



Santa Monica Airport Monthly Operations Report

June 2022

Report prepared by:

Stelios Makrides
Airport Director

stelios.makrides@santamonica.gov

310-458-8591

Diana Hernandez

Airport Operations Administrator

diana.hernandez@santamonica.gov

310-458-8692

Daniel Quezada

Airport Operations Analyst

daniel.quezada@santamonica.gov

310-458-8692

Santa Monica Airport
3223 Donald Douglas Loop South
Santa Monica, CA 90405

Airport.mailbox@santamonica.gov • www.santamonicaairport.org

Table of Contents

Introduction.....	Page 2
Aircraft Operations Data.....	Page 2
Voluntary Night Arrival Curfew.....	Page 7
Curfew Violations.....	Page 8
Aircraft Deviations.....	Page 8
Noise Management Briefings.....	Page 8
Noise Violations.....	Page 9
Aircraft Noise Complaints.....	Page 10
ATTACHMENT A Airport Traffic Record	
ATTACHMENT B Registered Noise Levels during Voluntary Night Arrivals	
ATTACHMENT C Curfew Violations	
ATTACHMENT D Aircraft Noise Violations	
ATTACHMENT E Location of Noise Remote Monitoring Stations (RMS)	
ATTACHMENT F Single Event Noise Exposure Level (SENEL)	

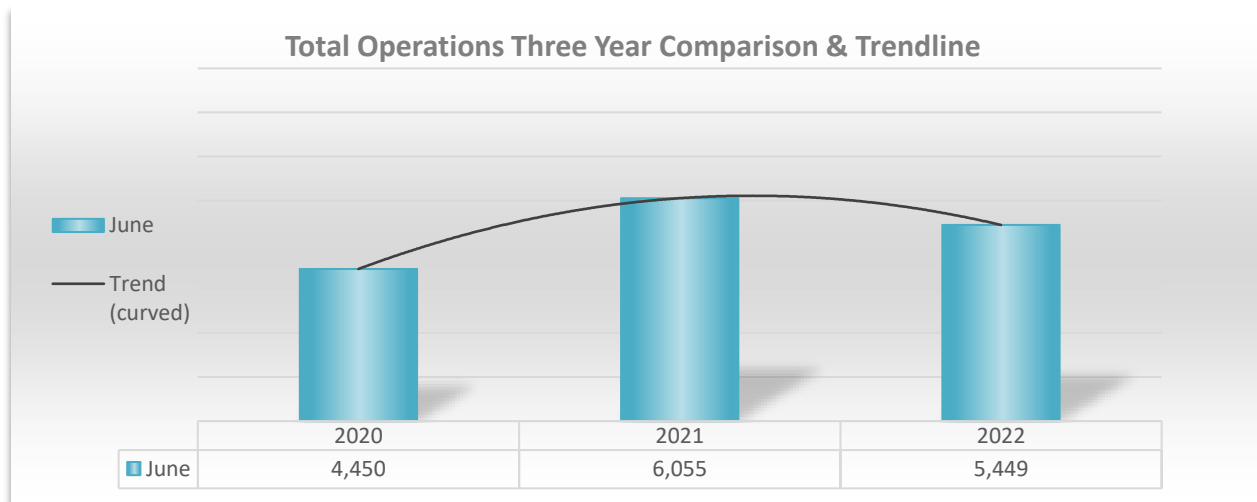
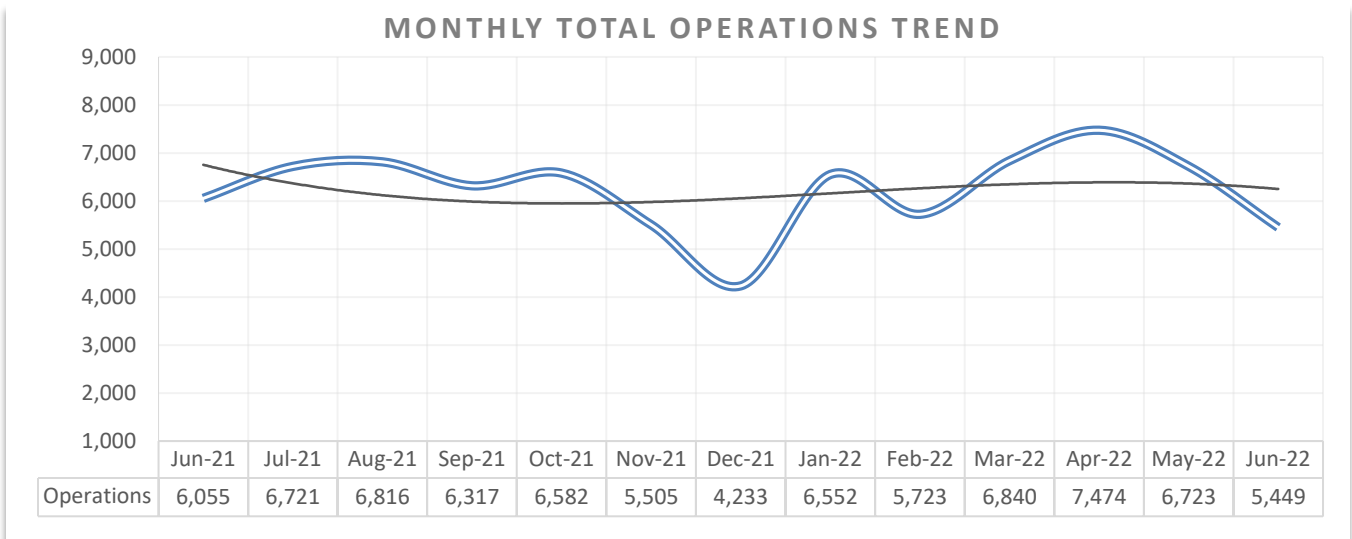
I. Introduction

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 June 2022.

II. Aircraft Operations Data

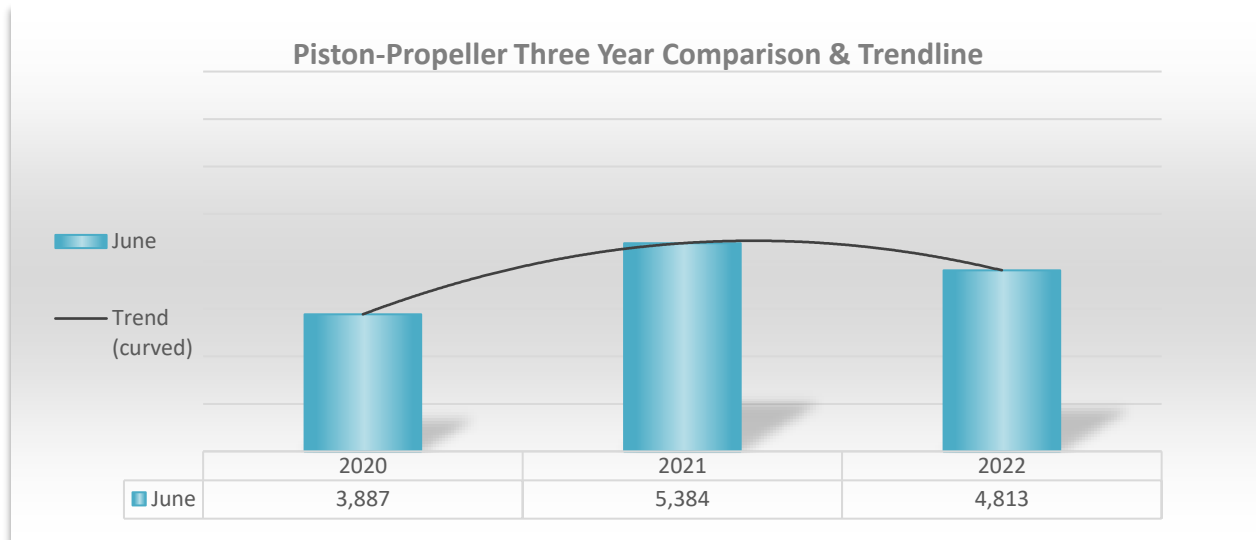
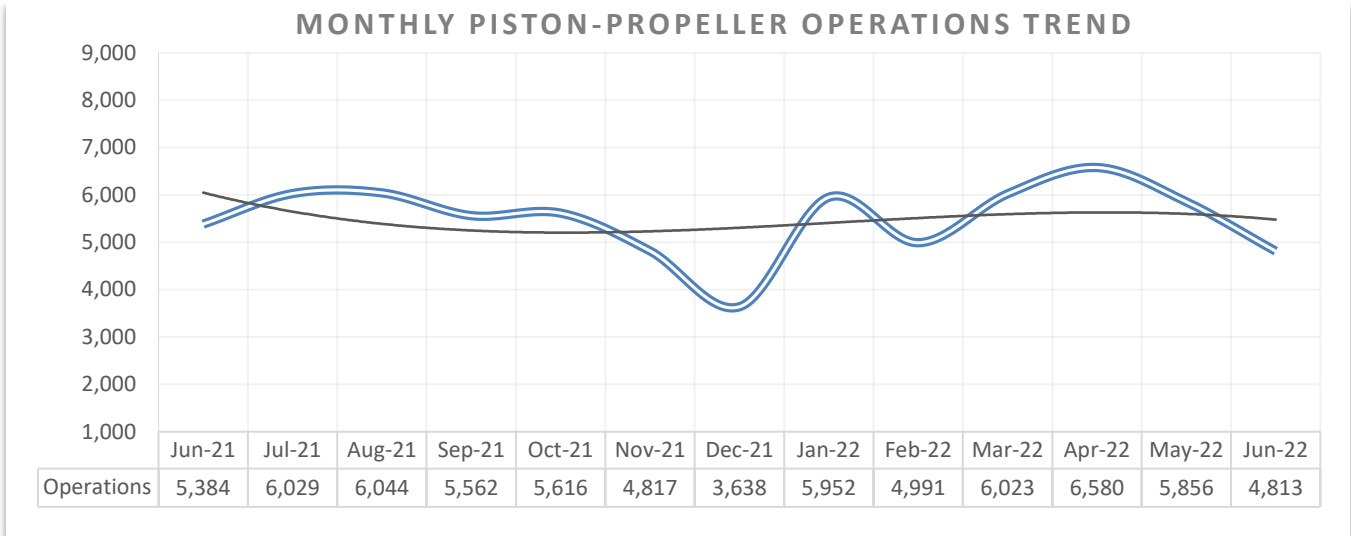
The total number of aircraft operations recorded during the month of June 2022 was 5,449 which represents a 10% decrease from the 6,055 operations recorded during June 2021. Approximately 15% of the operations were instrument flights (IFR transient), 39% were local flights (VFR local operations), and 47% 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, along with a graph for each type indicating each monthly aircraft operations trend during the preceding 12-month period is as follows.



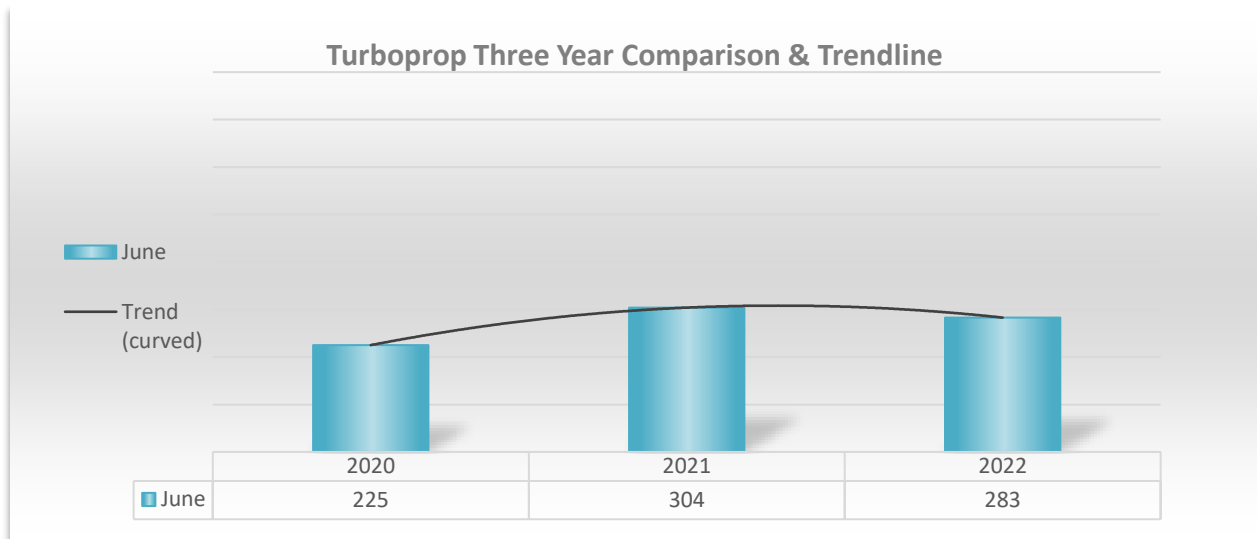
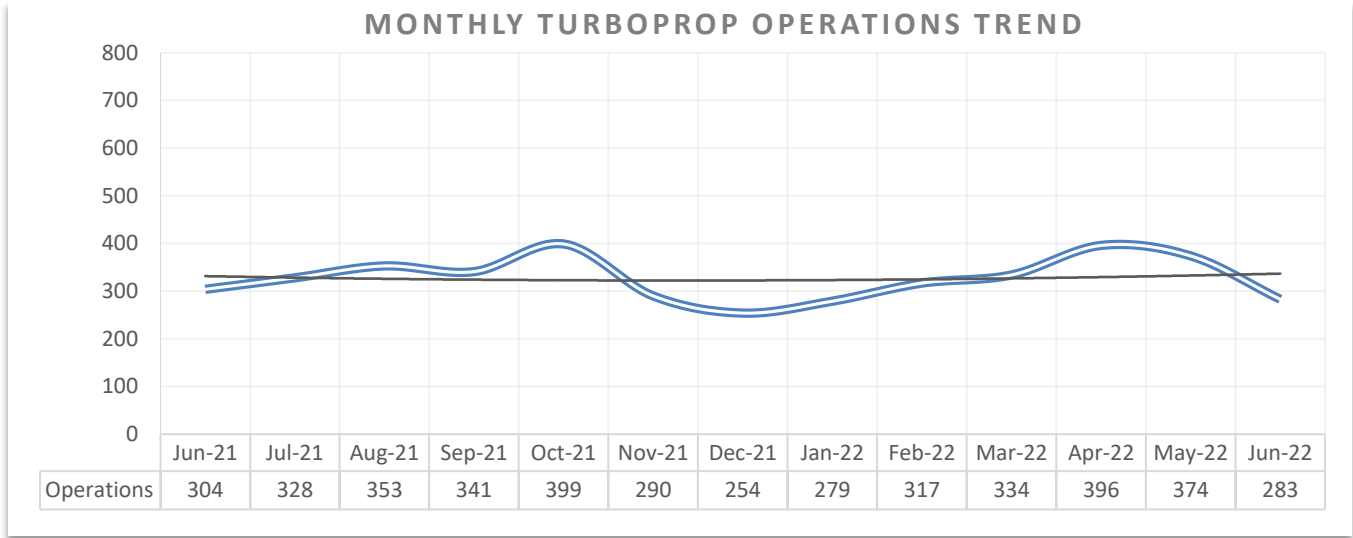
Piston-propeller Aircraft Operations

There were approximately 4,813 piston-propeller aircraft operations recorded, comprising approximately 88% of the total operations. Piston-propeller aircraft operations for June 2022 decreased 11% from the 5,384 piston-propeller aircraft operations recorded during June 2021.



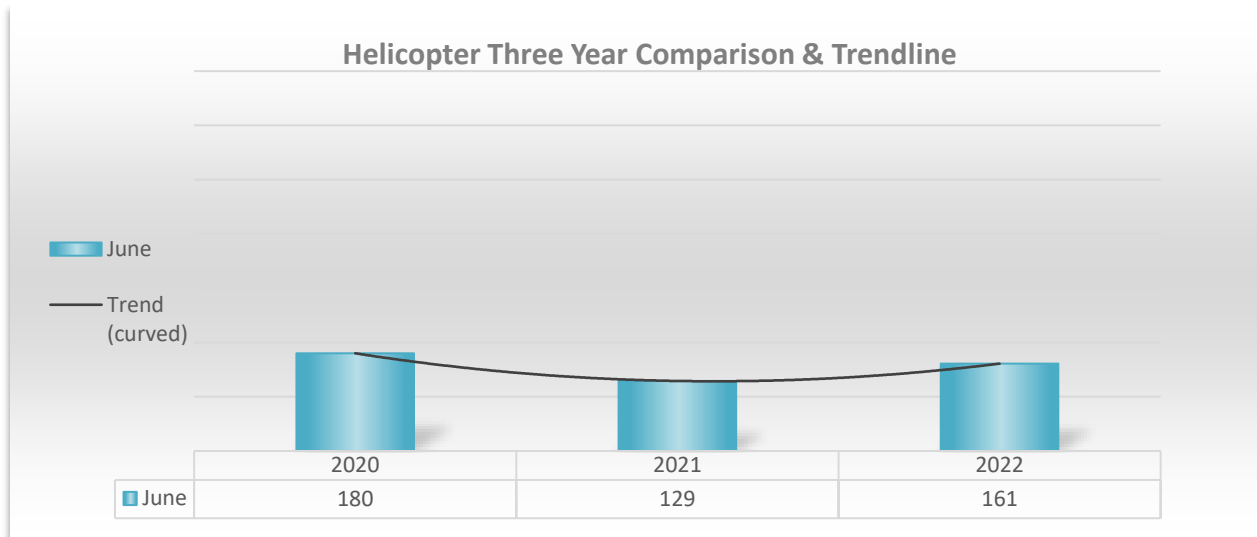
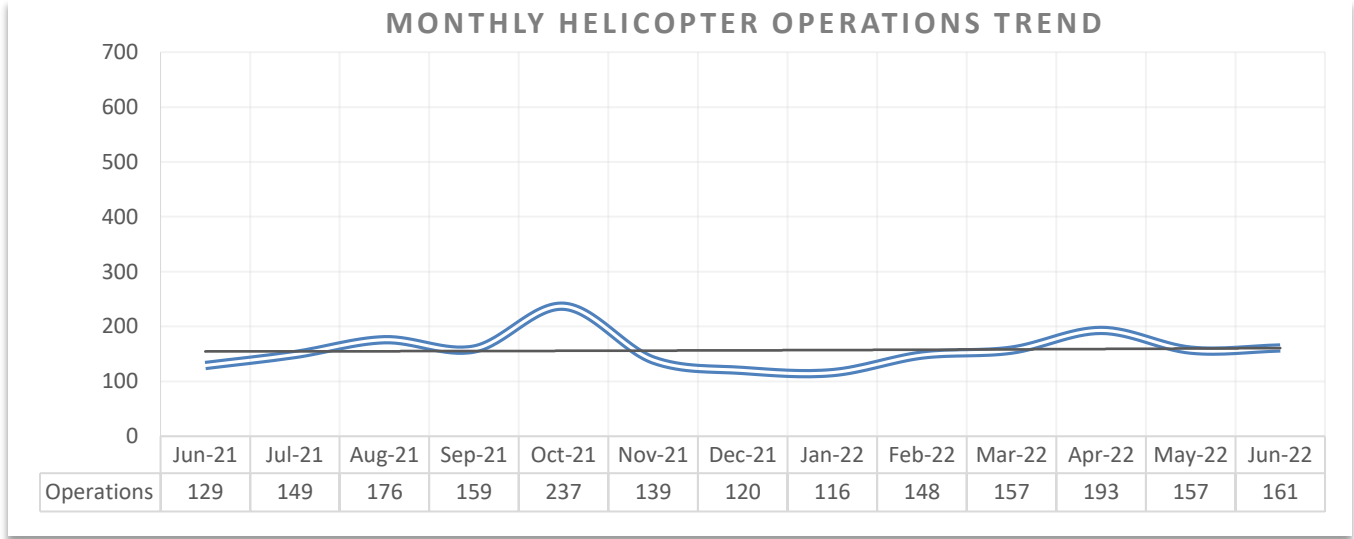
Turboprop Operations

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 June 2022, approximately 283 were by turboprop aircraft, comprising approximately 5% of the total operations. Turboprop aircraft operations decreased approximately 7% from the 304 operations recorded during June 2021.



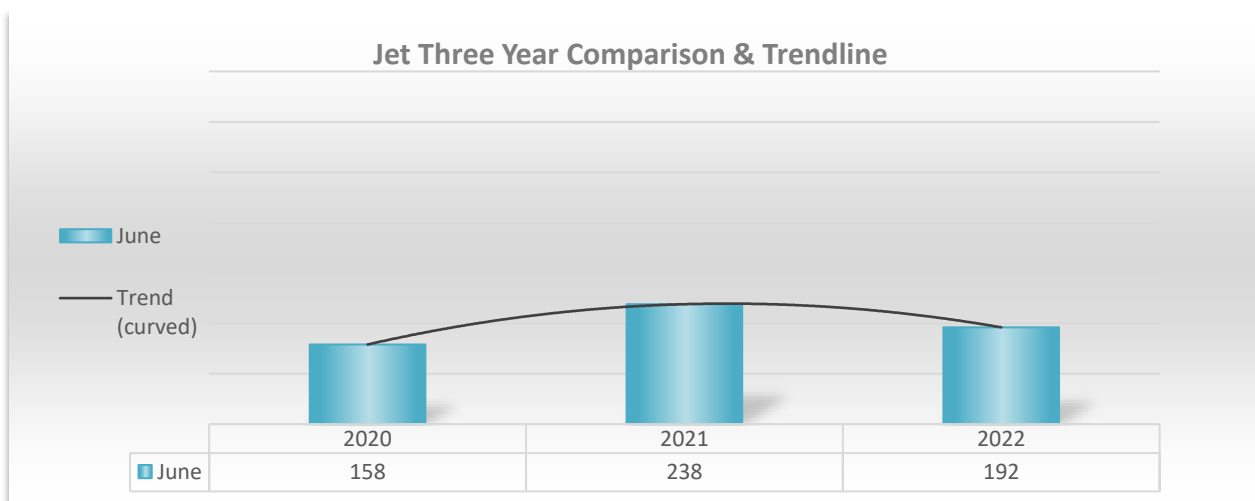
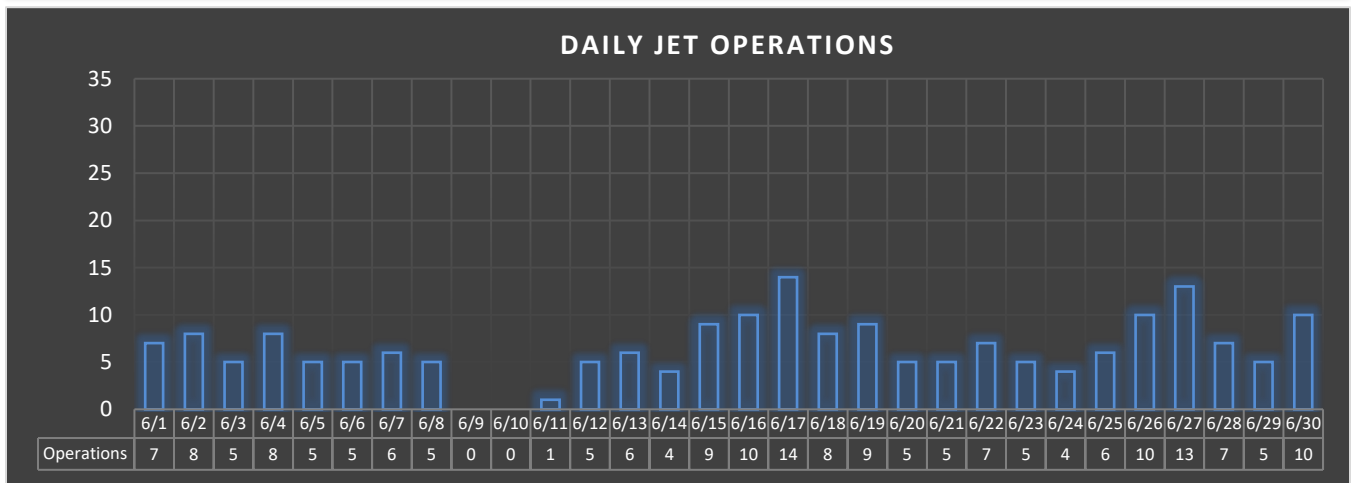
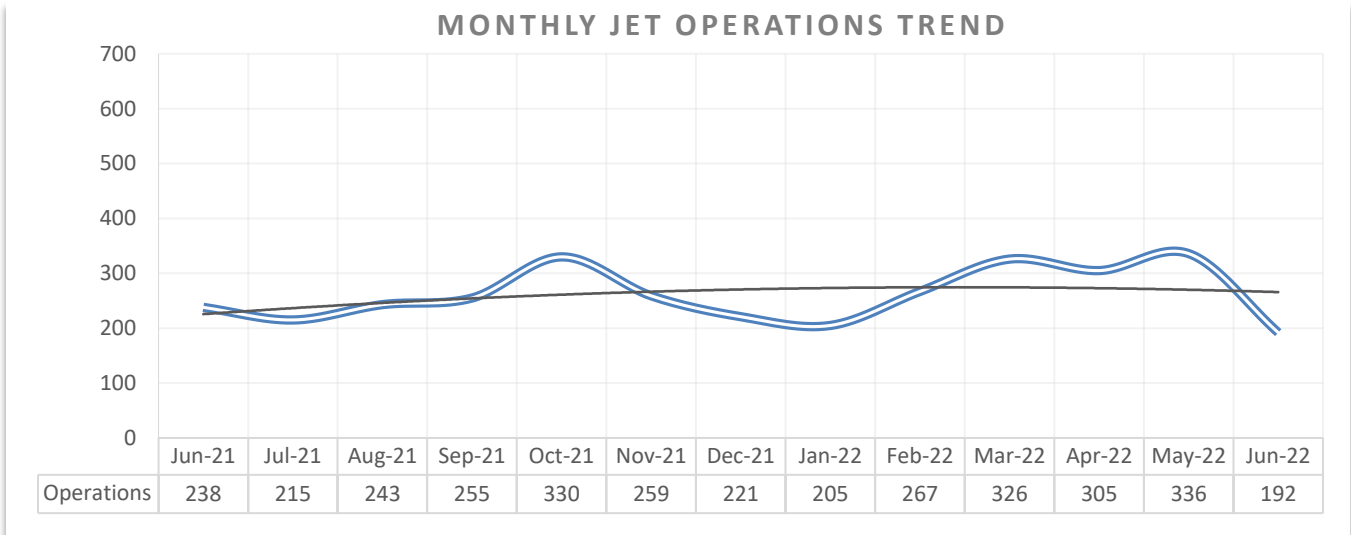
Helicopter Operations

Of the monthly aircraft operations for June 2022, approximately 161 operations are attributed to helicopters, comprising approximately 3% of the total operations. Helicopter operations during June 2022 increased approximately 25% from the 129 helicopter operations recorded in June 2021.



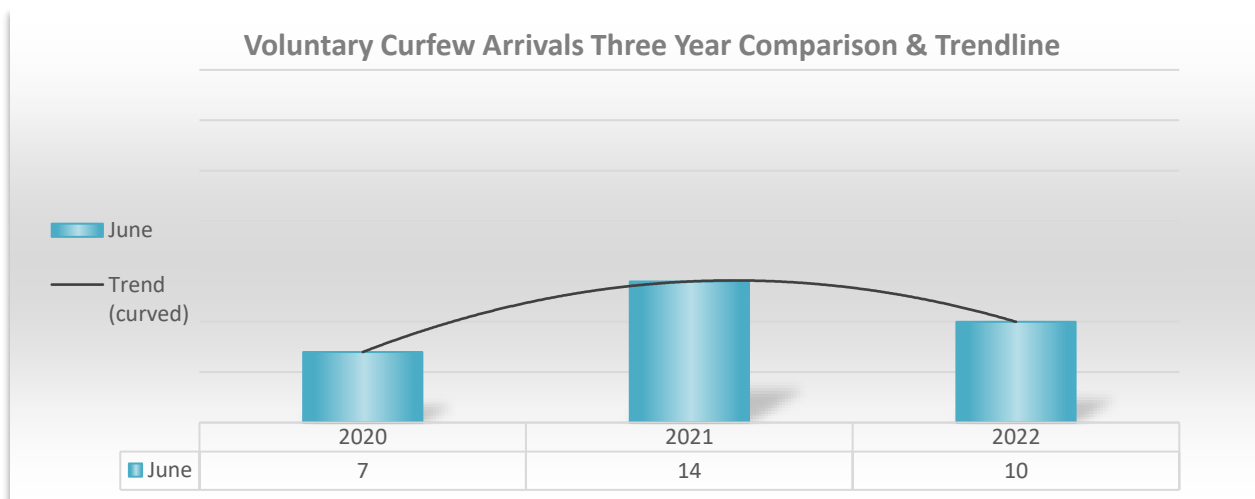
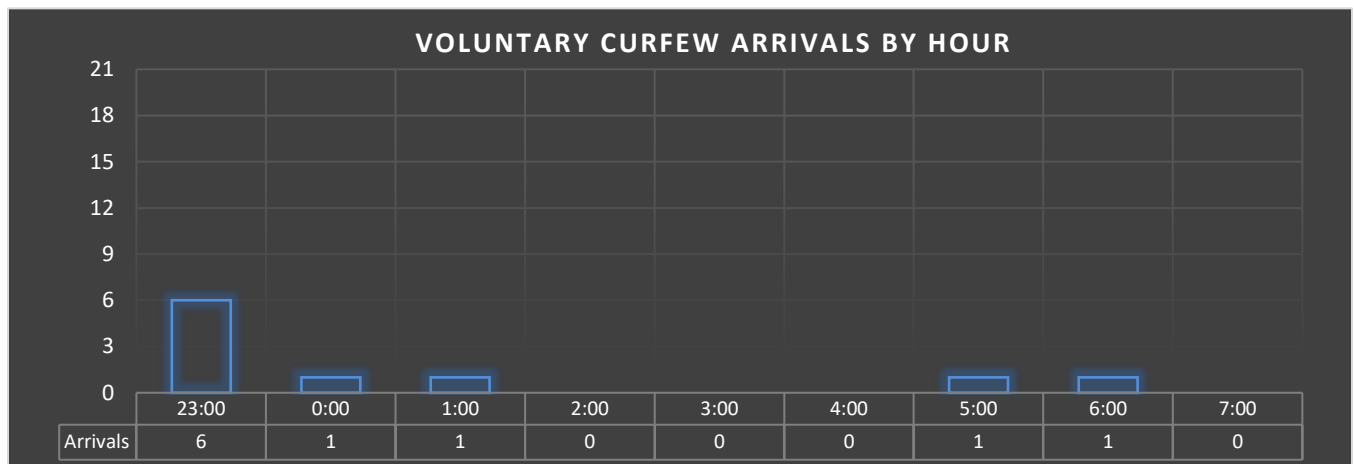
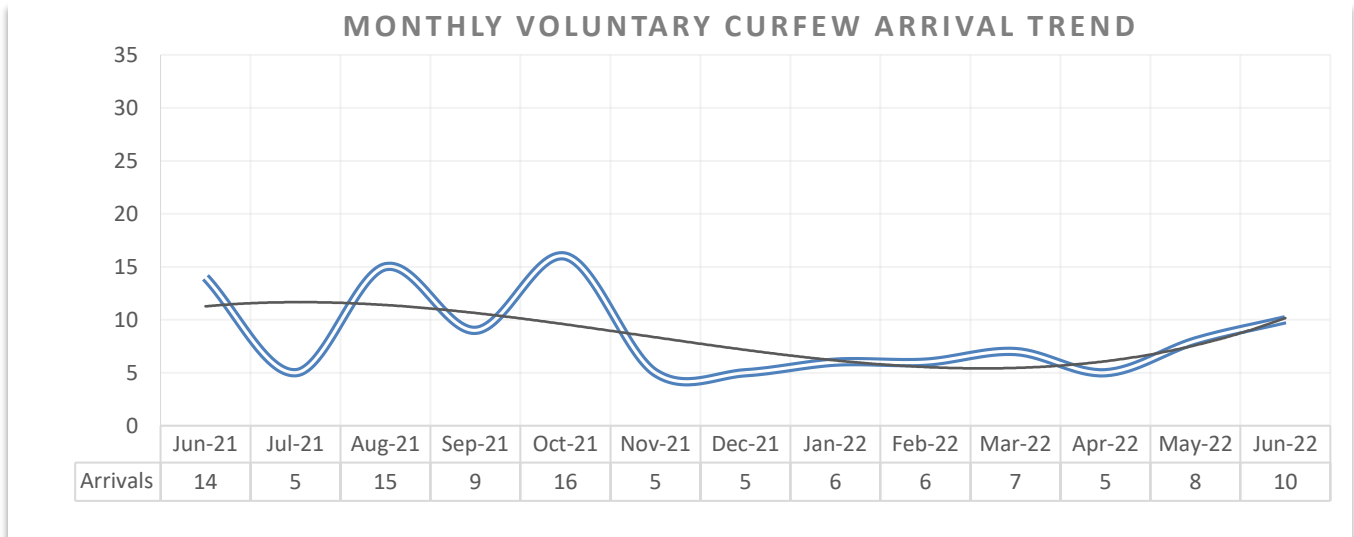
Jet Aircraft Operations

In June of 2022, there were approximately 192 jet operations recorded, encompassing approximately 4% of the total operations. Jet operations for June decreased 19% from the 238 jet aircraft operations recorded during June 2021. Daily jet operations vary significantly day over day. During the month of June 2022, jet aircraft averaged 6 operations per day. The bar graph below represents the monthly and daily operations for jet engine driven aircraft for the month of June 2022.



III. Voluntary Arrival Curfew

During the month of June 2022, 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 June 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 June 2022, there were four 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 June 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

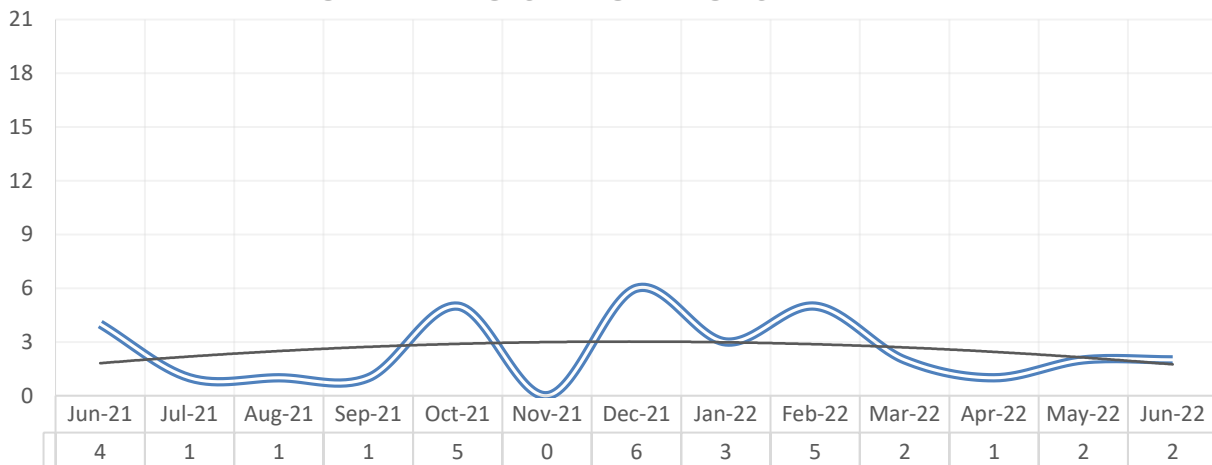
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that “No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing on June 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 June 2022, there were 2 noise violations recorded which represents a decrease of 50% from the 4 noise violations recorded during June 2021. A summary of noise violations for June 2022 is listed on attachment D. Of the 5,449 aircraft operations recorded during the month of June 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 from 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	1	0	0	0	0	0	1	50%
Propeller	0	1	0	0	0	0	0	1	50%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	0	2	0	0	0	0	0	2	
%	0%	100%	0%	0%	0%	0%	0%		100%

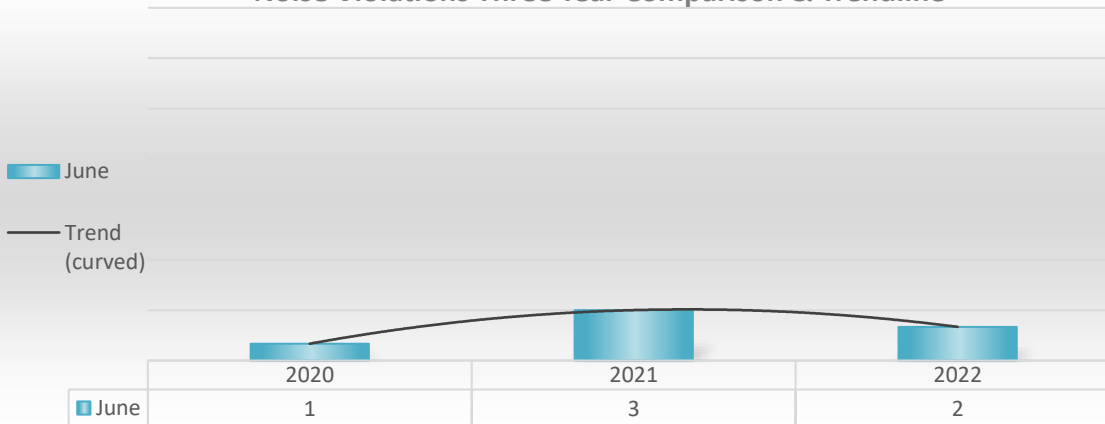
MONTHLY NOISE VIOLATIONS TREND



NOISE VIOLATIONS BY AIRCRAFT TYPE

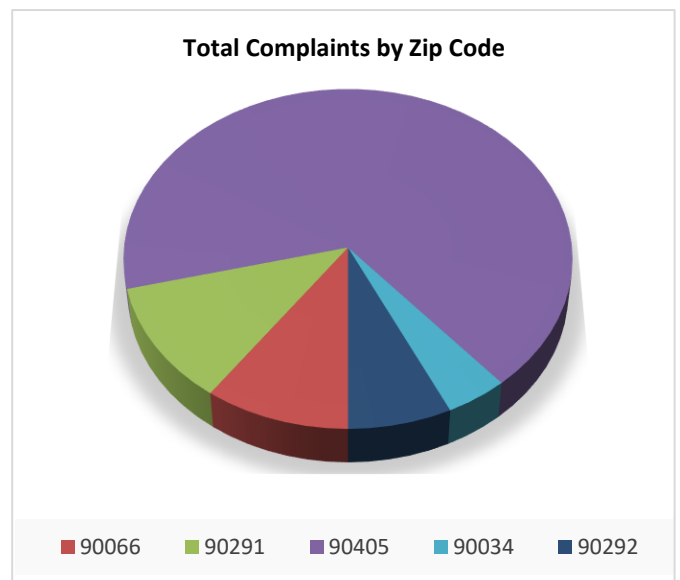
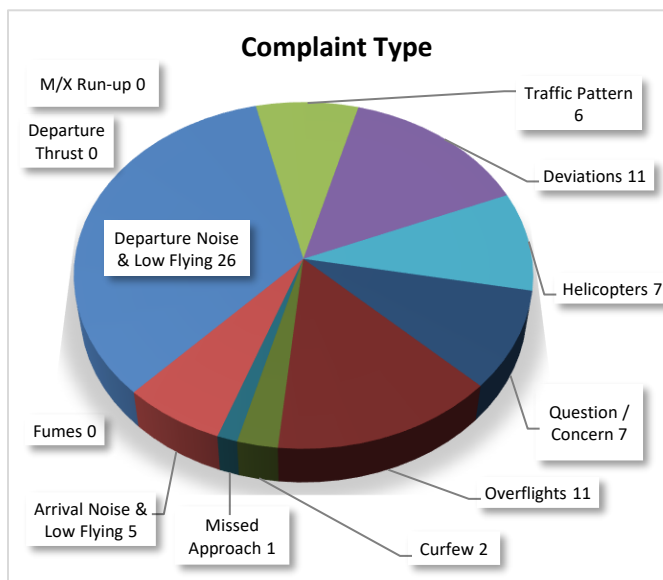
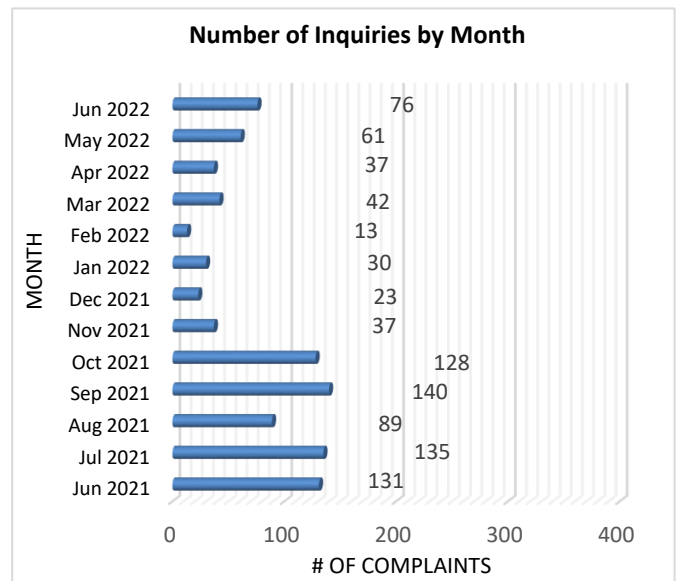
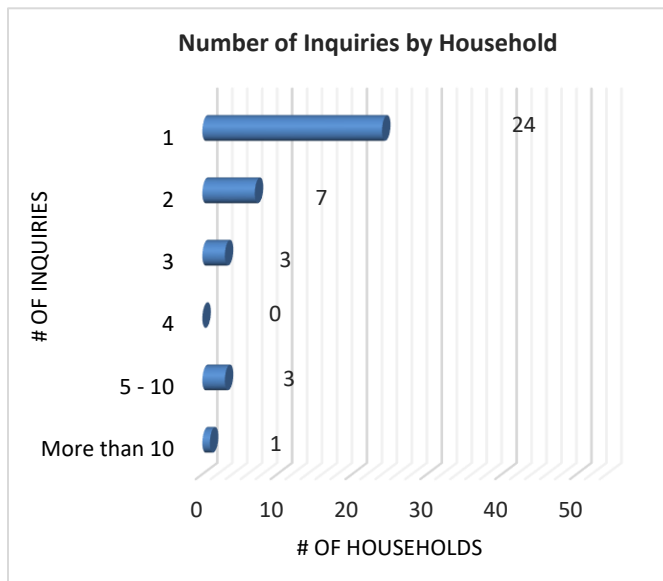


Noise Violations Three Year Comparison & Trendline



VIII. Aircraft Related Inquiries

During the month of June of 2022, 38 individual households logged a total of 76 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 2022.



ATTACHMENT A

AIRPORT TRAFFIC RECORD <small>Mail ORIGINAL of this form to Washington Office, APO-110, thru Regional Air Traffic Division.</small>	FACILITY NAME Santa Monica ATCT	LOCATION Santa Monica, California	06 / 22 <small>(1-2) (3-4)</small> MO. YR.	SMO <small>(5-9)</small> LOCID						
(10-1) FACILITY TYPE ("X" ONE) (11)	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)	FACILITY TYPE CHANGED (12) <input type="checkbox"/> YES	IF DAILY HOURS OF OPERATION HAVE CHANGED, ENTER NEW HOURS HRS. 10 THS <small>(77-78) (79)</small>							
AIRPORT OPERATIONS COUNT										
	ITINERANT				LOCAL			TOTAL	SPECIAL	
DAY <small>(15-16)</small>	AC <small>(17-21)</small>	AT <small>(22-26)</small>	GA <small>(27-31)</small>	MIL <small>(32-36)</small>	TOTAL ITINERANT	CIVIL <small>(37-41)</small>	MILITARY <small>(42-46)</small>	TOTAL LOCAL	OPERATIONS	USE <small>(47-51)</small>
1	0	6	155	0	161	145	0	145	306	306
2	0	7	94	0	101	24	0	24	125	431
3	0	10	83	0	93	34	0	34	127	558
4	0	12	62	0	74	32	0	32	106	664
5	0	10	90	0	100	95	0	95	195	859
6	0	14	107	3	124	26	0	26	150	1009
7	0	15	66	0	81	24	0	24	105	1114
8	0	6	22	0	28	0	0	0	28	1142
9	0	4	0	2	6	0	0	0	6	1148
10	0	2	3	0	5	0	0	0	5	1153
11	0	0	78	0	78	0	0	0	78	1231
12	0	4	97	0	101	28	0	28	129	1360
13	0	7	113	0	120	58	0	58	178	1538
14	0	7	139	0	146	130	0	130	276	1814
15	0	13	81	0	94	97	0	97	191	2005
16	0	10	63	0	73	20	0	20	93	2098
17	0	14	132	0	146	172	0	172	318	2416
18	0	8	159	0	167	71	0	71	238	2654
19	0	9	191	0	200	52	0	52	252	2906
20	0	12	82	0	94	115	0	115	209	3115
21	0	6	119	0	125	133	0	133	258	3373
22	0	2	90	0	92	76	0	76	168	3541
23	0	5	140	0	145	98	0	98	243	3784
24	0	11	113	0	124	67	0	67	191	3975
25	0	2	143	0	145	117	0	117	262	4237
26	0	16	138	0	154	18	0	18	172	4409
27	0	16	135	0	151	82	0	82	233	4642
28	0	6	138	0	144	131	1	132	276	4918
29	0	12	113	0	125	76	0	76	201	5119
30	0	11	133	0	144	186	0	186	330	5449
31	0				0		0	0	0	5449
TOTAL	0	257	3079	5	3341	2107	1	2108	5449	

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		/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	7	11	0	(16-19)	18			
2	0	7	23	0	(20-23)	30			
3	0	10	51	0	(24-27)	61			
4	0	11	30	0	(28-31)	41			
5	0	7	8	0	(32-35)	15			
6	0	7	21	0	(36-39)	28			
7	0	11	43	0	(40-43)	54			
8	0	6	22	0	(44-47)	28			
9	0	0	0	0	(48-51)	0			
10	0	2	2	0	(52-55)	4			
11	0	0	22	0	(56-59)	22			
12	0	3	22	0	(60-63)	25			
13	0	5	20	0	(64-67)	25			
14	0	4	12	0	(68-71)	16			
15	0	9	27	0	(72-75)	36			
16	0	10	36	0	(76-79)	46			
					(14-2)				
17	0	9	30	0	(16-19)	39			
18	0	5	22	0	(20-23)	27			
19	0	8	14	0	(24-27)	22			
20	0	6	16	0	(28-31)	22			
21	0	2	7	0	(32-35)	9			
22	0	4	23	0	(36-39)	27			
23	0	1	23	0	(40-43)	24			
24	0	7	19	0	(44-47)	26			
25	0	2	12	0	(48-51)	14			
26	0	10	19	0	(52-55)	29			
27	0	12	24	0	(56-59)	36			
28	0	4	19	0	(60-63)	23			
29	0	8	11	0	(64-67)	19			
30	0	10	16	0	(68-71)	26			
31	0	0	0	0	(72-75)	0			
TOTAL	0	187	605	0		792			
		(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
6/12/22	1:12	N318RX	EC35	21	86.4	2	REACH AIR MEDICAL SERVICES	H
6/13/22	6:17	N30GT	BE9T	21	81.0	2	CAL ASSET HOLDINGS LLC	P
6/15/22	23:22	N245WP	SR22	21	75.6	2	EBERHARD AIR LLC	P
6/18/22	23:21	N832CS	EC35	3	92.5	2	REACH AIR MEDICAL SERVICES	H
6/19/22	0:03	N353MV	C172	21	DNR	2	SANTA MONICA FLYERS	P
6/20/22	5:08	N124LZ	S22T	21	73.2	2	LIMA ZULU AIRCRAFT CORP	P
6/20/22	23:46	N724TT	SR20	21	72.6	2	AERO SUMMIT LLC	P
6/22/22	23:18	N353MV	C172	21	DNR	2	SANTA MONICA FLYERS	P
6/24/22	23:11	N66LG	P28A	21	DNR	2	PROTEUS AIR SERVICES	P
6/27/22	23:52	N245WP	SR22	21	76.8	2	EBERHARD AIR LLC	P

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

DATE	TIME	NUMBER	TYPE	OPERATOR	RUNWAY
6/4/22	3:52	N321RX	EC35	LIFE FLIGHT	21
6/12/22	1:52	N318RX	EC35	LIFE FLIGHT	21
6/19/22	0:36	N832CS	EC35	LIFE FLIGHT	21
6/25/22	23:41	N321RX	EC35	LIFE FLIGHT	3

Curfew Violations

NONE

ATTACHMENT D
(Aircraft Noise Violations)

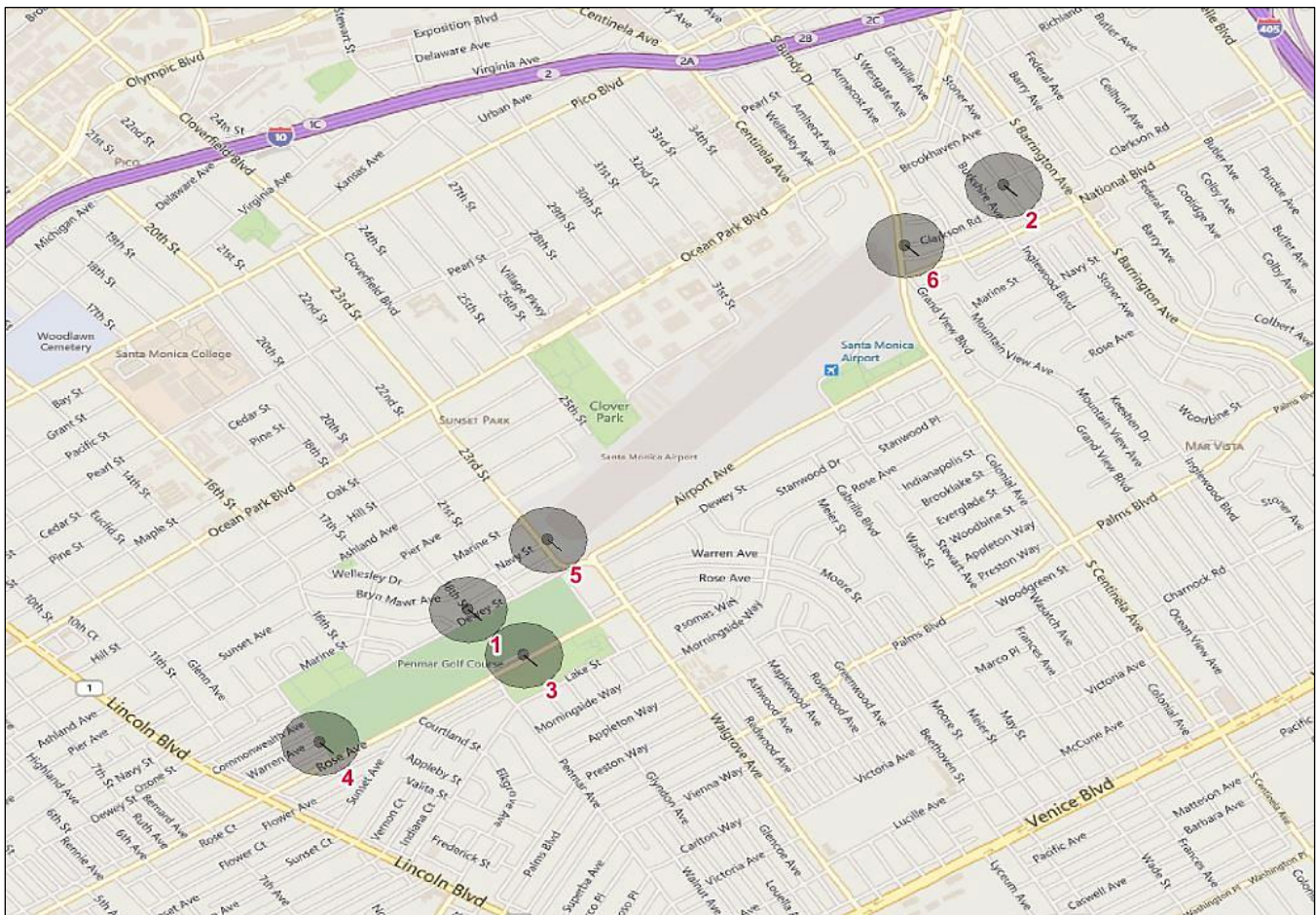
AIRCRAFT ENGINE CATEGORY LEGEND

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

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
6/16/22	11:59	N70MC	BE36	21	96.6	1	EUREKA GROUP INC	WARNING	P
6/25/22	16:55	N427SH	PC24	21	96.1	1	SN163 LLC	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.

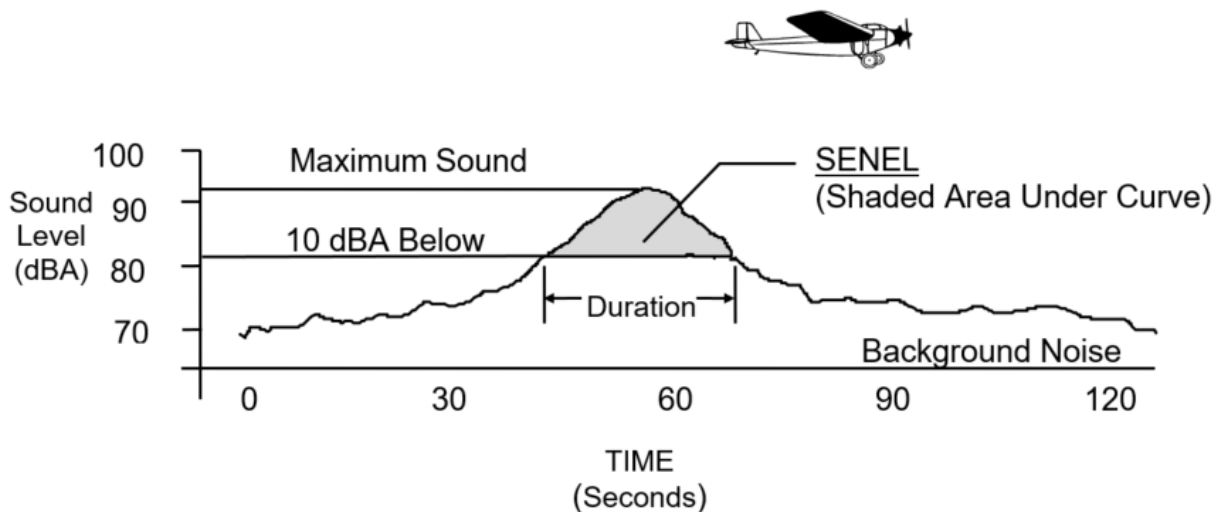
ATTACHMENT F (Single Event Noise Exposure Level)

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.