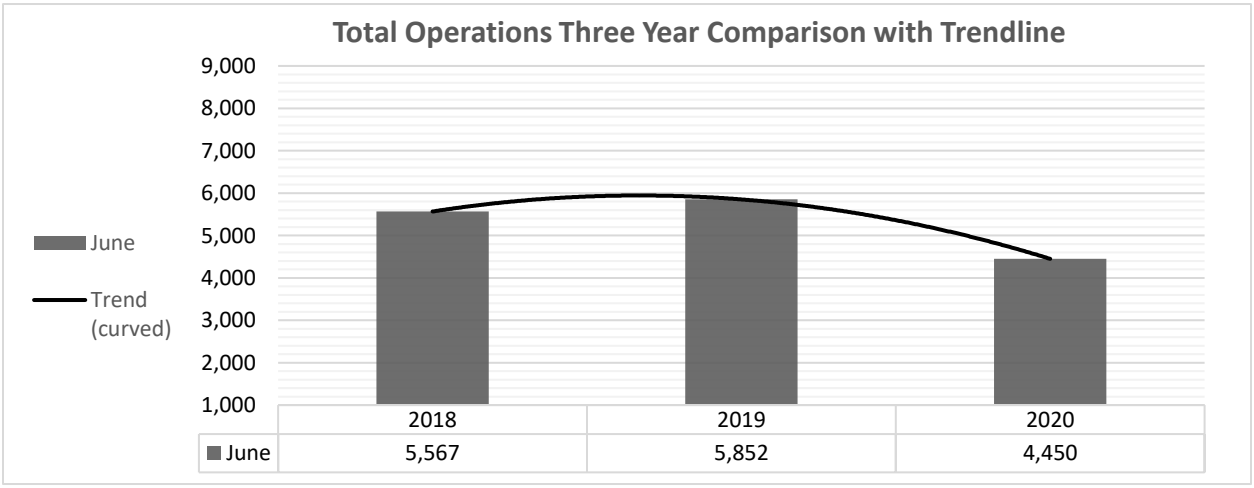
II. Aircraft Operations Data

The total number of aircraft operations *(aircraft operation is defined as one takeoff or one landing)* recorded during the month of June 2020 was 4,450 which represents a 20% decrease from the 5,852 operations recorded during June 2019. Approximately 9% of the operations were instrument flights (IFR transient), 46% were local flights (VFR local operations), and 45% were itinerant flights (VFR transient). The official total traffic count is recorded by the Federal Aviation Administration (FAA) control tower. Due to COVID-19, the control tower adopted a reduced hours operational schedule. This report includes total operations count and total local operations figures supplemented with the Airport's own data during the hours when the tower was unstaffed. The FAA's traffic record is included under Attachment A and reflects the only when the control tower was operational.

The FAA's traffic record is included under Attachment A. Following are breakdowns of the total operations grouped by aircraft type along with a graph for each type indicating each monthly aircraft operations trend during the preceding 12-month period.



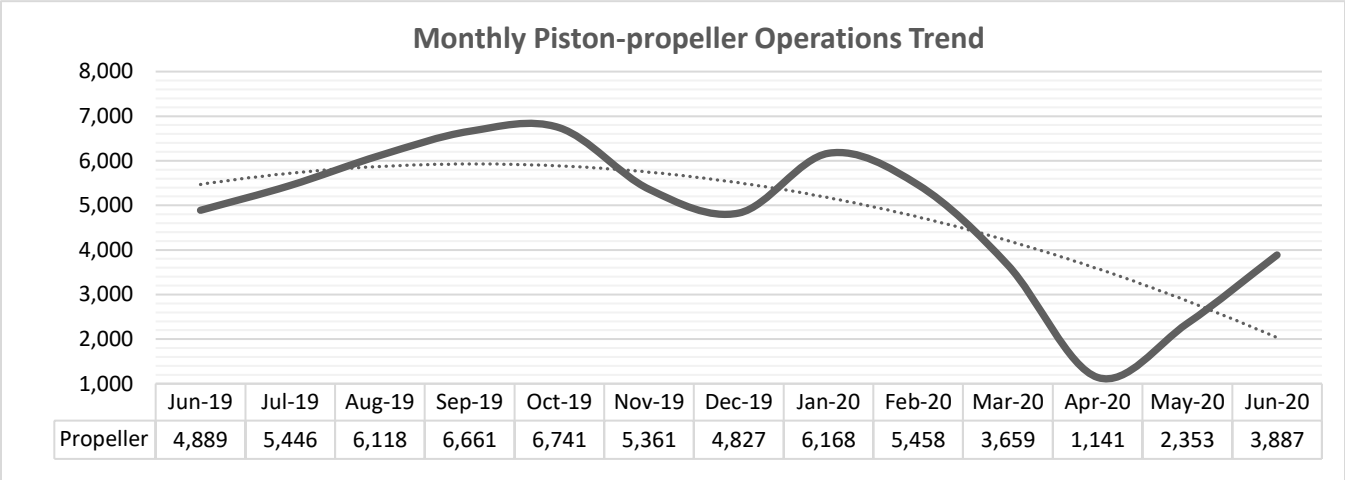
	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Operations	5,852	6,170	7,127	7,717	7,889	6,409	5,723	7,045	6,456	4,122	1,377	2,720	4,450



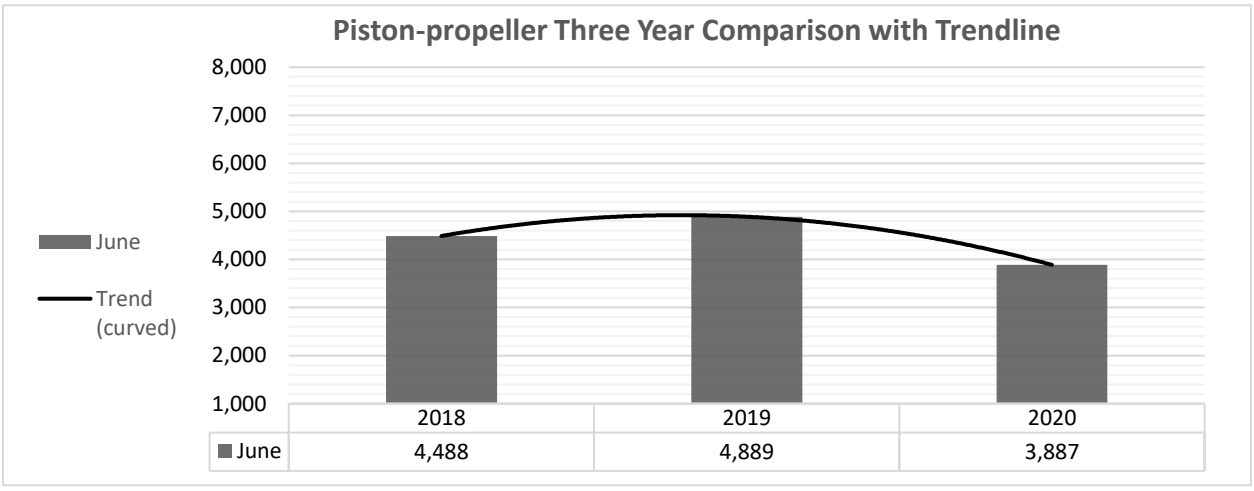
	2018	2019	2020
June	5,567	5,852	4,450

Piston-propeller Aircraft Operations

There were approximately 3,887 piston-propeller aircraft operations, comprising approximately 87% of the total operations. Piston-propeller aircraft operations for June 2020 decreased 20% from the 4,889 piston-propeller aircraft operations recorded during June 2019.



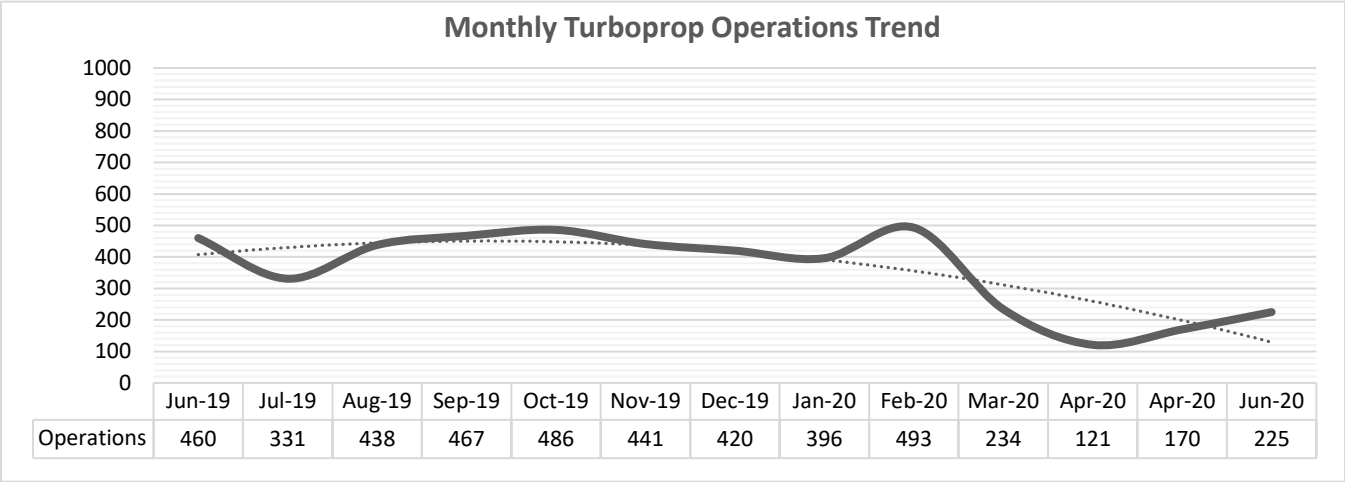
	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Propeller	4,889	5,446	6,118	6,661	6,741	5,361	4,827	6,168	5,458	3,659	1,141	2,353	3,887



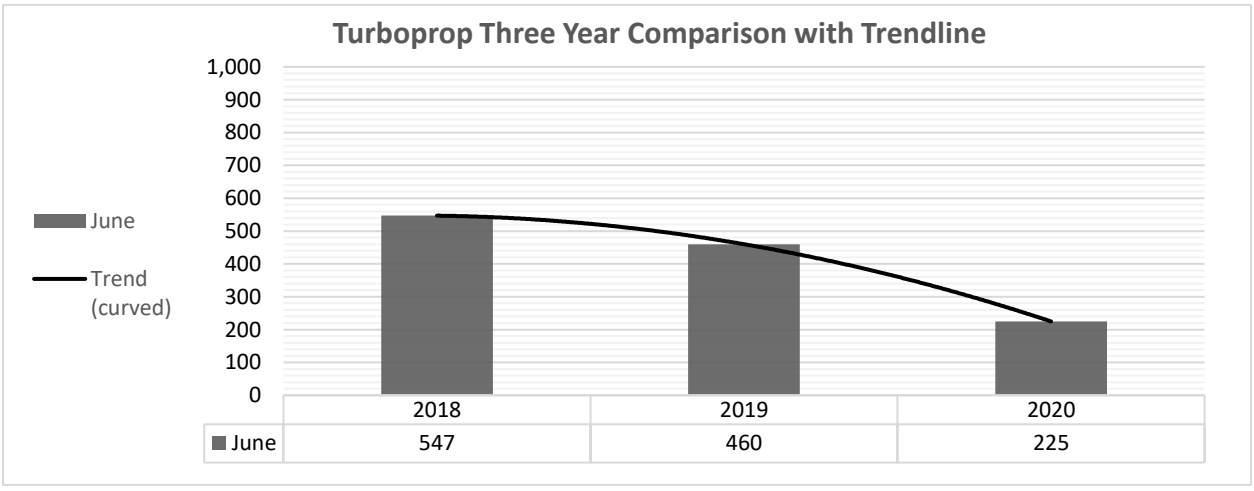
	2018	2019	2020
June	4,488	4,889	3,887

Turboprop Operations

The difference between a turboprop and piston-propeller aircraft is simply the type of engine. 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 June 2020, approximately 225 were by turboprop aircraft, comprising approximately 5% of the total operations. Turboprop aircraft operations decreased approximately 51% from the 460 operations recorded during June 2019.



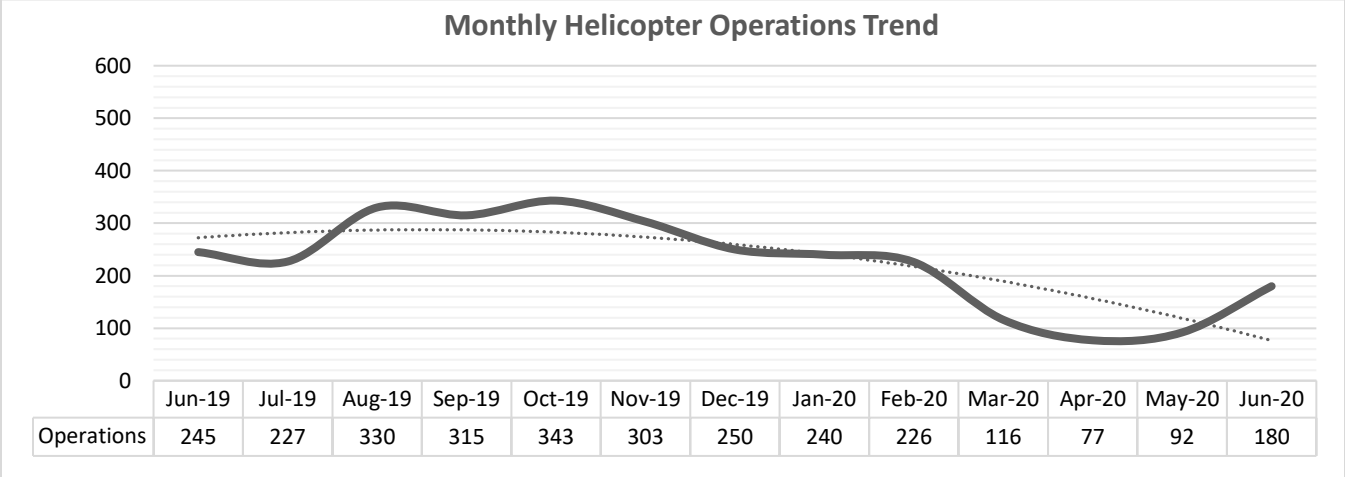
	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	Apr-20	Jun-20
Operations	460	331	438	467	486	441	420	396	493	234	121	170	225



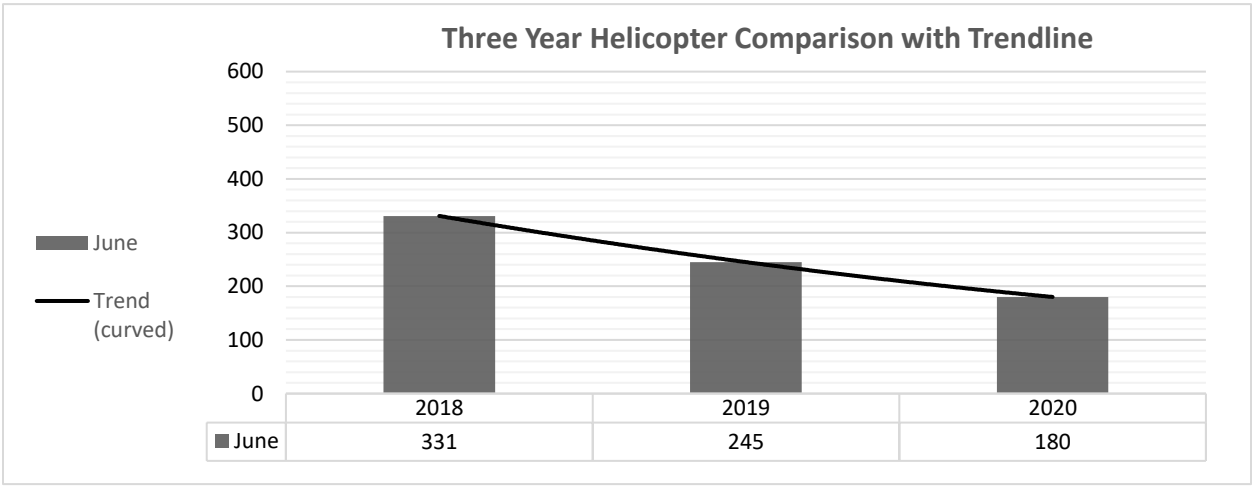
	2018	2019	2020
June	547	460	225

Helicopter Operations

Of the monthly aircraft operations for June 2020, approximately 180 operations were from helicopters, comprising approximately 4% of the total operations. Helicopter operations for June 2020 decreased 27% from the 245 helicopter operations recorded in June 2019.



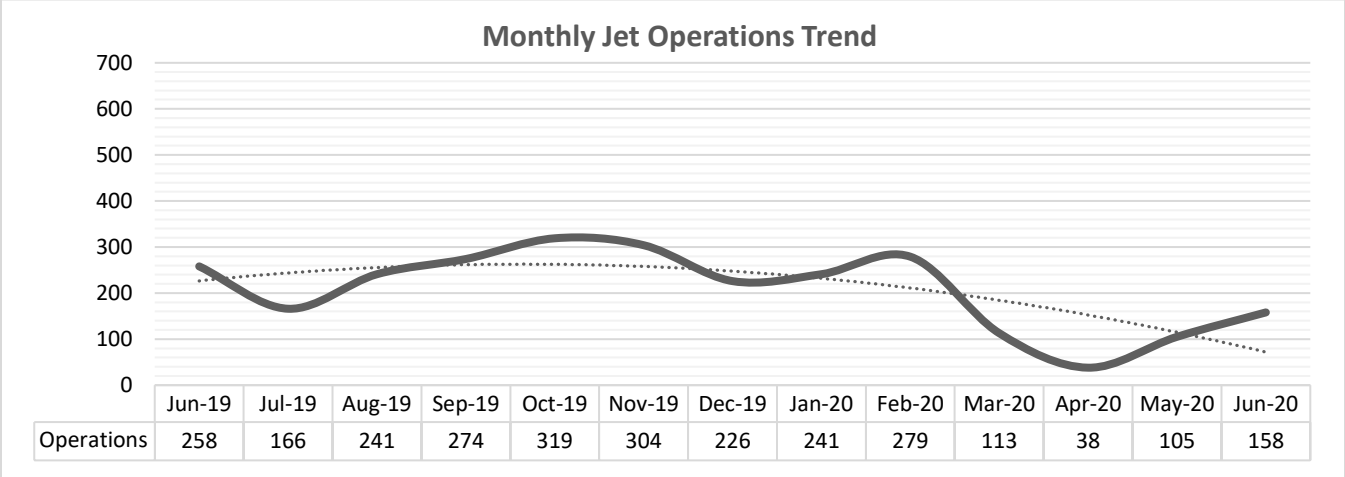
	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Operations	245	227	330	315	343	303	250	240	226	116	77	92	180



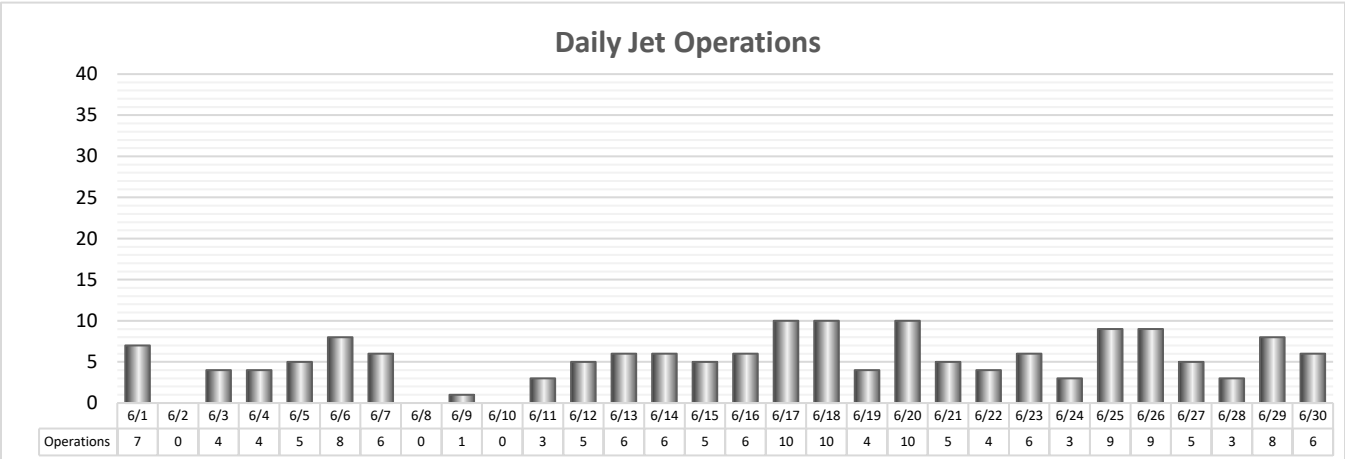
	2018	2019	2020
June	331	245	180

Jet Aircraft Operations

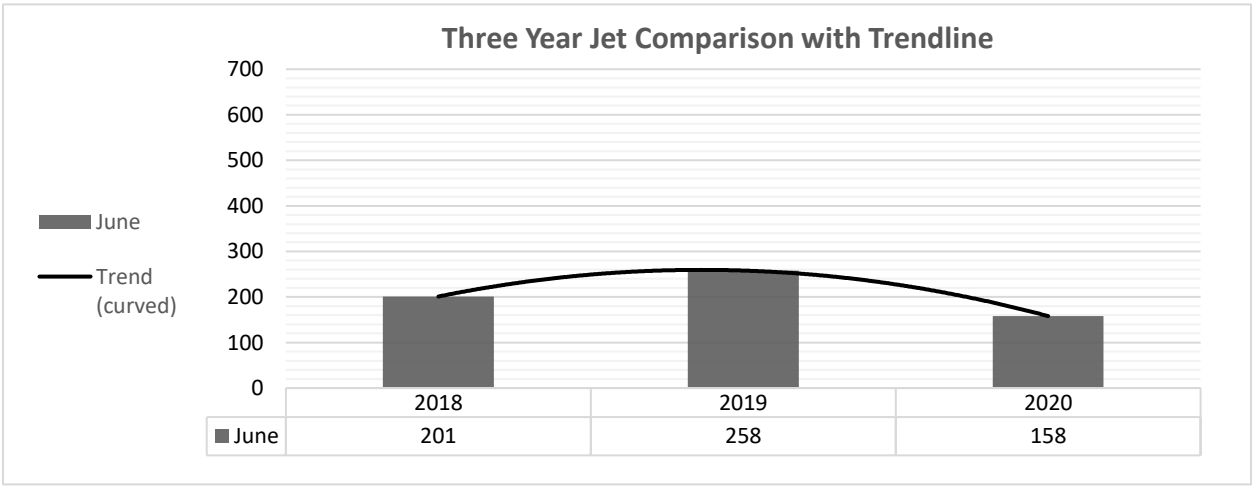
In June of 2020, there were approximately 158 jet operations, comprising approximately 4% of the total operations. Jet operations for June 2020 decreased 39% from the 258 jet aircraft operations recorded during June 2019. Daily jet operations significantly vary day over day. Jet operations for the month of June 2020 averaged 5 per day. The bar graph below represents the daily operations for jet engine driven aircraft for the month of June 2020.



	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Operations	258	166	241	274	319	304	226	241	279	113	38	105	158



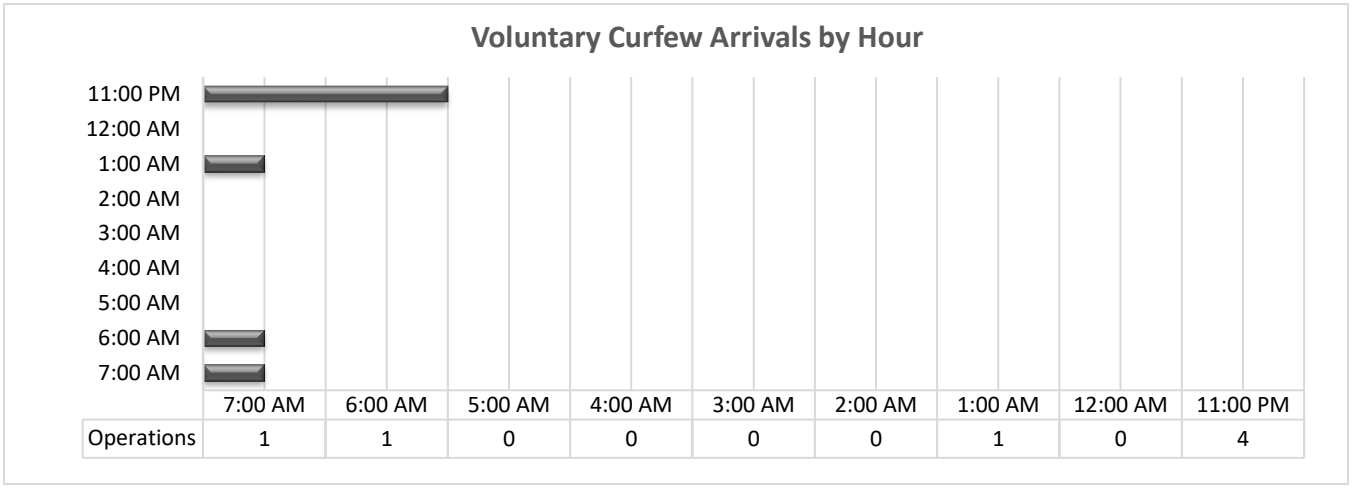
	6/1	6/2	6/3	6/4	6/5	6/6	6/7	6/8	6/9	6/10	6/11	6/12	6/13	6/14	6/15	6/16	6/17	6/18	6/19	6/20	6/21	6/22	6/23	6/24	6/25	6/26	6/27	6/28	6/29	6/30
Operations	7	0	4	4	5	8	6	0	1	0	3	5	6	6	5	6	10	10	4	10	5	4	6	3	9	9	5	3	8	6



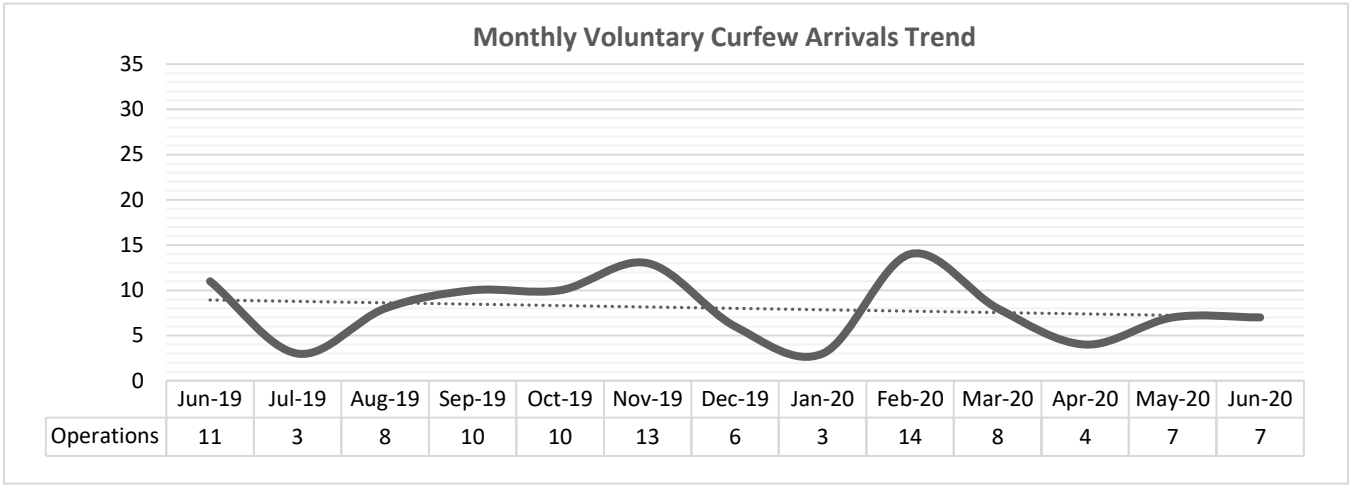
	2018	2019	2020
June	201	258	158

III. Voluntary Arrival Curfew

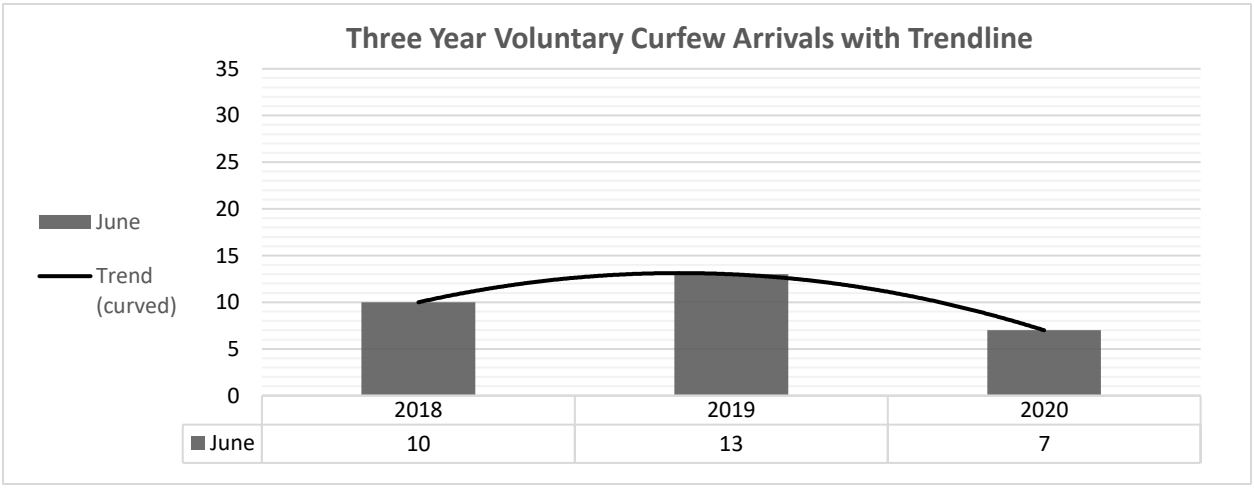
During the month of June 2020, Airport Staff logged a total of 7 aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals for each VAC hour during the month of June 2020. For a listing of aircraft arrivals during the night hours, see Attachment B.



	7:00 AM	6:00 AM	5:00 AM	4:00 AM	3:00 AM	2:00 AM	1:00 AM	12:00 AM	11:00 PM
Operations	1	1	0	0	0	0	1	0	4



	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Operations	11	3	8	10	10	13	6	3	14	8	4	7	7



	2018	2019	2020
June	10	13	7

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 June 2020, there was one authorized departure during curfew hours, and no departure 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 June 2020 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.

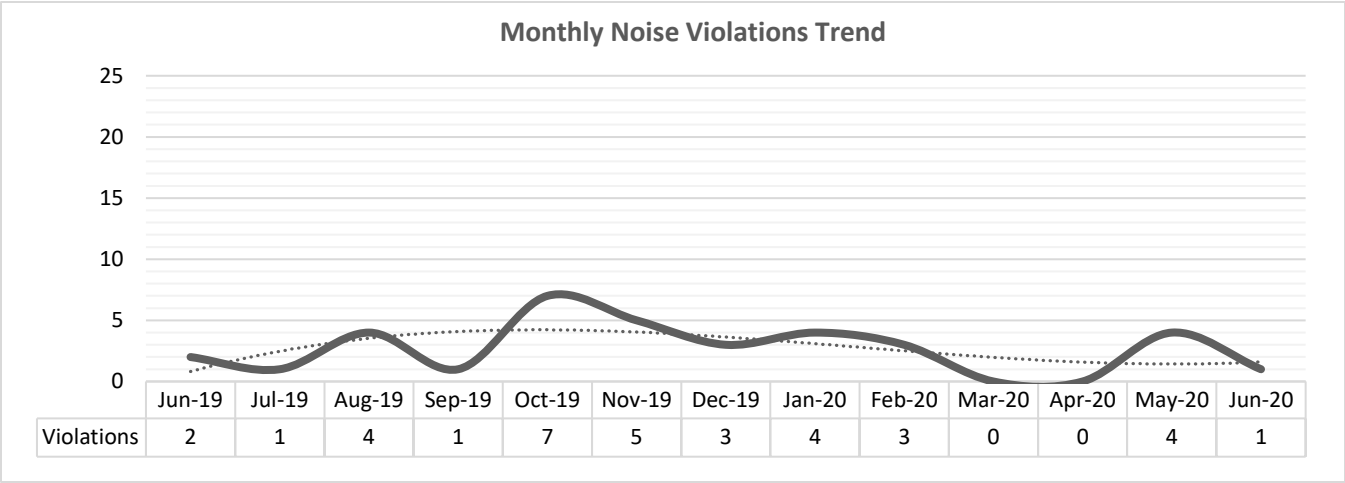
VII. Noise Violations

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 June1, 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.

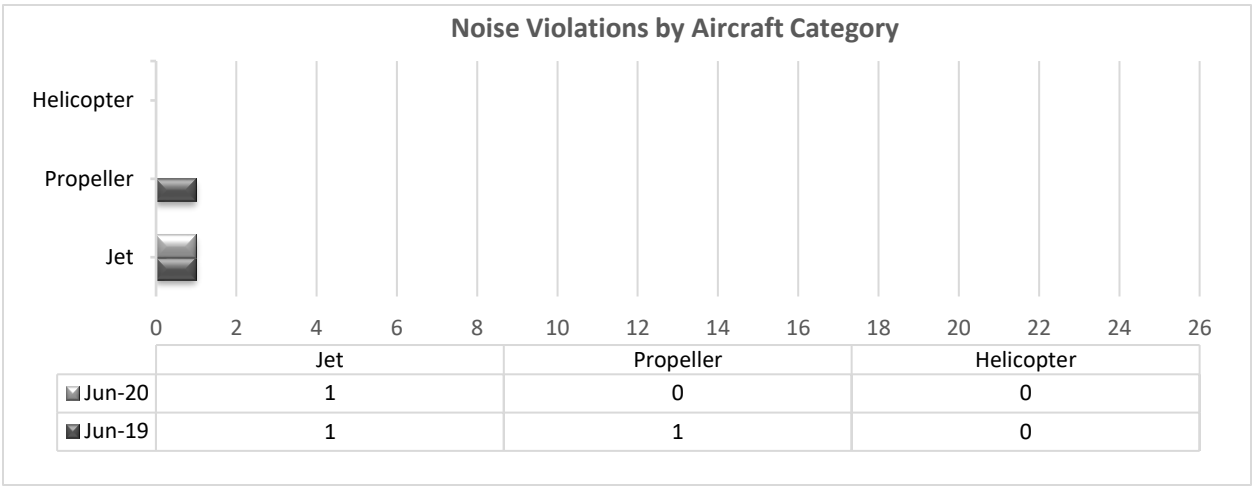
A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of June 2020, there was 1 noise violation recorded which represents a 50% decrease from the 2 noise violation recorded during June 2019. A summary of noise violations for June 2020 are listed on attachment D. Of the 4,450 aircraft operations recorded during the month of June 2020, 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 exempt or medical emergency operations.

Violations Breakdown by Decibel Level

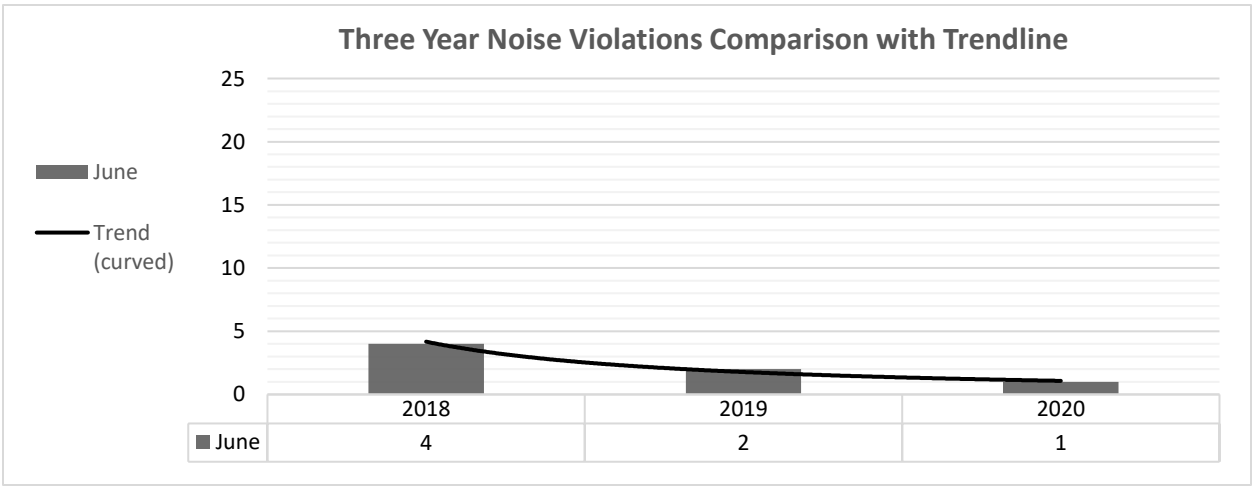
Aircraft & SENEL	95.1 to 95.9	96.0 to 96.9	97.0 to 97.9	98.0 to 98.9	99.0 to 99.9	100.0 to 104.9	105.0+	Total	%
Jet	0	0	0	1	0	0	0	**1**	**100%**
Propeller	0	0	0	0	0	0	0	**0**	**0%**
Helicopter	0	0	0	0	0	0	0	**0**	**0%**
Total:	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	
%	**0%**	**0%**	**0%**	**100%**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



	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20
Violations	2	1	4	1	7	5	3	4	3	0	0	4	1



	Jet	Propeller	Helicopter
Jun-20	1	0	0
Jun-19	1	1	0

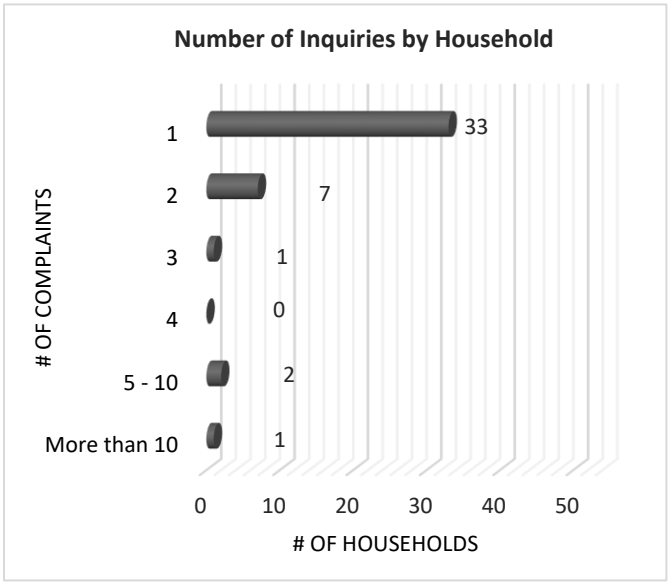


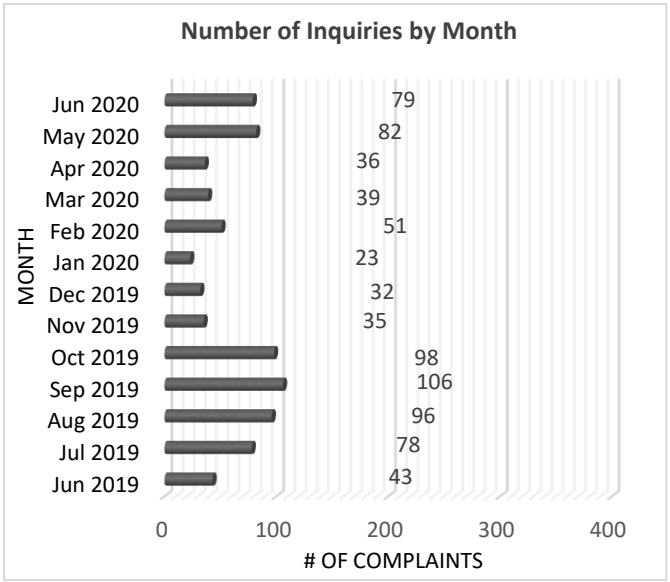
	2018	2019	2020
June	4	2	1

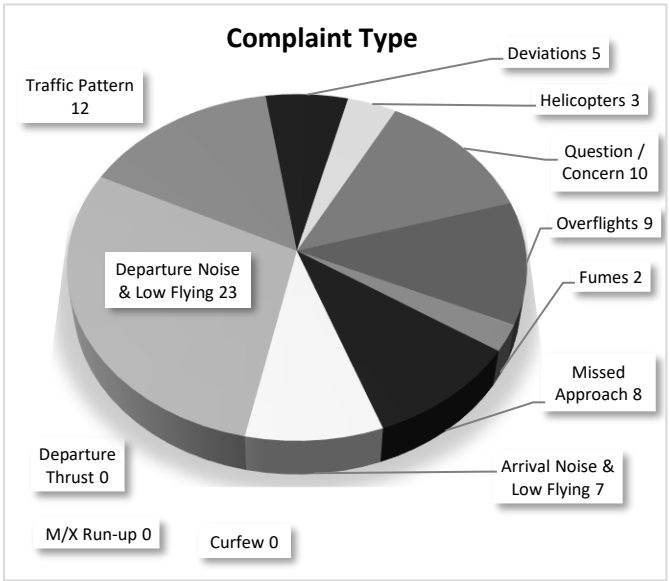
VIII. AIRCRAFT RELATED COMPLAINTS

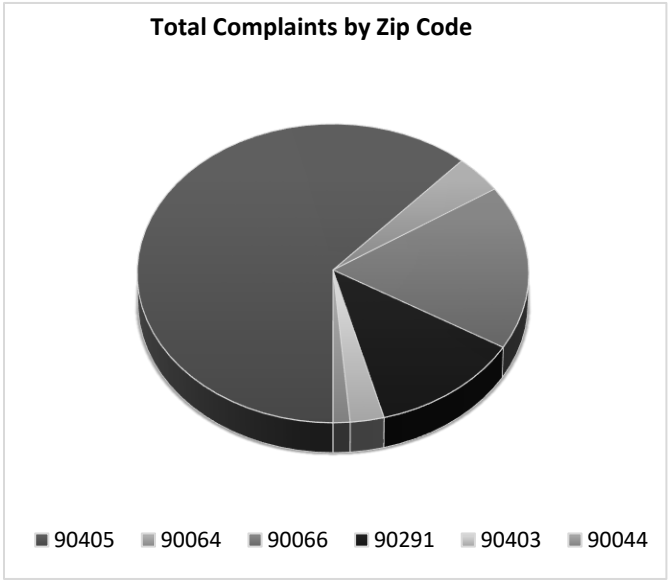
During the month of June of 2020, 44 different households logged a total of 79 reports pertaining to aircraft operations. These inquiries were investigated, and proper actions were taken in accordance with the Airport's "Fly Neighborly Program" and the City of Santa Monica's "Noise Code". The following charts provide a breakdown of the inquiries noise management staff investigated during the month of June 2020.

At the request of the Airport Commission, staff began tracking inquiries caused by the Airbus A320 aircraft series. From the 9 overflight reports recorded during June of 2020, zero A320 overflights were attributed to these reports.









ATTACHMENT A

AIRPORT TRAFFIC RECORD	FACILITY NAME	LOCATION	06 / 20	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) LOC ID

(10-1) FACILITY TYPE ("X" ONE)

(11)

APPROACH CONTROL TOWERS: [ ] B. RADAR; [ ] C. LIMITED RADAR; [ ] D. NON-RADAR → (also submit FAA Form 7230-26)

[X] E. VFR TOWER

[ ] G. CONTRACT TOWER

(Continue on reverse)

FACILITY TYPE CHANGED (12) [ ] YES

IF DAILY HOURS OF OPERATION HAVE CHANGED, ENTER NEW HOURS → HRS. 10THS (77-78) (79)

AIRPORT OPERATIONS COUNT

	ITINERANT					LOCAL			TOTAL	SPECIAL
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	OPERATIONS	USE (47-51)
1	0	6	52	0	58	29	0	29	87	87
2	0	1	39	0	40	77	0	77	117	204
3	0	2	64	0	66	27	0	27	93	297
4	0	4	43	0	47	35	0	35	82	379
5	0	1	42	0	43	89	0	89	132	511
6	0	6	55	0	61	49	0	49	110	621
7	0	8	85	0	93	8	0	8	101	722
8	0	0	40	0	40	13	0	13	53	775
9	0	2	51	0	53	60	0	60	113	888
10	0	4	55	0	59	46	0	46	105	993
11	0	2	71	0	73	87	0	87	160	1153
12	0	3	84	0	87	37	0	37	124	1277
13	0	6	93	0	99	50	0	50	149	1426
14	0	2	66	0	68	43	0	43	111	1537
15	0	1	57	0	58	73	0	73	131	1668
16	0	1	21	0	22	54	2	56	78	1746
17	0	6	65	0	71	60	0	60	131	1877
18	0	4	58	0	62	22	0	22	84	1961
19	0	3	60	0	63	114	0	114	177	2138
20	0	0	45	0	45	14	0	14	59	2197
21	0	3	51	0	54	15	0	15	69	2266
22	0	2	41	0	43	29	0	29	72	2338
23	0	5	54	2	61	6	0	6	67	2405
24	0	0	44	0	44	4	0	4	48	2453
25	0	5	47	0	52	49	0	49	101	2554
26	0	6	72	6	84	18	0	18	102	2656
27	0	1	69	0	70	12	0	12	82	2738
28	0	1	49	0	50	35	0	35	85	2823
29	0	4	52	0	56	81	0	81	137	2960
30	0	2	47	0	49	54	0	54	103	3063
31										
TOTAL	0				1771	1290	2	1292	3063	

FAA Form 7230-1 (8-78) SUPERSEDES PREVIOUS EDITION AND FAA FORM 7230-11 RIS: AT 7230-99

ATTACHMENT A

AIRPORT TRAFFIC RECORD	FACILITY NAME	LOCATION	06 / 20	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) LOC ID

(10-1) FACILITY TYPE ("X" ONE)
(11)

APPROACH CONTROL TOWERS: [ ] B. RADAR; [ ] C. LIMITED RADAR; [ ] D. NON-RADAR → (also submit FAA Form 7230-26)

[X] E. VFR TOWER
[ ] G. CONTRACT TOWER
(Continue on reverse)

FACILITY TYPE CHANGED (12) [ ] YES

IF DAILY HOURS OF OPERATION HAVE CHANGED, ENTER NEW HOURS → HRS. 10THS (77-78) (79)

AIRPORT OPERATIONS COUNT

	ITINERANT					LOCAL			TOTAL	SPECIAL
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	OPERATIONS	USE (47-51)
1	0	6	52	0	58	29	0	29	87	87
2	0	1	39	0	40	77	0	77	117	204
3	0	2	64	0	66	27	0	27	93	297
4	0	4	43	0	47	35	0	35	82	379
5	0	1	42	0	43	89	0	89	132	511
6	0	6	55	0	61	49	0	49	110	621
7	0	8	85	0	93	8	0	8	101	722
8	0	0	40	0	40	13	0	13	53	775
9	0	2	51	0	53	60	0	60	113	888
10	0	4	55	0	59	46	0	46	105	993
11	0	2	71	0	73	87	0	87	160	1153
12	0	3	84	0	87	37	0	37	124	1277
13	0	6	93	0	99	50	0	50	149	1426
14	0	2	66	0	68	43	0	43	111	1537
15	0	1	57	0	58	73	0	73	131	1668
16	0	1	21	0	22	54	2	56	78	1746
17	0	6	65	0	71	60	0	60	131	1877
18	0	4	58	0	62	22	0	22	84	1961
19	0	3	60	0	63	114	0	114	177	2138
20	0	0	45	0	45	14	0	14	59	2197
21	0	3	51	0	54	15	0	15	69	2266
22	0	2	41	0	43	29	0	29	72	2338
23	0	5	54	2	61	6	0	6	67	2405
24	0	0	44	0	44	4	0	4	48	2453
25	0	5	47	0	52	49	0	49	101	2554
26	0	6	72	6	84	18	0	18	102	2656
27	0	1	69	0	70	12	0	12	82	2738
28	0	1	49	0	50	35	0	35	85	2823
29	0	4	52	0	56	81	0	81	137	2960
30	0	2	47	0	49	54	0	54	103	3063
31										
TOTAL	0				1771	1290	2	1292	3063	

FAA Form 7230-1 (8-78) SUPERSEDES PREVIOUS EDITION AND FAA FORM 7230-11 RIS: AT 7230-99

ATTACHMENT B
Registered Noise Levels for Night Arrivals
11 pm and 7 am Weekdays
11 pm and 8 am Weekends

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ENGINE
6/7/20	7:20	N180NG	PC12	21	90.2	2	MILLENNIUM MANAGEMENT GROUP II LLC	T
6/10/20	6:54	N521WP	SR22	21	79.7	2	CAL AIR AVIATION	P
6/15/20	1:16	N223LA	AS50	3	89.9	1	LAPD	H
6/15/20	23:46	N9378D	C72R	21	72.0	2	ANDDEN AVIATION LLC	P
6/20/20	23:17	N883ES	SR22	21	72.7	2	AUSTIN J MA MD	P
6/26/20	23:08	N53440	C172	21	71.9	2	AIR SPACERS INC	P
6/26/20	23:12	N9378D	C72R	21	76.2	2	ANDDEN AVIATION LLC	P

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

DATE	TIME	NUMBER	TYPE	OPERATION	RUNWAY
6/15/20	1:24	N223LA	AS50	LAW ENFORCEMENT	3

Curfew Violations

NONE

ATTACHMENT D
(Aircraft Noise Violations)

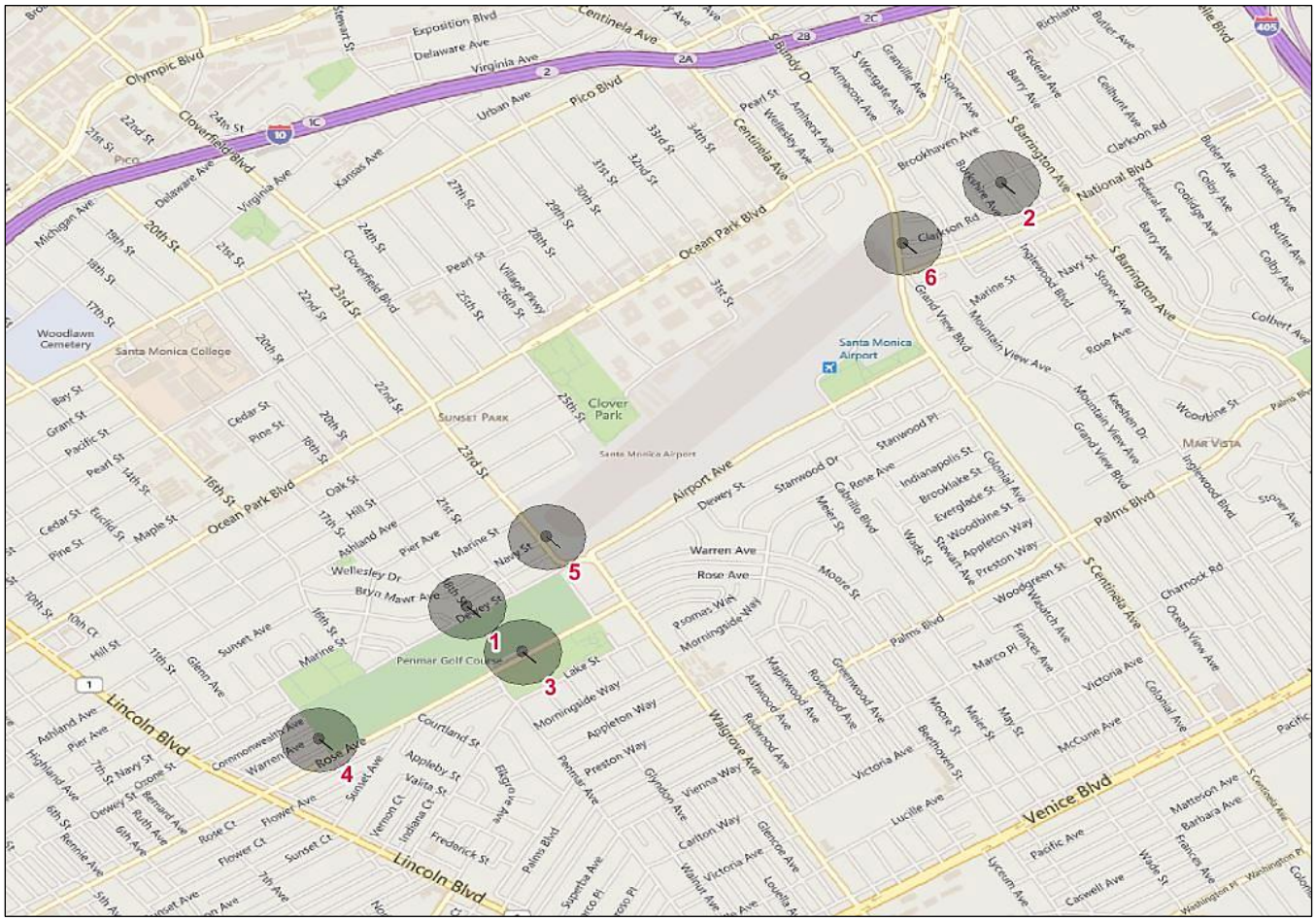
AIRCRAFT ENGINE CATEGORY LEGEND

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

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
6/14/20	10:15	XB-OGJ	C550	21	98.5	1	GRUPO INLOSA	WARNING	J

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.

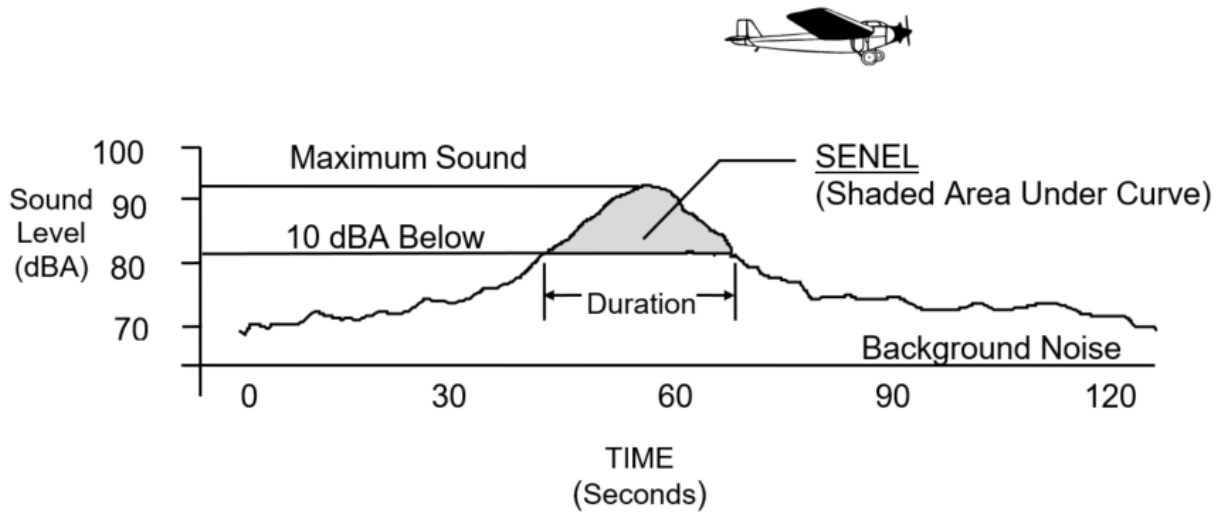
ATTACHMENT F
(Single Event Noise Exposure Level)

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.