Santa Monica Airport
Monthly Operations Report

June 2023

Report prepared by:

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Table of Contents

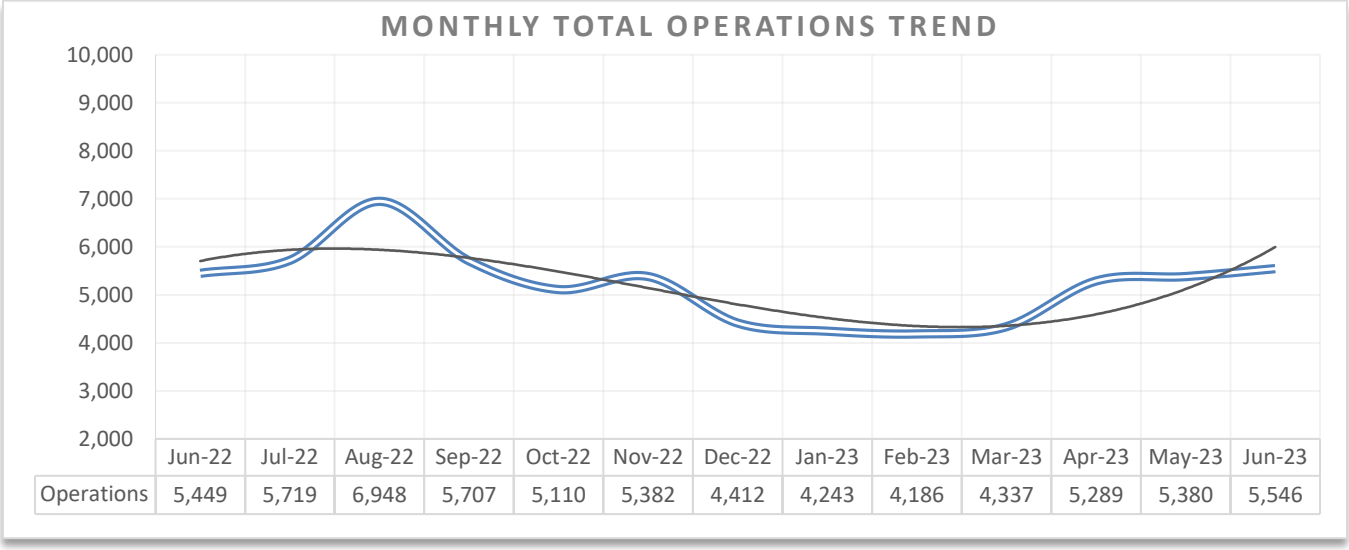
I. Introduction

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 2023.

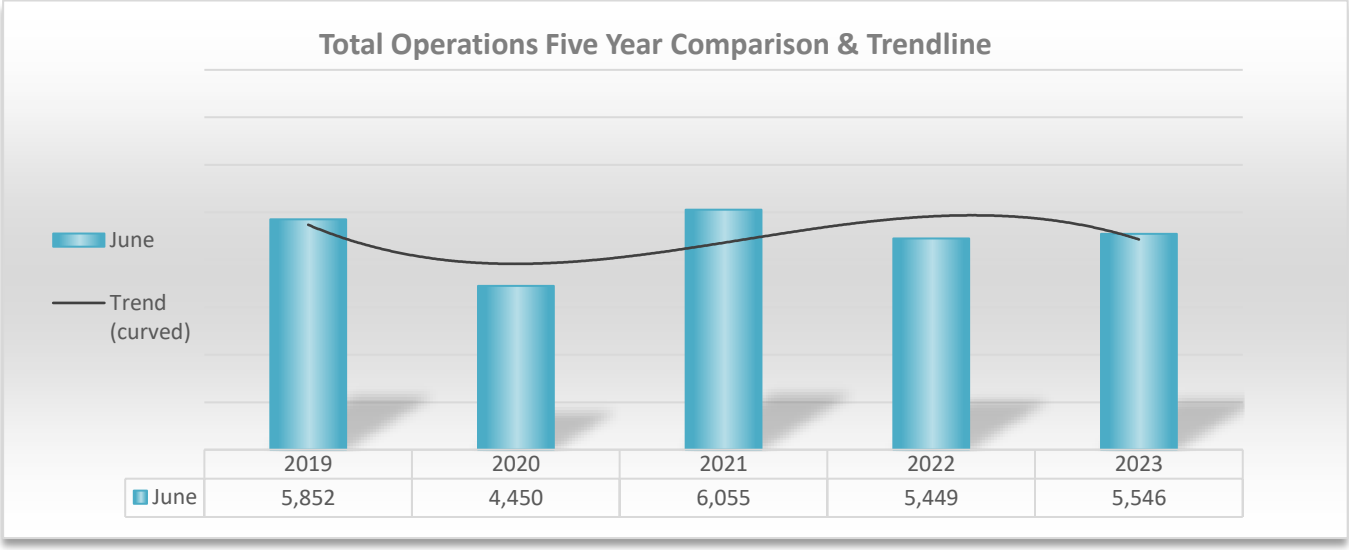
II. Aircraft Operations Data

The total number of aircraft operations recorded during the month of June 2023 was 5,546, which represents a 2% increase from the 5,449 operations recorded during June 2022. Approximately 22% of the operations were instrument flights (IFR transient), 39% were local flights (VFR local operations), and 39% 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.



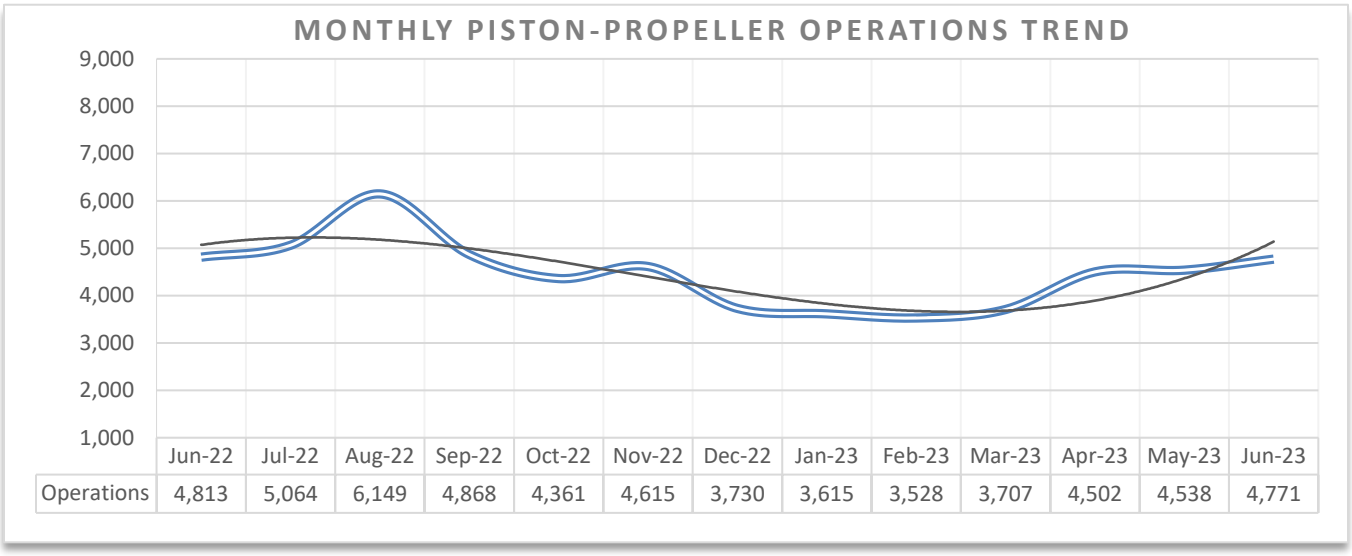
	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Operations	5,449	5,719	6,948	5,707	5,110	5,382	4,412	4,243	4,186	4,337	5,289	5,380	5,546



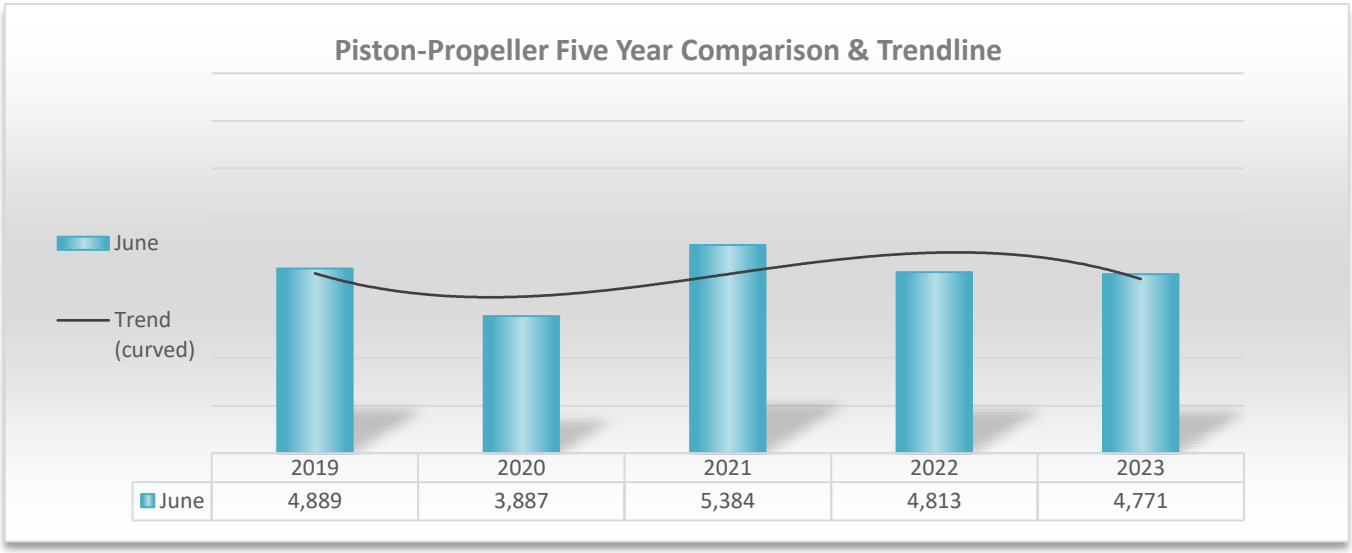
	2019	2020	2021	2022	2023
June	5,852	4,450	6,055	5,449	5,546

Piston-propeller Aircraft Operations

There were approximately 4,771 piston-propeller aircraft operations recorded, comprising approximately 86% of the total operations. Piston-propeller aircraft operations for June 2023 decreased 1% from the 4,813 piston-propeller aircraft operations recorded during June 2022.



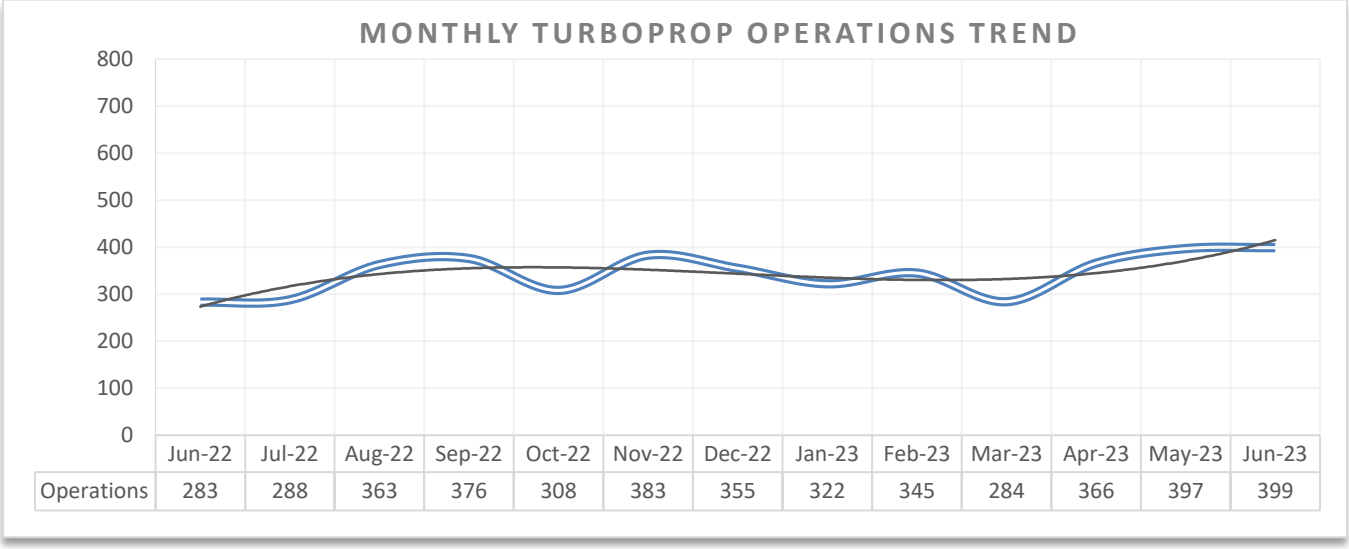
	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Operations	4,813	5,064	6,149	4,868	4,361	4,615	3,730	3,615	3,528	3,707	4,502	4,538	4,771



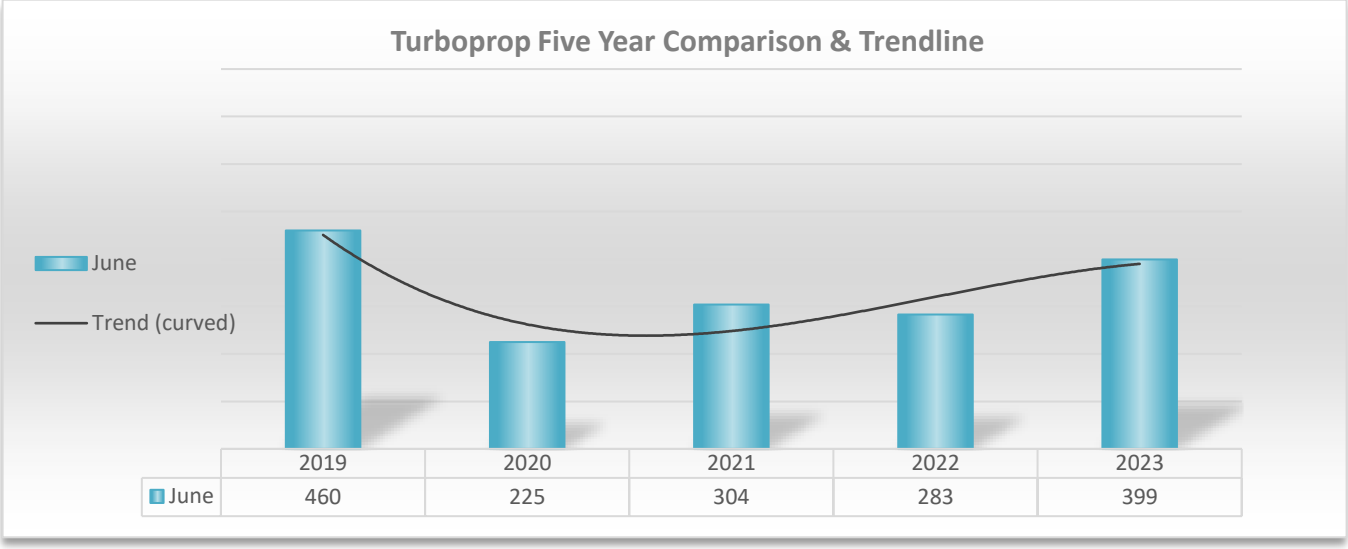
	2019	2020	2021	2022	2023
June	4,889	3,887	5,384	4,813	4,771

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 2023, approximately 399 were by turboprop aircraft, comprising approximately 7% of the total operations. Turboprop aircraft operations increased approximately 41% from the 283 operations recorded during June 2022.



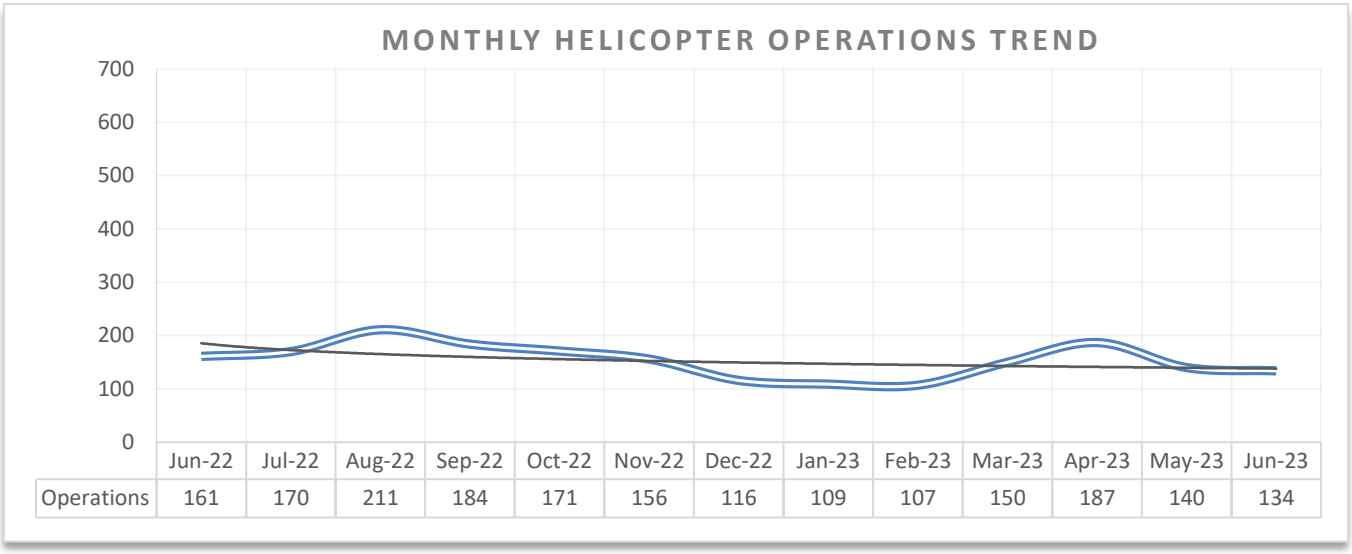
	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Operations	283	288	363	376	308	383	355	322	345	284	366	397	399



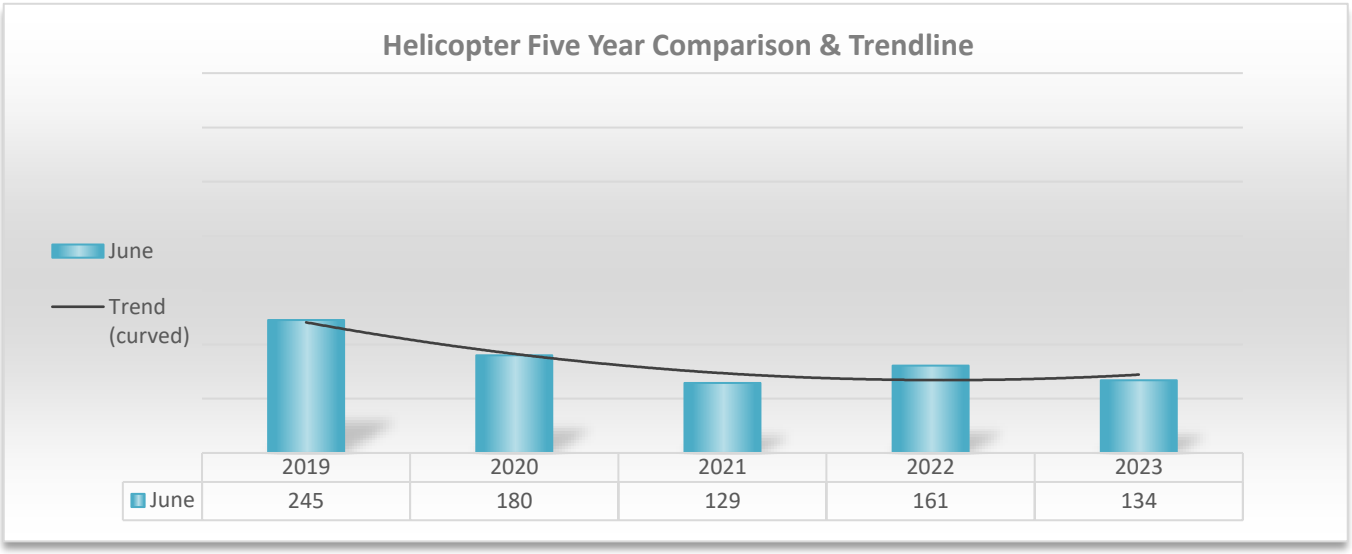
	2019	2020	2021	2022	2023
June	460	225	304	283	399

Helicopter Operations

Of the monthly aircraft operations for June 2023, approximately 134 operations are attributed to helicopters, comprising approximately 2% of the total operations. Helicopter operations during June 2023 decreased approximately 17% from the 161 helicopter operations recorded in June 2022.



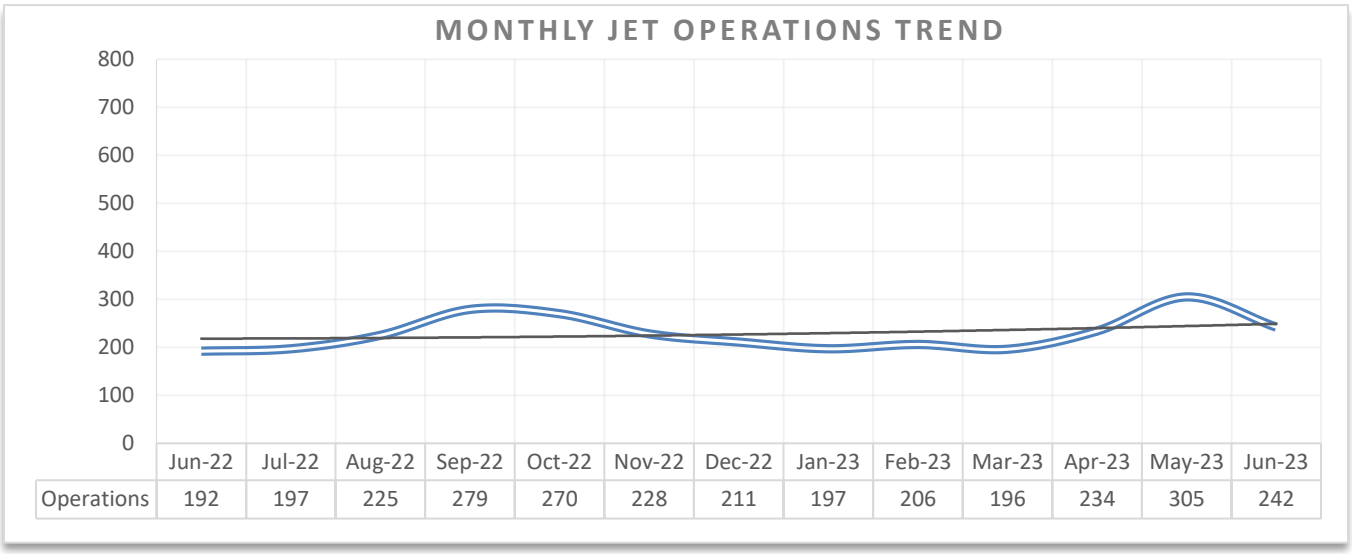
	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Operations	161	170	211	184	171	156	116	109	107	150	187	140	134



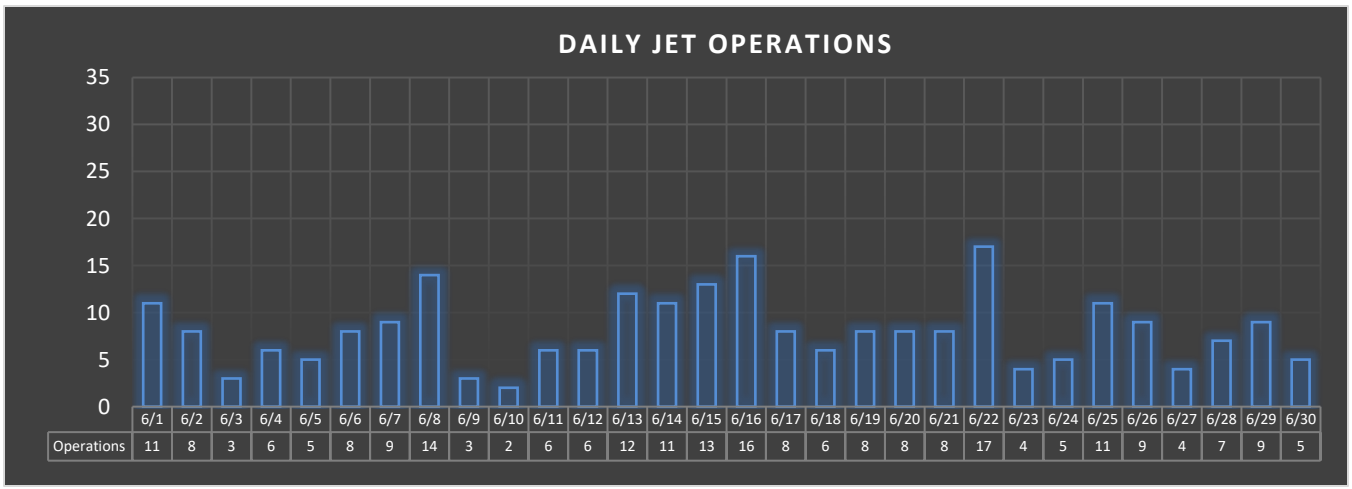
	2019	2020	2021	2022	2023
June	245	180	129	161	134

Jet Aircraft Operations

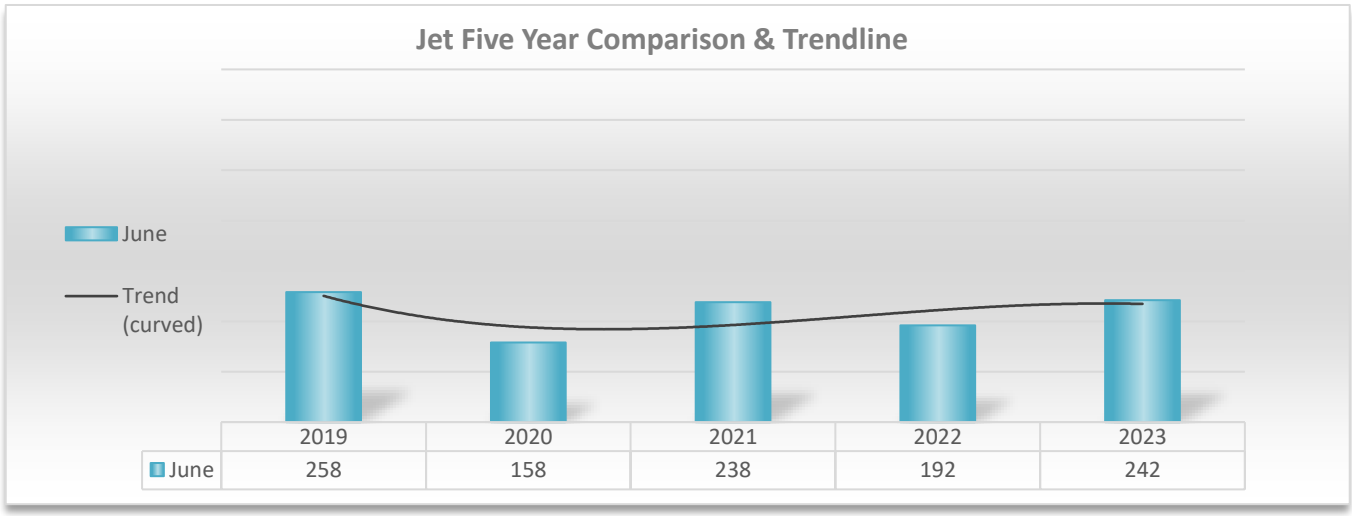
In June of 2023, there were approximately 242 jet operations recorded, encompassing approximately 4% of the total operations. Jet operations for June increased 26% from the 192 jet aircraft operations recorded during June 2022. Daily jet operations vary significantly day over day. During the month of June 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 June 2023.



	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Operations	192	197	225	279	270	228	211	197	206	196	234	305	242



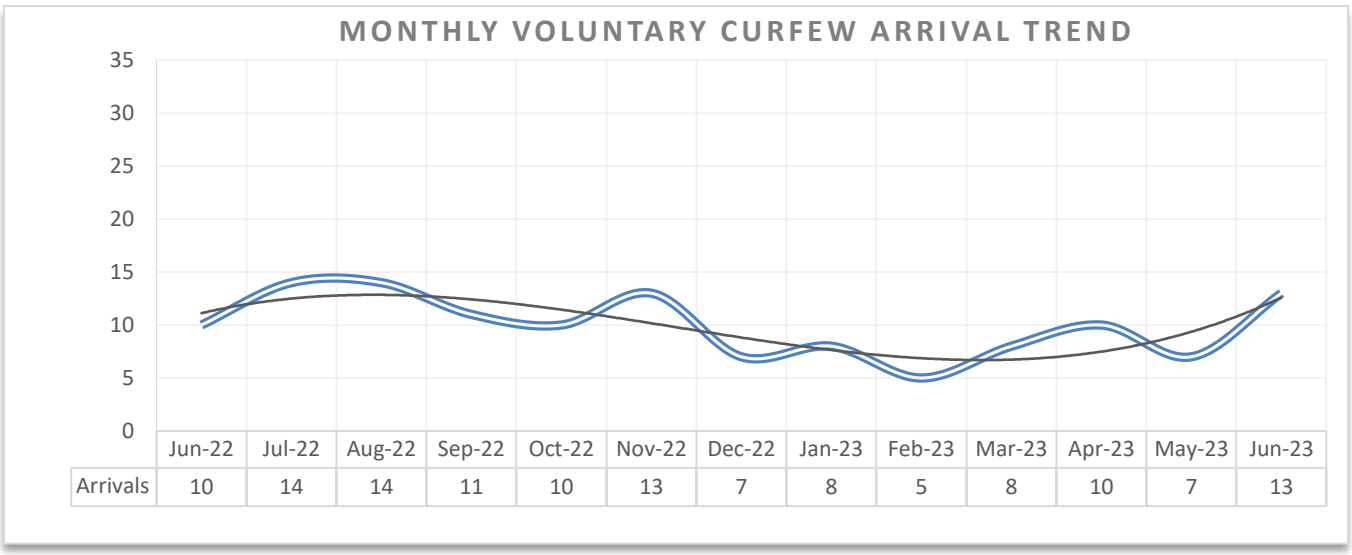
	6/1	6/2	6/3	6/4	6/5	6/6	6/7	6/8	6/9	6/10	6/11	6/12	6/13	6/14	6/15	6/16	6/17	6/18	6/19	6/20	6/21	6/22	6/23	6/24	6/25	6/26	6/27	6/28	6/29	6/30
Operations	11	8	3	6	5	8	9	14	3	2	6	6	12	11	13	16	8	6	8	8	8	17	4	5	11	9	4	7	9	5



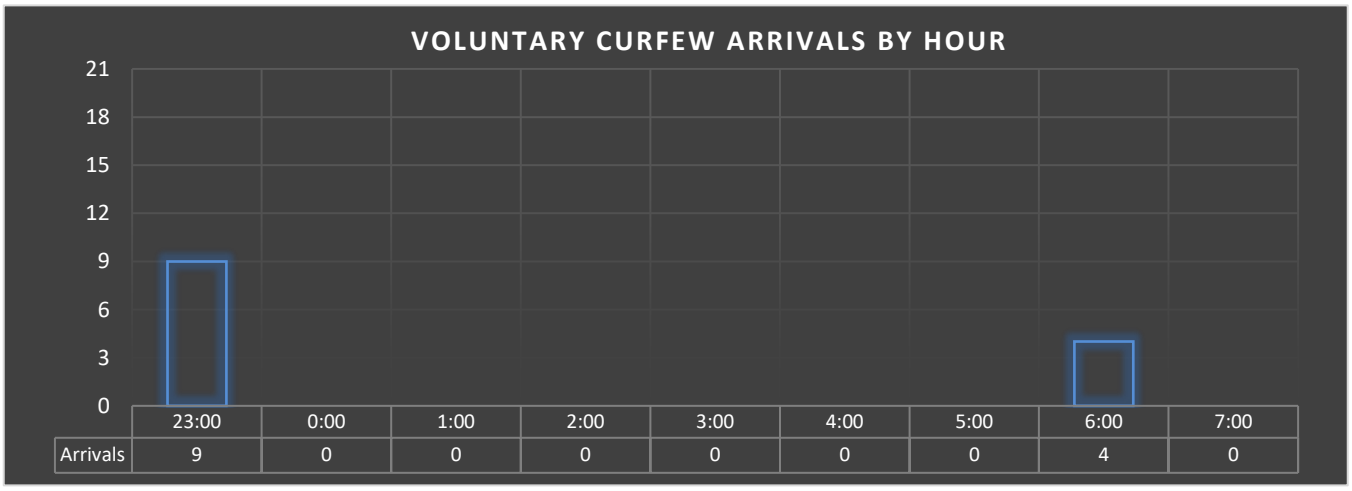
	2019	2020	2021	2022	2023
June	258	158	238	192	242

III. Voluntary Arrival Curfew

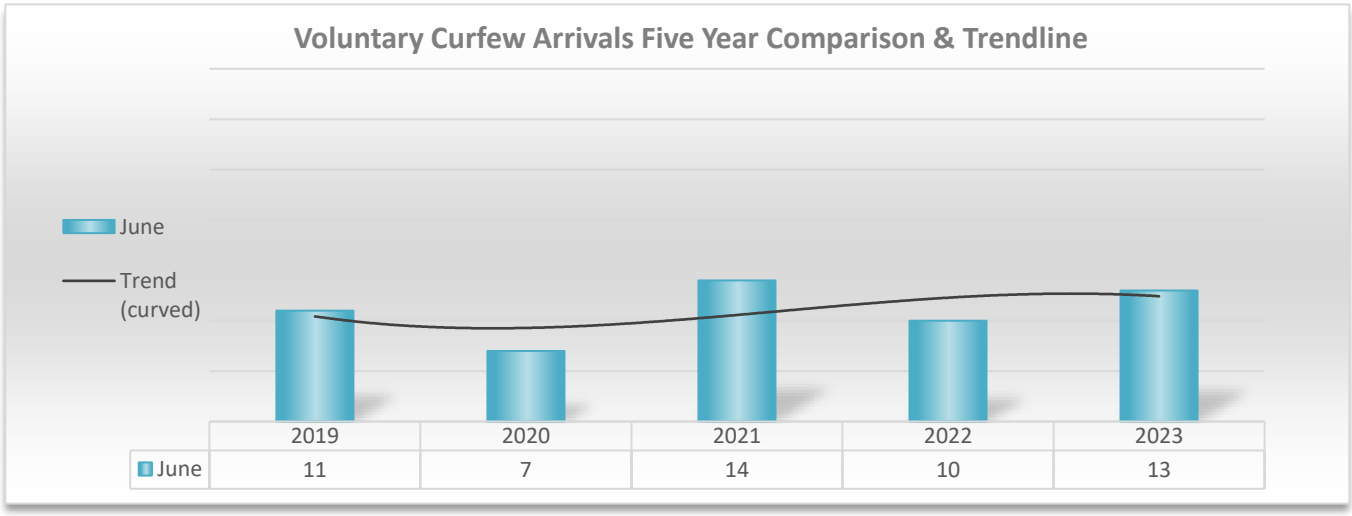
During the month of June 2023, Airport Staff logged a total of 13 aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals for each VAC hour during the month of June 2023. For a listing of aircraft arrivals during the night hours, see Attachment B.



	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23
Arrivals	10	14	14	11	10	13	7	8	5	8	10	7	13



	23:00	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Arrivals	9	0	0	0	0	0	0	4	0



	2019	2020	2021	2022	2023
June	11	7	14	10	13

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 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 June 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.

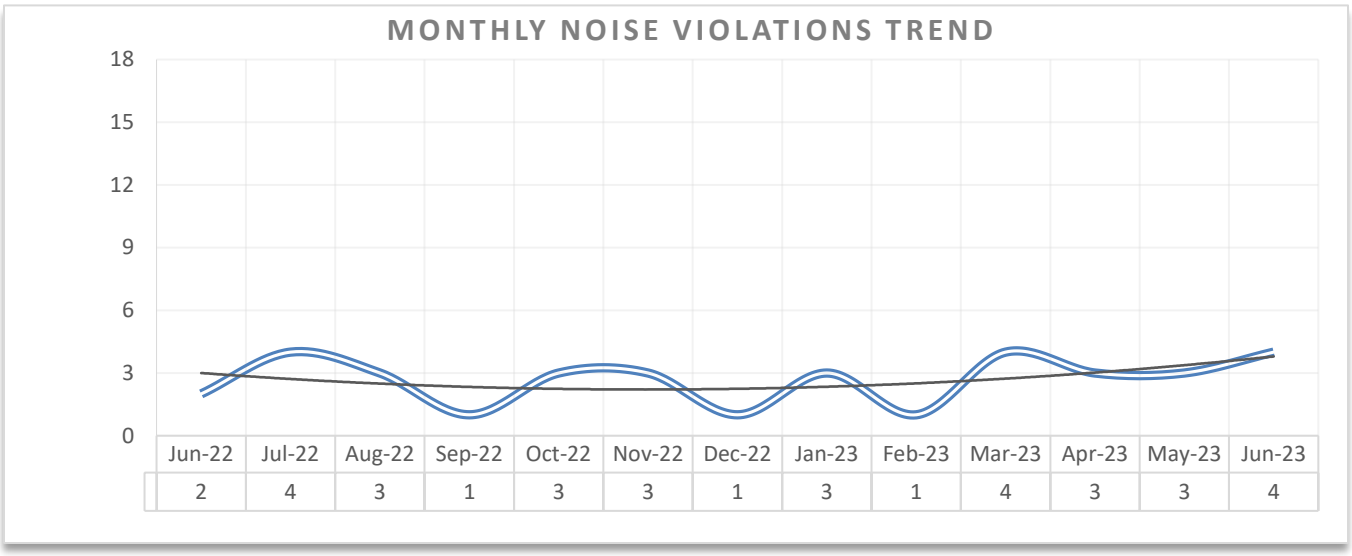
VII. Noise Violations

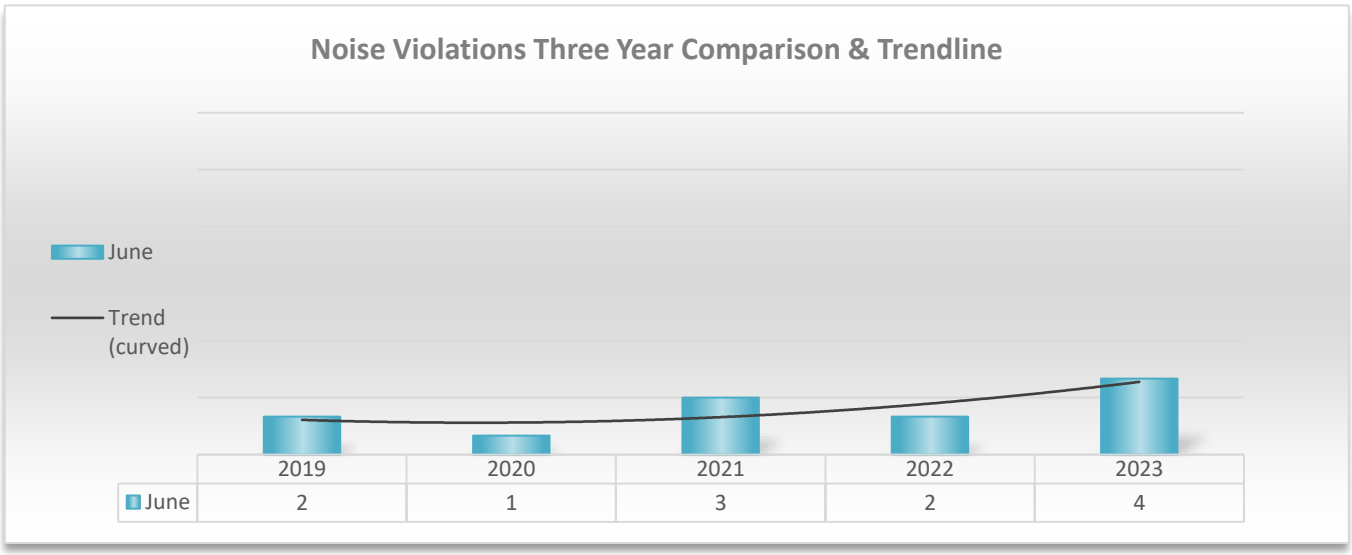
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that "No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing on 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.

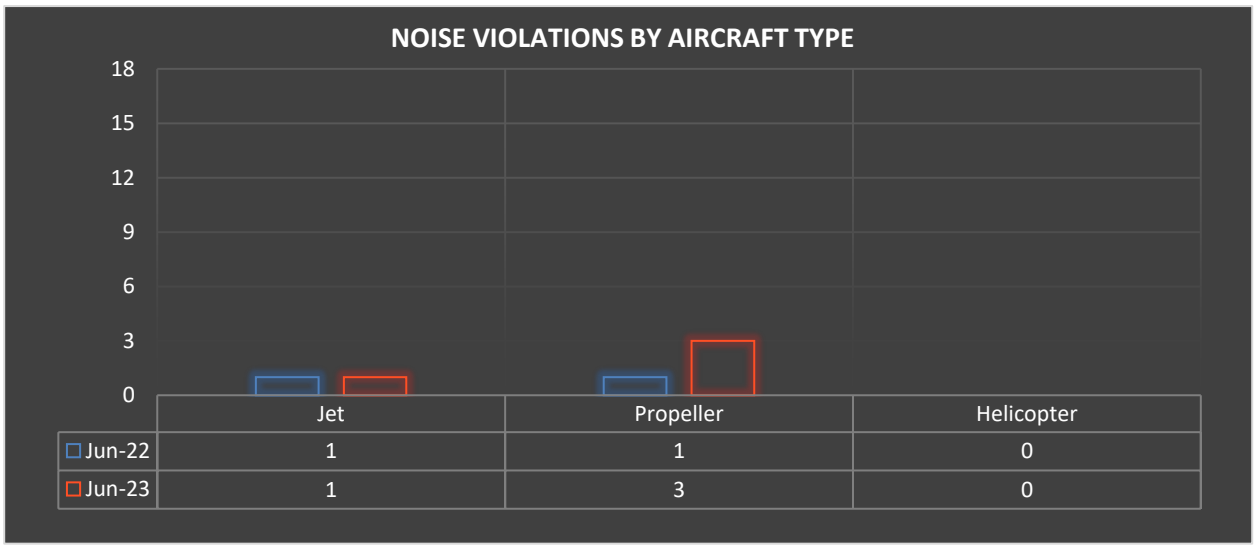
A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of June 2023, there were 4 noise violations recorded, a 100% increase compared to the 2 noise violations recorded during June 2022. A summary of noise violations for June 2023 is listed on attachment D. Of the 5,546 aircraft operations recorded during the month of June 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	0	0	0	1	0	0	0	**1**	**25%**
Propeller	2	1	0	0	0	0	0	**3**	**75%**
Helicopter	0	0	0	0	0	0	0	**0**	**0%**
Total:	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	
%	**50%**	**25%**	**0%**	**25%**	**0%**	**0%**	**0%**		**100%**

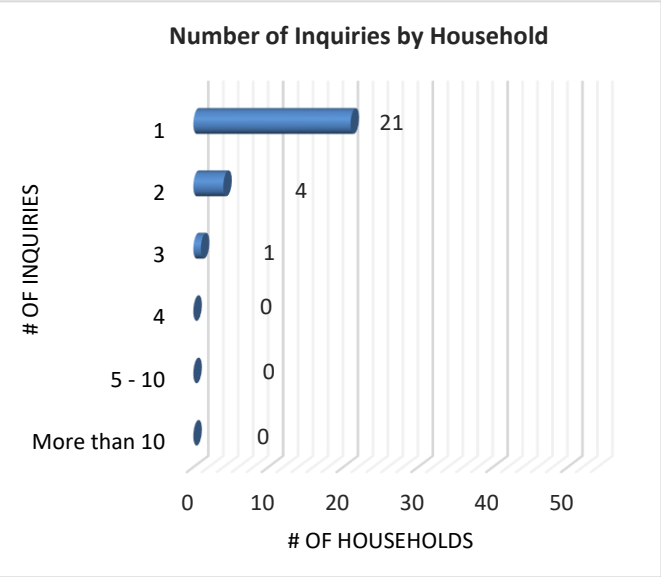

MONTHLY NOISE VIOLATIONS TREND
18
15
12
9
6
3
0
Jun-22 Jul-22 Aug-22 Sep-22 Oct-22 Nov-22 Dec-22 Jan-23 Feb-23 Mar-23 Apr-23 May-23 Jun-23
2 4 3 1 3 3 1 3 1 4 3 3 4

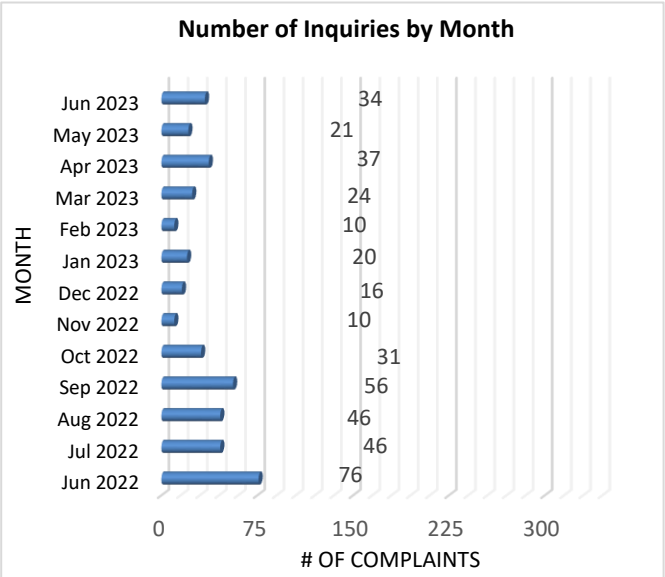

Noise Violations Three Year Comparison & Trendline
June
Trend (curved)
2019 2020 2021 2022 2023
June 2 1 3 2 4

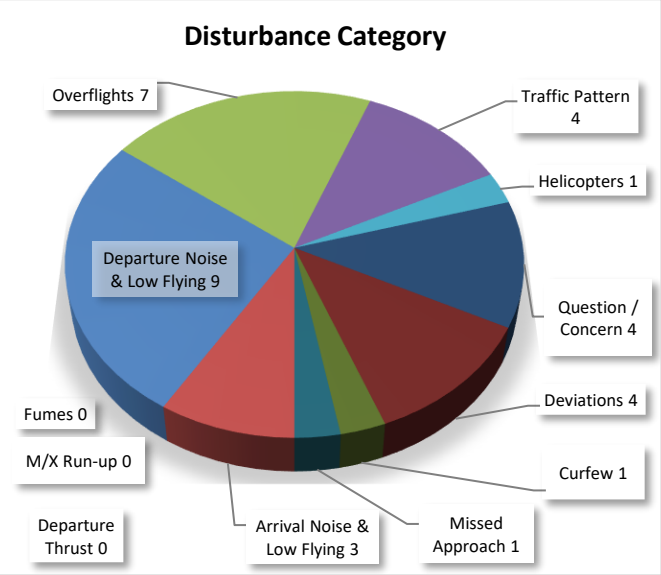

NOISE VIOLATIONS BY AIRCRAFT TYPE
18
15
12
9
6
3
0
Jet Propeller Helicopter
Jun-22 1 1 0
Jun-23 1 3 0

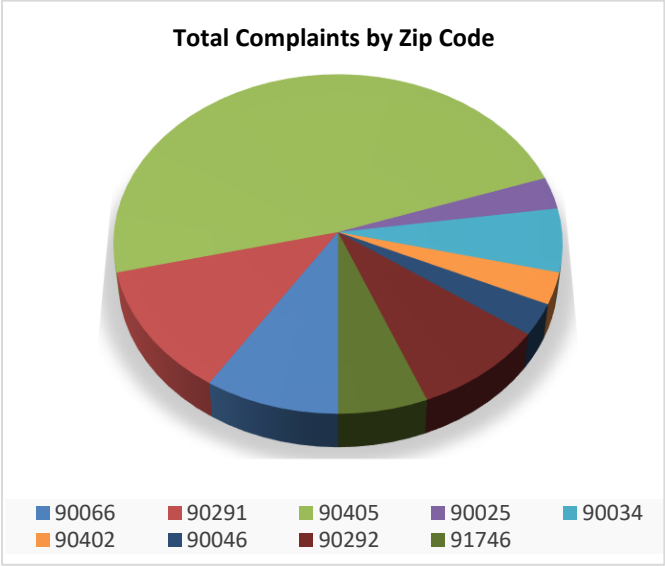
VIII. Aircraft Related Inquiries

During the month of June 2023, 26 individual households logged a total of 34 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 June 2023.









ATTACHMENT A

AIRPORT TRAFFIC RECORD	FACILITY NAME	LOCATION	06 / 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) 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	12	78	0	90	152	0	152	242	242
2	0	7	146	0	153	107	0	107	260	502
3	0	3	110	0	113	110	0	110	223	725
4	0	7	58	0	65	9	0	9	74	799
5	0	6	41	0	47	2	0	2	49	848
6	0	10	87	0	97	37	0	37	134	982
7	0	12	103	0	115	96	0	96	211	1193
8	0	13	155	0	168	123	0	123	291	1484
9	0	4	88	0	92	214	0	214	306	1790
10	0	5	61	0	66	40	0	40	106	1896
11	0	13	98	0	111	164	0	164	275	2171
12	0	10	126	0	136	153	0	153	289	2460
13	0	18	119	0	137	104	0	104	241	2701
14	0	15	60	0	75	2	0	2	77	2778
15	0	18	75	0	93	37	0	37	130	2908
16	0	26	130	2	158	126	0	126	284	3192
17	0	9	113	0	122	29	0	29	151	3343
18	0	6	52	0	58	1	0	1	59	3402
19	0	6	86	0	92	45	0	45	137	3539
20	0	7	120	1	128	118	0	118	246	3785
21	0	10	123	0	133	70	0	70	203	3988
22	0	16	101	0	117	73	0	73	190	4178
23	0	5	154	0	159	70	0	70	229	4407
24	0	7	107	0	114	20	0	20	134	4541
25	0	6	130	0	136	29	0	29	165	4706
26	0	10	114	0	124	20	10	30	154	4860
27	0	9	138	0	147	87	2	89	236	5096
28	0	9	99	2	110	85	0	85	195	5291
29	0	13	89	1	103	11	0	11	114	5405
30	0	9	104	0	113	28	0	28	141	5546
31	0				0		0	0	0	5546
TOTAL	0	301	3065	6	3372	2162	12	2174	5546	

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	10	46	0	(16-19)	56	
2	0	5	26	0	(20-23)	31	
3	0	2	15	0	(24-27)	17	
4	0	7	46	0	(28-31)	53	
5	0	4	31	0	(32-35)	35	
6	0	9	30	0	(36-39)	39	
7	0	9	40	0	(40-43)	49	
8	0	12	27	0	(44-47)	39	
9	0	4	69	0	(48-51)	73	
10	0	4	42	0	(52-55)	46	
11	0	7	29	0	(56-59)	36	
12	0	9	25	0	(60-63)	34	
13	0	18	31	0	(64-67)	49	
14	0	15	53	0	(68-71)	68	
15	0	18	48	0	(72-75)	66	
16	0	20	48	2	(76-79)	70	
						(14-2)	
17	0	9	26	0	(16-19)	35	
18	0	6	36	0	(20-23)	42	
19	0	6	42	0	(24-27)	48	
20	0	7	9	1	(28-31)	17	
21	0	8	20	0	(32-35)	28	
22	0	14	27	0	(36-39)	41	
23	0	4	22	0	(40-43)	26	
24	0	7	17	0	(44-47)	24	
25	0	6	23	0	(48-51)	29	
26	0	10	19	0	(52-55)	29	
27	0	6	19	0	(56-59)	25	
28	0	7	33	1	(60-63)	41	
29	0	12	20	0	(64-67)	32	
30	0	7	38	0	(68-71)	45	
31	0	0	0	0	(72-75)	0	
TOTAL	0	262	957	4		1223	
	(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
6/8/23	6:57	N156LA	B350	21	86.6	2	FRESNO BEVERAGE CO INC	T
6/8/23	23:22	N781CW	SR22	3	85.3	1	CASUAL WATER LLC	P
6/13/23	23:11	N81497	P28A	21	DNR	2	SKYWARD AIR INC	P
6/15/23	23:59	N882AB	SR20	21	73.0	2	SANTA MONICA FLYERS	P
6/19/23	6:02	N438QS	E55P	21	85.1	2	NETJETS SALES INC	J
6/22/23	6:46	N60DM	C340	21	84.3	2	DATOM INC	P
6/22/23	23:21	N882AB	SR20	3	71.3	1	SANTA MONICA FLYERS	P
6/25/23	23:37	N882AB	SR20	3	72.8	1	SANTA MONICA FLYERS	P
6/26/23	23:12	N882AB	SR20	21	72.0	2	SANTA MONICA FLYERS	P
6/27/23	23:08	N5148V	C172	21	DNR	2	SANTA MONICA FLYERS	P
6/29/23	6:19	N521RT	PC12	21	91.4	2	TARLTON AIR LLC	T
6/29/23	23:09	N31MC	TBM7	21	91.1	2	KWH LLC	T
6/30/23	23:47	N882AB	SR20	21	69.4	2	SANTA MONICA FLYERS	P

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

NONE

Curfew Violations

NONE

ATTACHMENT D
(Aircraft Noise Violations)

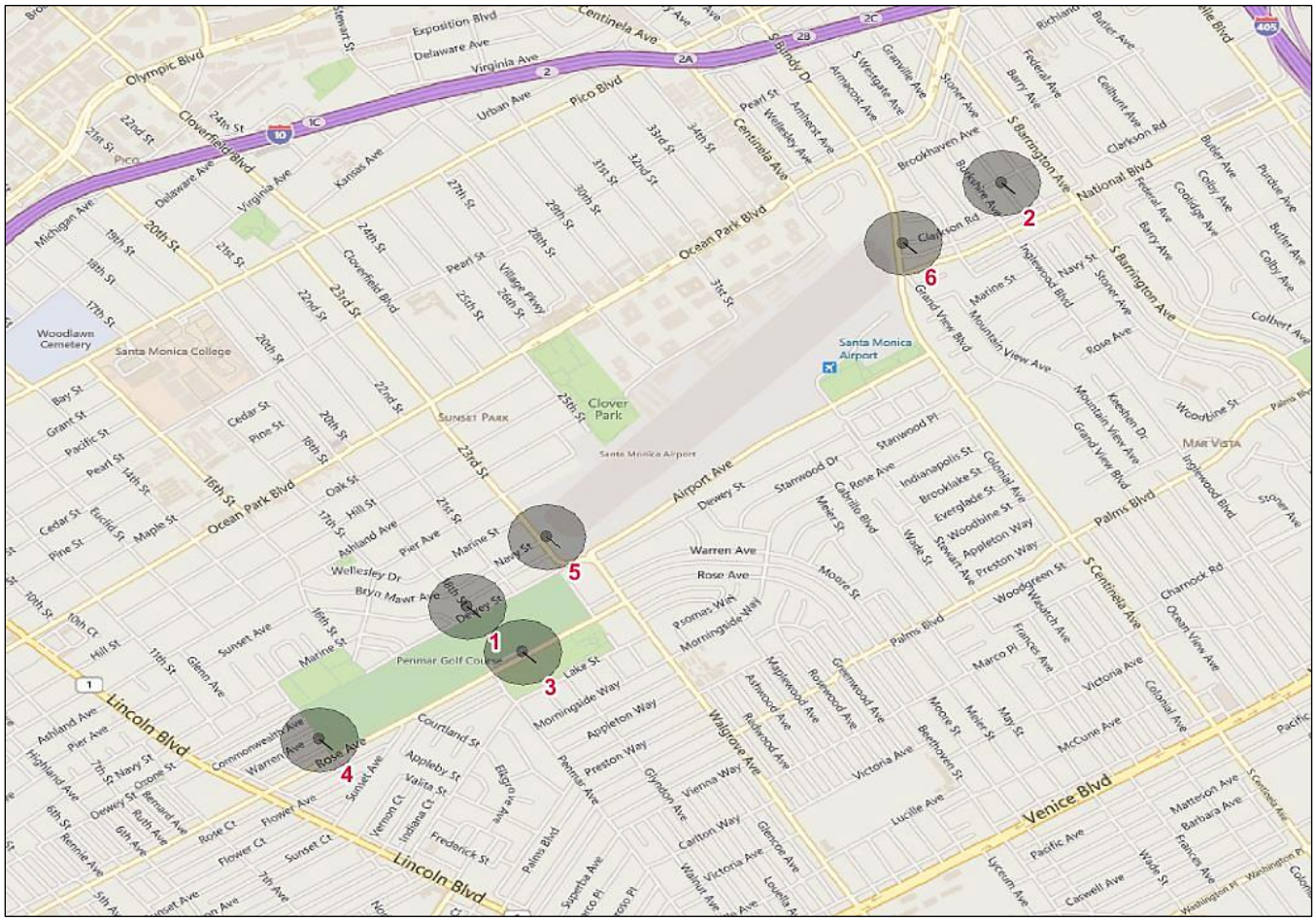
AIRCRAFT ENGINE CATEGORY LEGEND

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

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
6/4/23	8:16	N353DS	BE58	21	95.4	1	DAVID NOSRATI	$2,000	P
6/10/23	9:31	N999CW	BE58	21	96.0	1	CRINKLAW FARM SERVICES INC.	WARNING	P
6/17/23	9:53	N819MM	BE55	21	95.5	1	INTERNATIONAL AIR SERVICES INC TRUSTEE	WARNING	P
6/22/23	11:01	N15SL	C560	21	98.6	1	CP ULTRA LLC	$2,000	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.

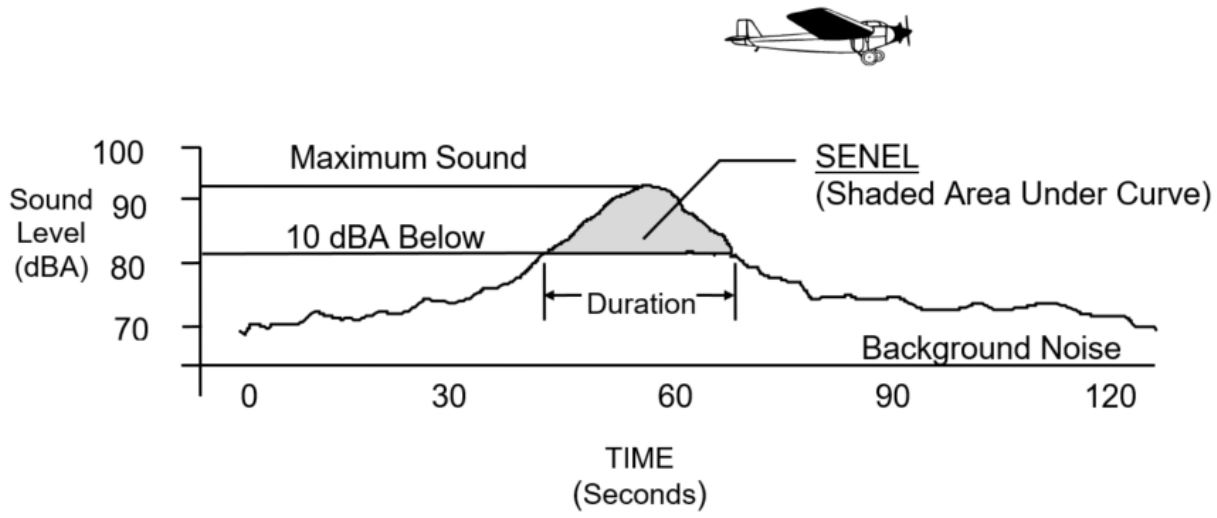
ATTACHMENT F
(Single Event Noise Exposure Level)

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.