



Santa Monica Airport Monthly Operations Report

April 2024

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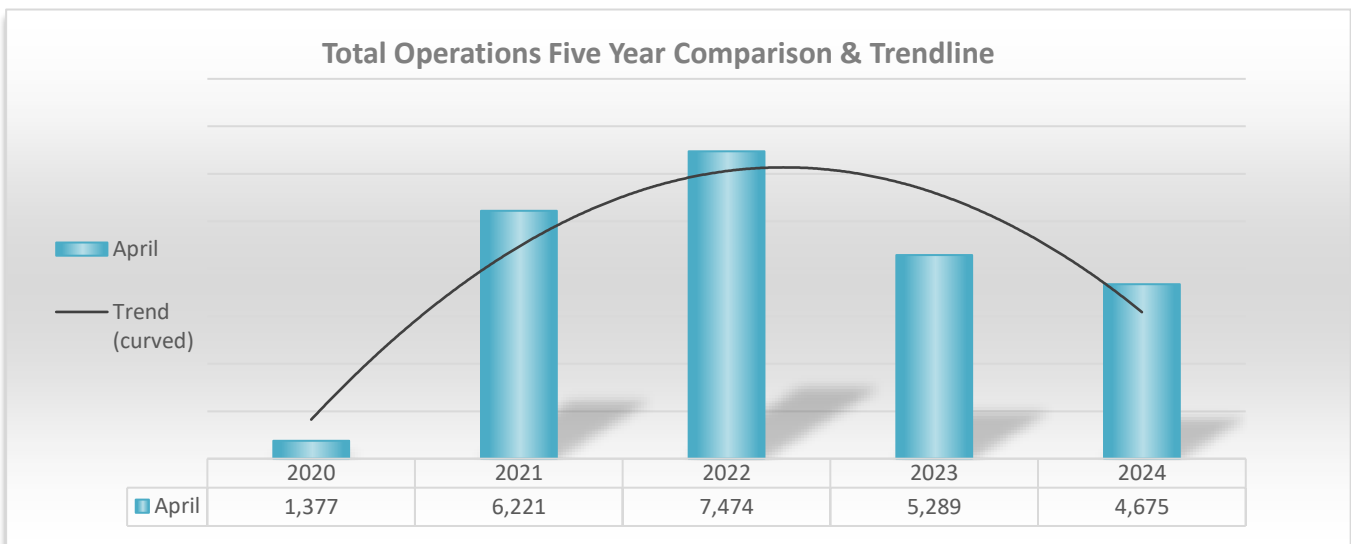
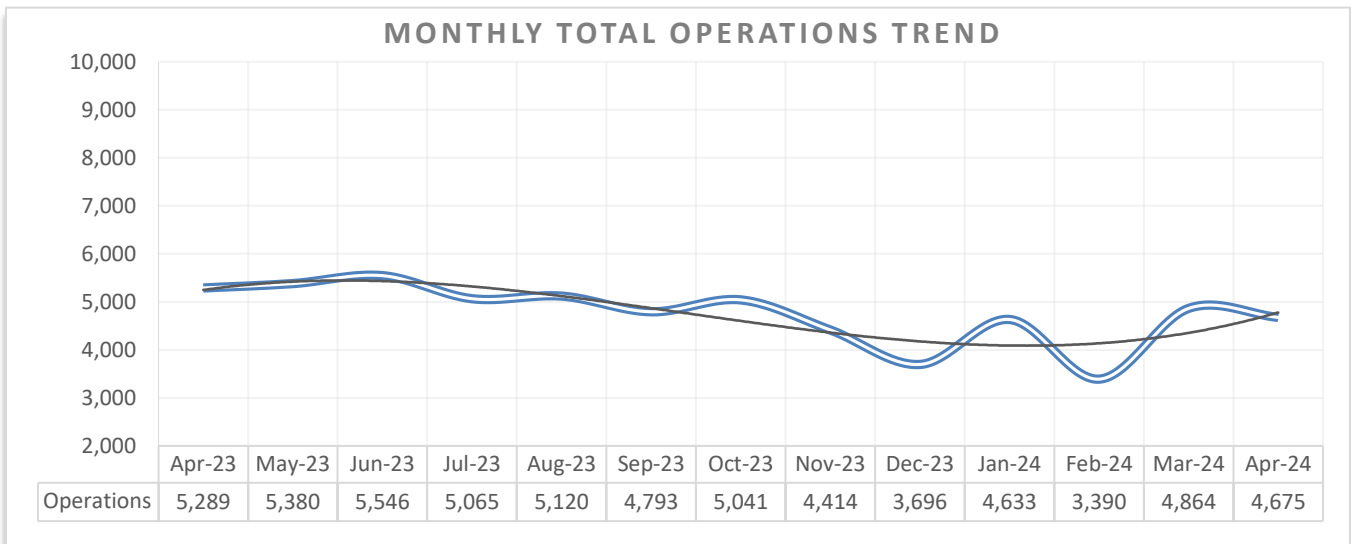
I. Introduction

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 2024.

II. Aircraft Operations Data

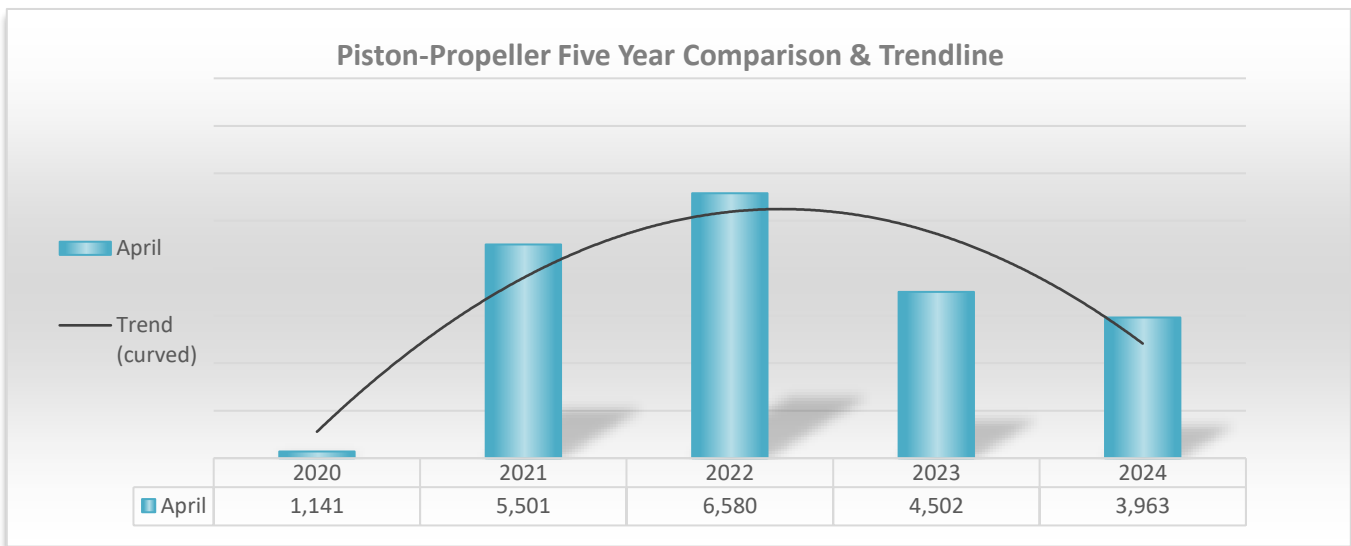
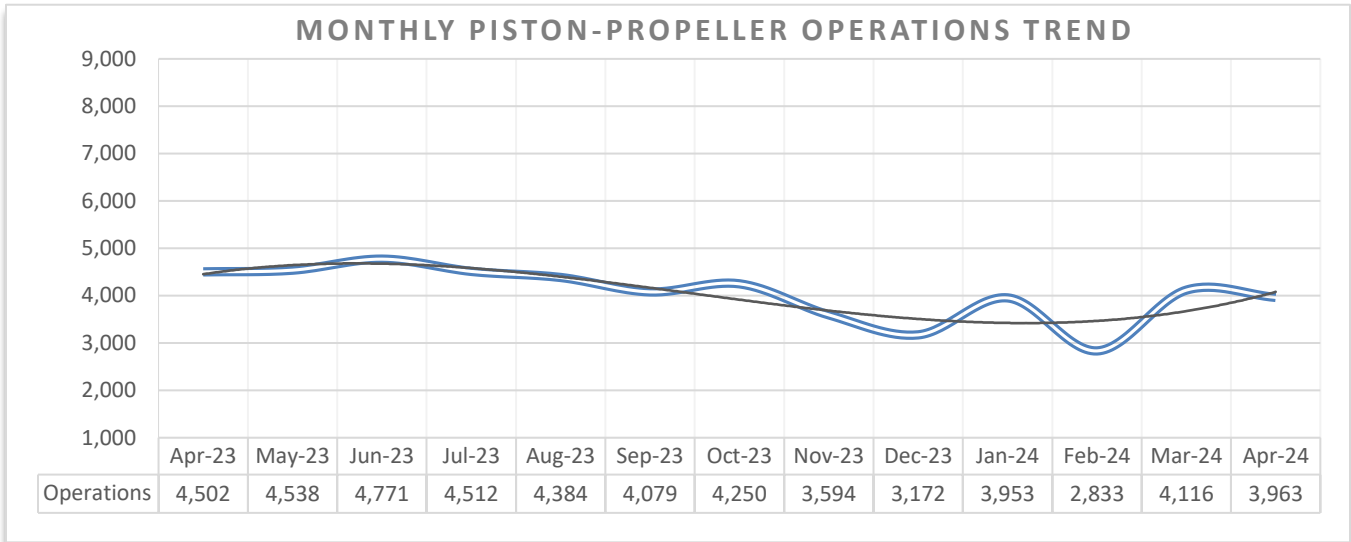
The total number of aircraft operations recorded during the month of April 2024 was 4,675, which represents a 12% decrease from the 5,289 operations recorded during April 2023. Approximately 18% of the operations were instrument flights (IFR transient), 36% were local flights (VFR local operations), 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 twelve-month period are as follows.



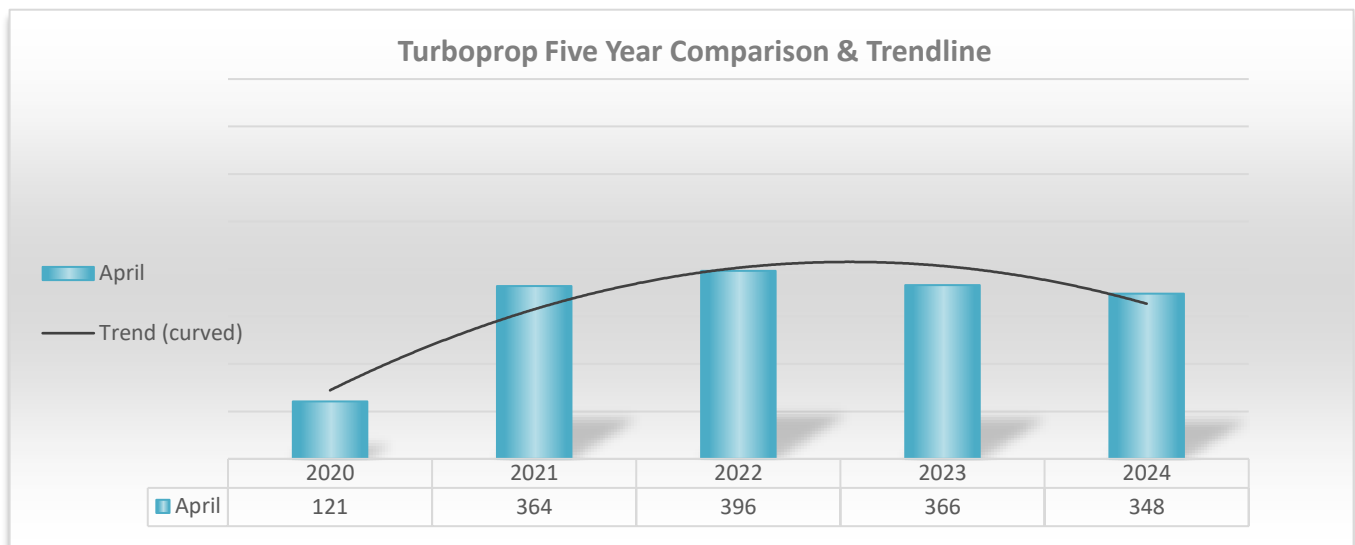
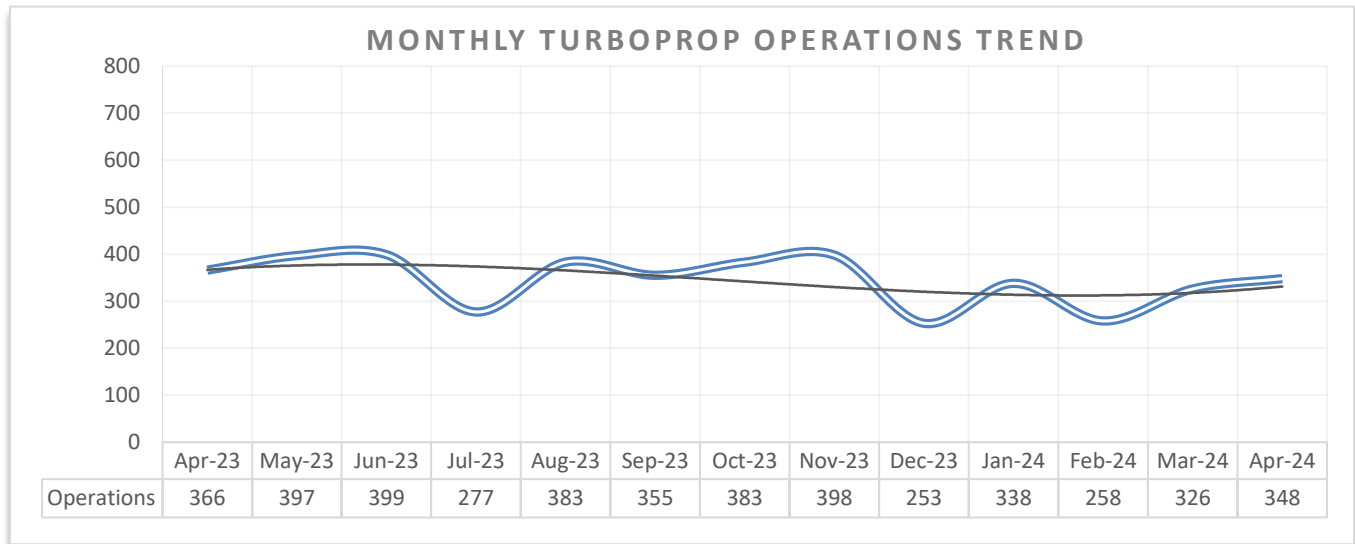
Piston-propeller Aircraft Operations

There were approximately 3,963 piston-propeller aircraft operations recorded, comprising about 85% of the total operations. Piston-propeller aircraft operations for April 2024 decreased 12% from the 4,502 piston-propeller aircraft operations recorded during April 2023.



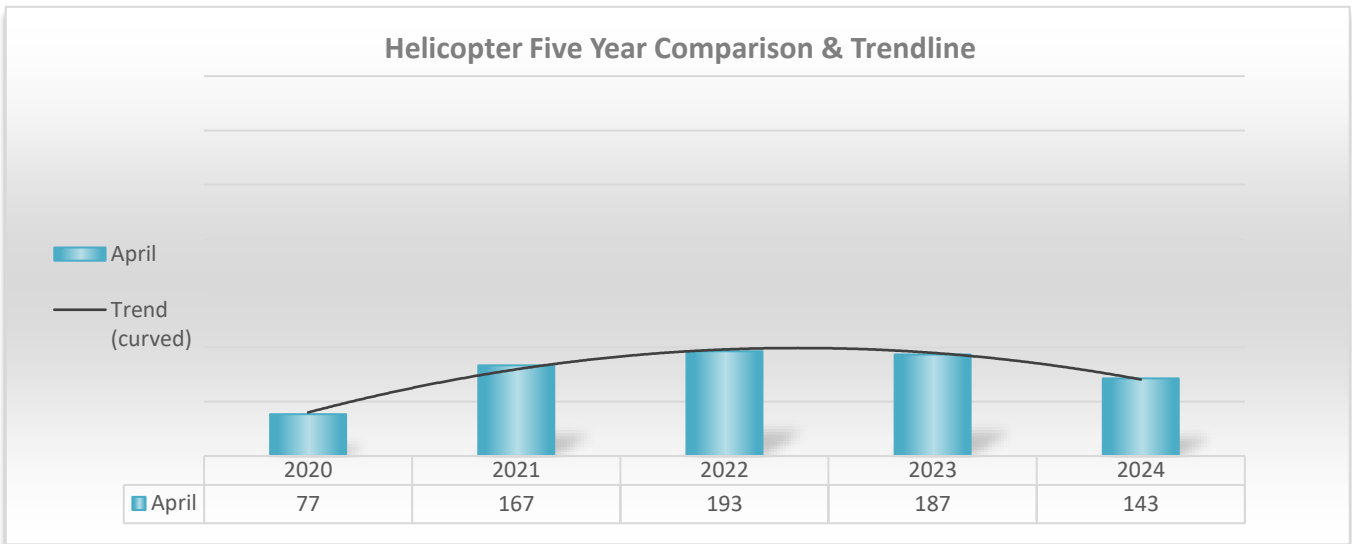
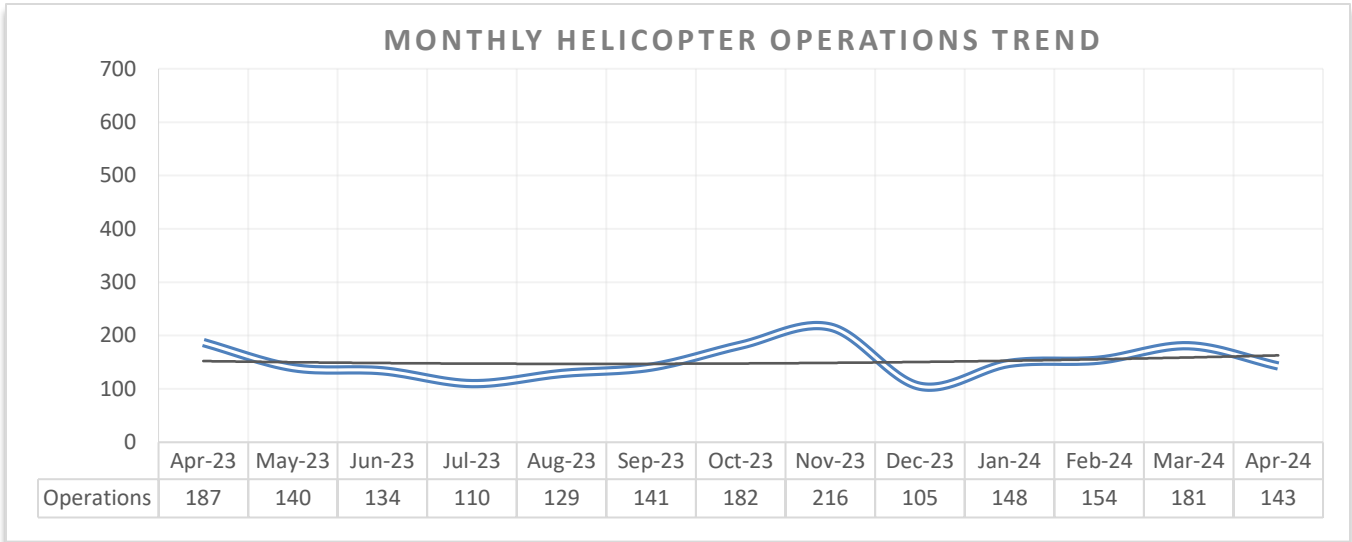
Turboprop Operations

The difference between a turboprop and piston-propeller aircraft is simply their 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 April 2024, approximately 348 were by turboprop aircraft, comprising around 7% of the total operations. Turboprop aircraft operations decreased by approximately 5% from the 366 operations recorded during April 2023.



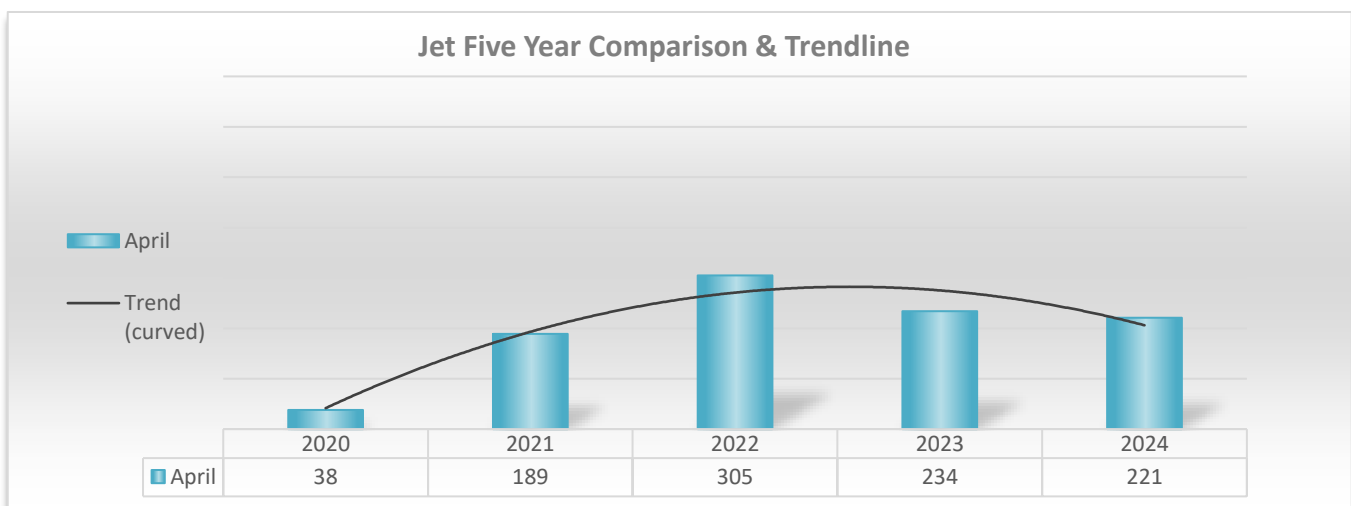
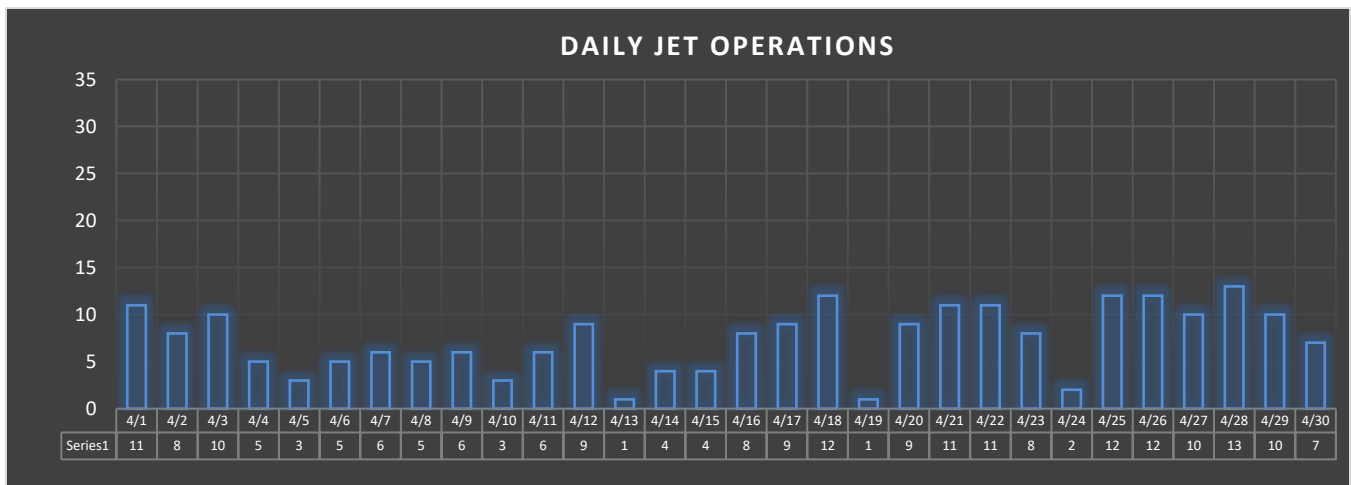
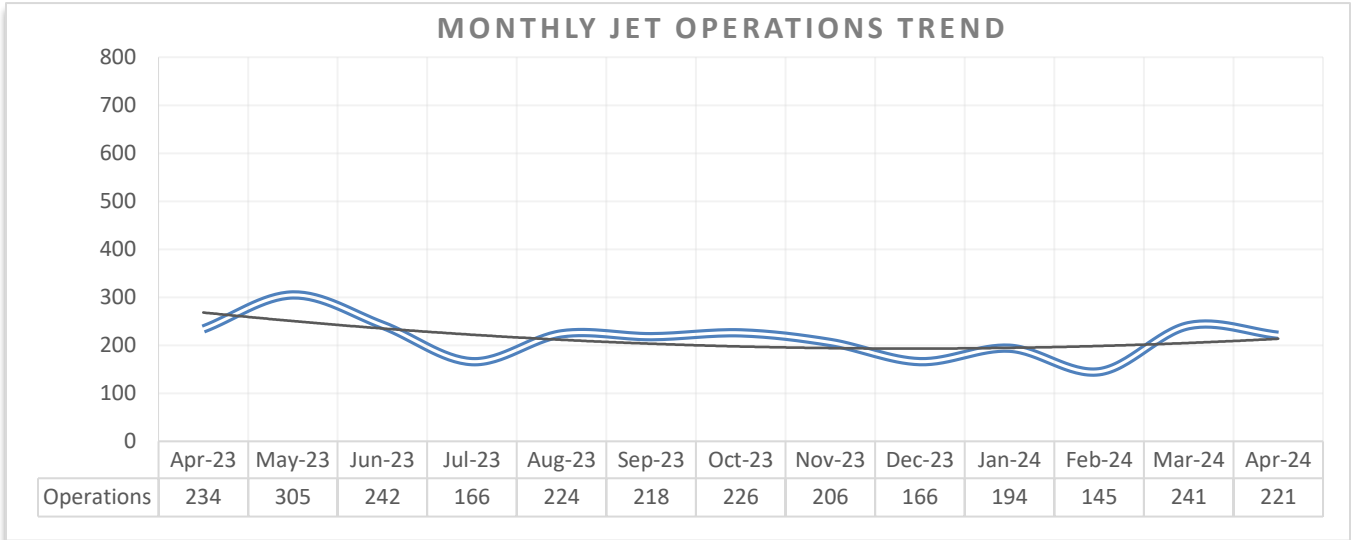
Helicopter Operations

Of the monthly aircraft operations for April 2024, approximately 143 operations are attributed to helicopters, comprising about 3% of the total operations. Helicopter operations during April 2024 decreased by approximately 24% from the 187 helicopter operations recorded in April 2023.



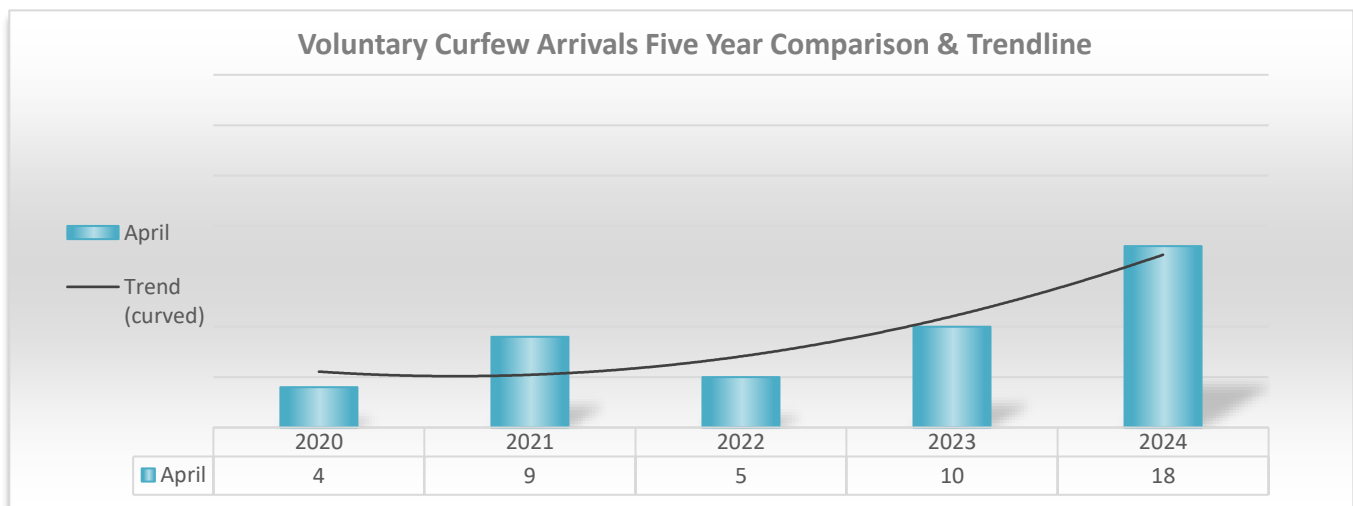
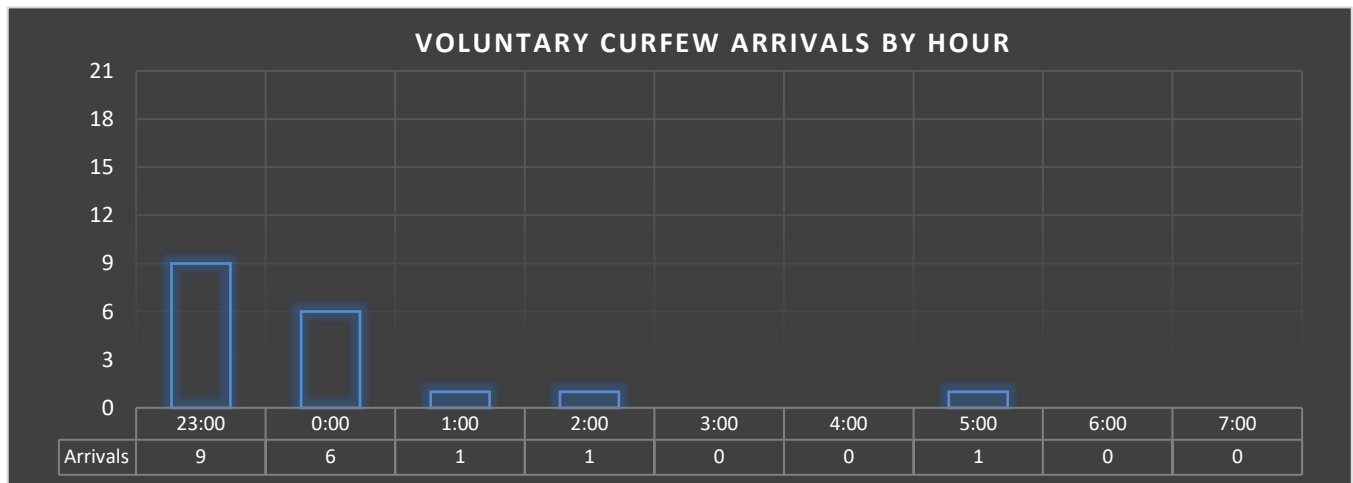
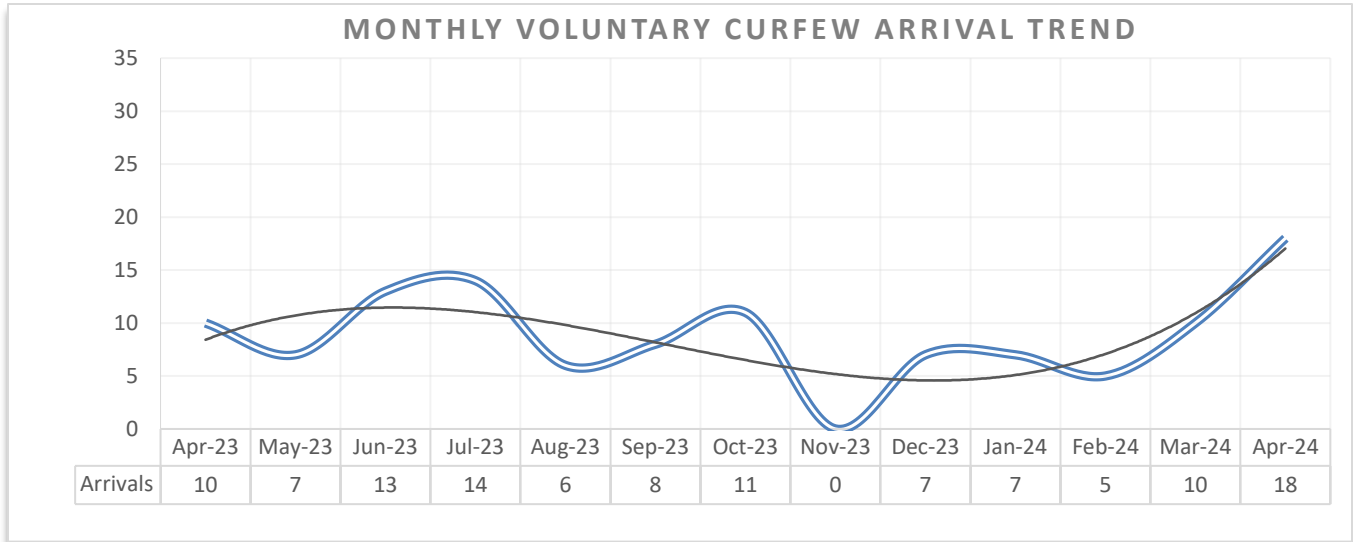
Jet Aircraft Operations

In April of 2024, there were approximately 221 jet operations recorded, encompassing around 5% of the total operations. Jet operations for April 2024 decreased by 6% from the 234 jet aircraft operations recorded during April 2023. Daily jet operations vary significantly day over day. During the month of April 2024, jet aircraft averaged 7 operations per day. The bar graph below represents the monthly and daily operations for jet-engine aircraft for the month of April 2024.



III. Voluntary Arrival Curfew

During the month of April 2024, Airport Staff logged a total of 18 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 2024. 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 2024, there were 2 authorized departures during curfew hours, and no engine start 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 informed of the proper Noise Management procedures. During the month of April 2024, 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 deviate due to weather, traffic or are 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 that will lower aircraft noise levels, which will minimize the impact of aircraft operations on the surrounding community.

VII. Noise Violations

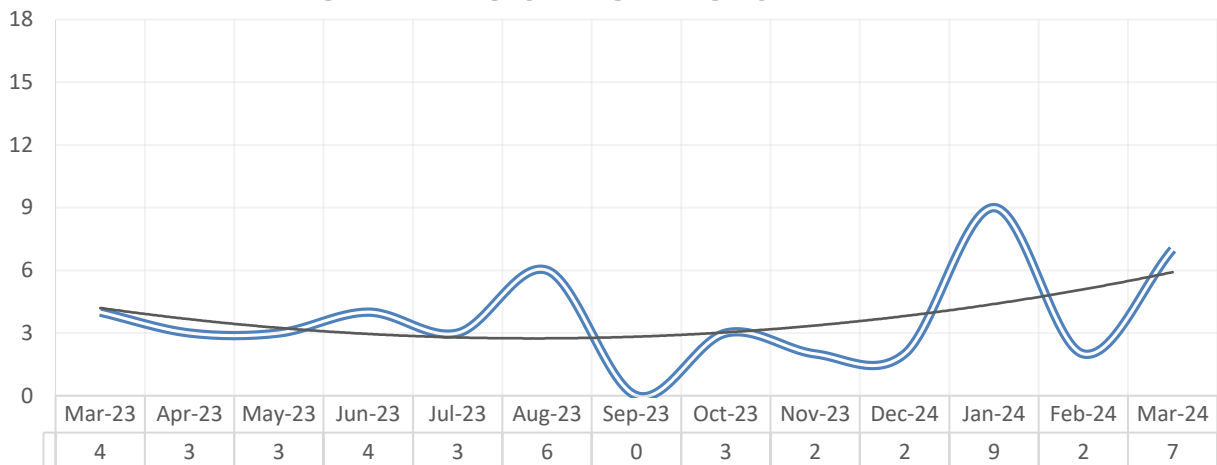
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that “No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing on October 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 2024, there were 7 noise violations recorded, a increase of 133% from the 3 noise violations recorded during April 2023. A summary of noise violations for April 2024 is listed in Attachment D. Of the 4,675 aircraft operations recorded during the month of April 2024, 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.

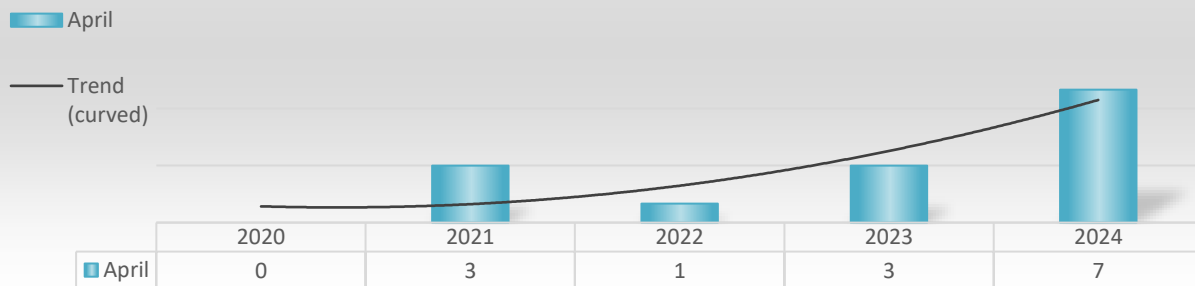
Violations Breakdown by Decibel Level

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	3	1	1			1		6	86%
Propeller	1							1	14%
Helicopter								0	0%
Total:	4	1	1			1		7	
%	57%	14%	14%	0%	0%	14%	0%		100%

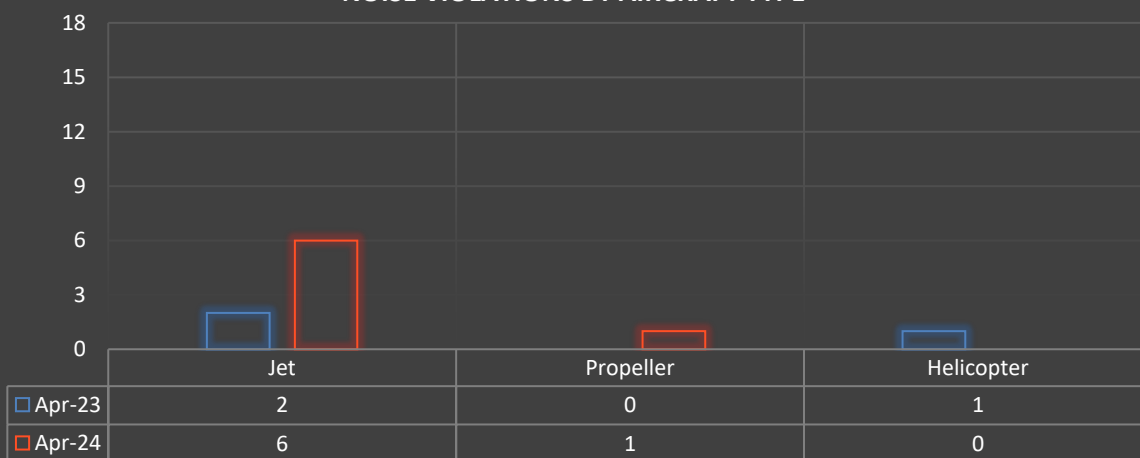
MONTHLY NOISE VIOLATIONS TREND



Noise Violations Three Year Comparison & Trendline

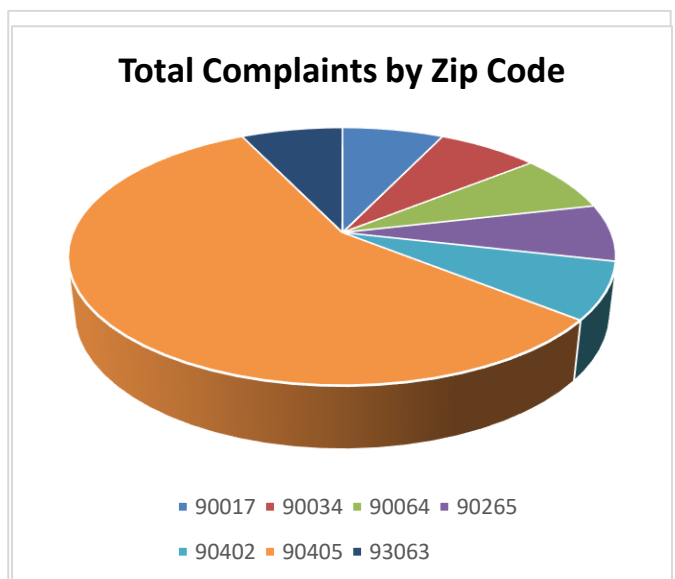
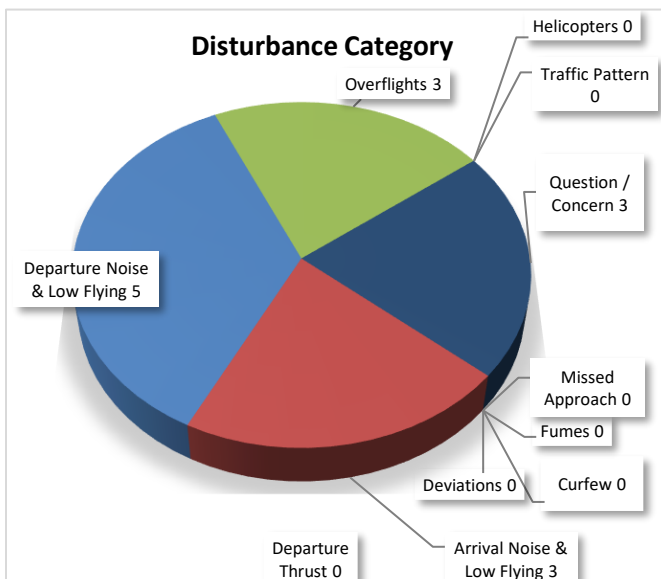
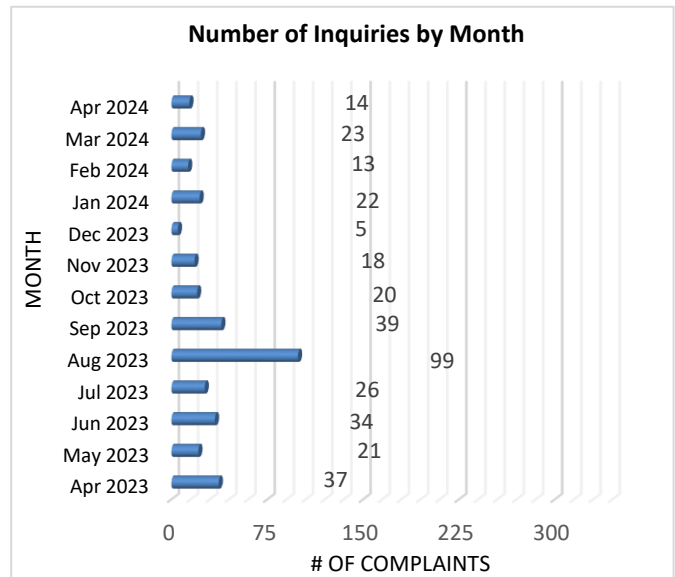
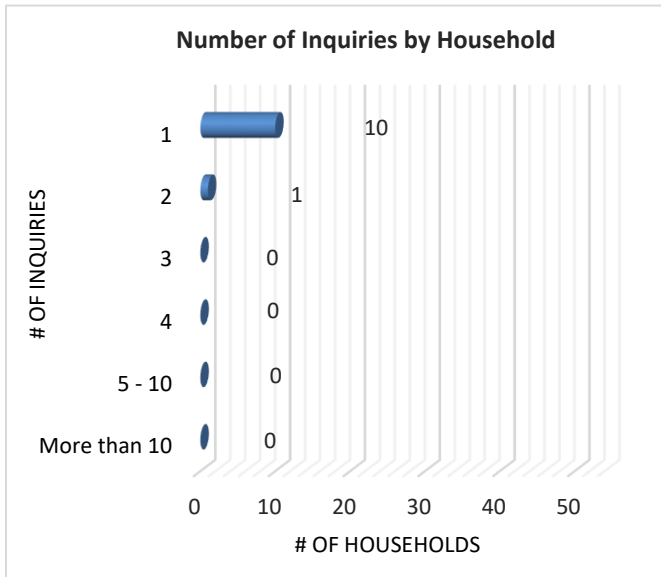


NOISE VIOLATIONS BY AIRCRAFT TYPE



VIII. Aircraft Related Inquiries

During the month of April 2024, 9 individual households logged a total of 14 reports regarding 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 2024.



ATTACHMENT A

AIRPORT TRAFFIC RECORD		FACILITY NAME	LOCATION	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) (11)	FACILITY TYPE ("X" ONE) APPROACH CONTROL TOWERS } <input type="checkbox"/> B. RADAR <input type="checkbox"/> C. LIMITED RADAR <input type="checkbox"/> D. NON-RADAR (also submit FAA Form 7230-26)	<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. 10THS → (77-78) (79)

AIRPORT OPERATIONS COUNT

DAY (15-16)	ITINERANT					LOCAL			TOTAL OPERATIONS	SPECIAL USE (47-51)
	AC (17-21)	AT (22-26)	GA (27-31)	MIL (32-36)	TOTAL ITINERANT	CIVIL (37-41)	MILITARY (42-46)	TOTAL LOCAL		
1	0	10	101	0	111	71	0	71	182	182
2	0	5	121	0	126	95	0	95	221	403
3	0	12	120	0	132	31	0	31	163	566
4	0	12	49	0	61	92	0	92	153	719
5	0	2	46	0	48	36	0	36	84	803
6	0	7	133	0	140	73	0	73	213	1016
7	0	13	93	0	106	43	0	43	149	1165
8	0	8	81	0	89	78	0	78	167	1332
9	0	2	110	0	112	70	0	70	182	1514
10	0	15	129	0	144	44	0	44	188	1702
11	0	7	78	0	85	12	0	12	97	1799
12	0	14	54	0	68	69	0	69	137	1936
13	0	4	25	0	29	20	0	20	49	1985
14	0	1	37	0	38	0	0	0	38	2023
15	0	7	106	0	113	123	0	123	236	2259
16	0	4	87	0	91	76	0	76	167	2426
17	0	10	79	0	89	2	0	2	91	2517
18	0	13	93	2	108	47	0	47	155	2672
19	0	16	99	0	115	146	0	146	261	2933
20	0	6	102	0	108	90	0	90	198	3131
21	0	14	63	0	77	0	0	0	77	3208
22	0	7	29	0	36	0	0	0	36	3244
23	0	7	90	0	97	77	2	79	176	3420
24	0	2	102	0	104	36	2	38	142	3562
25	0	9	86	0	95	86	0	86	181	3743
26	0	9	104	0	113	75	0	75	188	3931
27	0	10	171	0	181	44	0	44	225	4156
28	0	21	109	0	130	45	0	45	175	4331
29	0	7	120	0	127	51	0	51	178	4509
30	0	7	121	0	128	38	0	38	166	4675
31	0				0		0	0	0	4675
TOTAL	0	261	2738	2	3001	1670	4	1674	4675	

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	9	17	0	(16-19) 26				
2	0	7	12	0	(20-23) 19				
3	0	12	12	0	(24-27) 24				
4	0	7	24	0	(28-31) 31				
5	0	0	15	0	(32-35) 15				
6	0	3	10	0	(36-39) 13				
7	0	9	8	0	(40-43) 17				
8	0	4	11	0	(44-47) 15				
9	0	2	17	0	(48-51) 19				
10	0	9	13	0	(52-55) 22				
11	0	7	30	0	(56-59) 37				
12	0	14	33	0	(60-63) 47				
13	0	4	13	0	(64-67) 17				
14	0	0	26	0	(68-71) 26				
15	0	4	20	0	(72-75) 24				
16	0	4	8	0	(76-79) 12				
					(14-2)				
17	0	8	18	0	(16-19) 26				
18	0	8	16	0	(20-23) 24				
19	0	6	30	0	(24-27) 36				
20	0	6	47	0	(28-31) 53				
21	0	12	59	0	(32-35) 71				
22	0	7	29	0	(36-39) 36				
23	0	7	44	0	(40-43) 51				
24	0	0	13	0	(44-47) 13				
25	0	6	35	0	(48-51) 41				
26	0	7	28	0	(52-55) 35				
27	0	10	21	0	(56-59) 31				
28	0	12	15	0	(60-63) 27				
29	0	5	16	0	(64-67) 21				
30	0	6	15	0	(68-71) 21				
31	0			0	(72-75) #VALUE!				
TOTAL	0	195	655	0	#VALUE!				
	(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
4/2/24	0:13	N91834	PA28	21	DNR		SKYLINK EXPRESS INC	P
4/2/24	23:05	N353MV	C172	21	DNR		SANTA MONICA FLYERS	P
4/5/24	0:15	N70EF	PA28	21	81.2		720 DEGREES INC	P
4/5/24	23:35	N974TA	C172	21	DNR		SKY PEAK AVIATION LLC	P
4/6/24	23:05	N5148V	C172	21	DNR		FLY-THE-PLANE LLC	P
4/7/24	0:00	N598TP	E55	21	86.0		ALPHACRAFT AIR LLC	J
4/7/24	23:01	N974TA	C172	21	DNR		SKY PEAK AVIATION LLC	P
4/13/24	23:27	N724LA	DA40	21	DNR		464C59 LLC	P
4/13/24	23:28	N473PC	PC12	21	88.3		JEMASA INC	T
4/15/24	1:59	N473PC	PC12	21	90.5		JEMASA INC	T
4/16/24	23:09	N2902S	PA28	21	DNR		TOBEN AIR	P
4/18/24	0:16	N70EF	PA28	21	78.7		720 DEGREES INC	P
4/18/24	0:24	N116FR	PA28	21	76.6		PROTEUS AIR SERVICES	P
4/20/24	0:47	N750MG	PC12	21	90.5		SPRINTBACH CORP	T
4/21/24	23:26	N862RJ	S22T	21	776.0		AERO SUMMIT LLC	P
4/27/24	23:29	N353MV	C172	21	DNR		SANTA MONICA FLYERS	P
4/28/24	5:43	N3851T	PA28	21	79.2		SKYVIEW AVIATION LLC	P
4/29/24	2:10	N333YY	SR20	21	74.7		ZENTRAX INC	P

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

DATE	TIME	NUMBER	TYPE	OPERATOR	RUNWAY
4/24/24	0:03	N832CS	EC135	REACH AIR	21
4/25/24	0:53	N223LA	AS350	LAW ENFORC	21

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
4/14/24	17:06	N888HN	PC24	21	95.3	1	TVPX AIRCRAFT SOLUTIONS INC TRUSTEE	\$2,000	J
4/18/24	20:13	N410QS	E55P	21	95.2	1	NETJETS AVIATION INC	\$2,000	P
4/18/24	20:20	N90500	PA60	21	95.2	1	KARL HUTTER	WARNING	P
4/19/24	9:04	N353DS	BE58	21	97.0	1	DAVID NOSRATI	\$2,000	J
4/21/24	15:15	N888HN	PC24	21	100.7	1	TVPX AIRCRAFT SOLUTIONS INC TRUSTEE	\$5,000	J
4/22/24	20:50	N338TD	PC24	21	96.3	1	CTP Aviation Hayward CA	WARNING	J
4/30/24	7:59	N319QS	E55P	21	95.2	1	NETJETS AVIATION INC	\$2,000	J

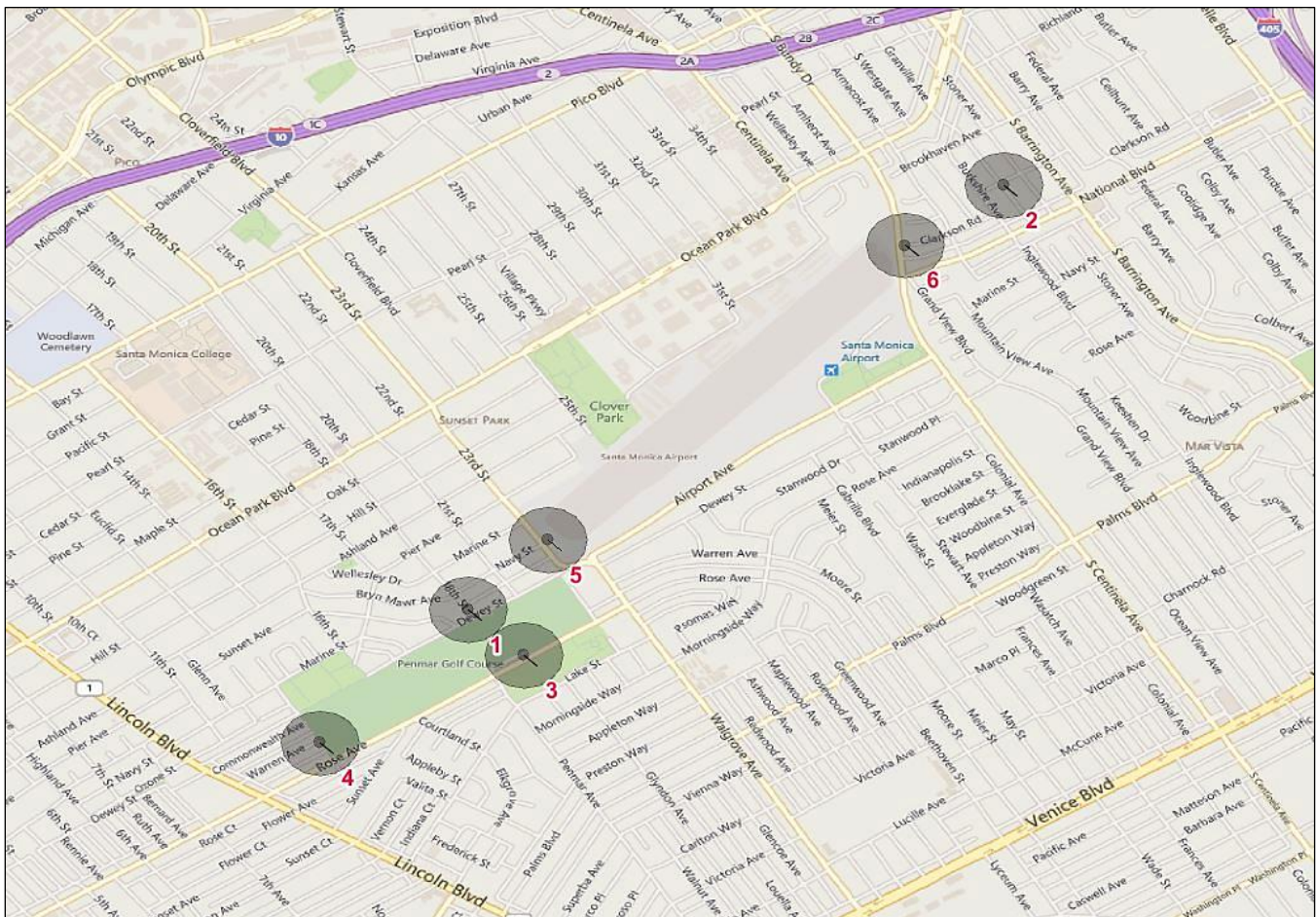
UNENFORCEABLE VIOLATIONS

None

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.

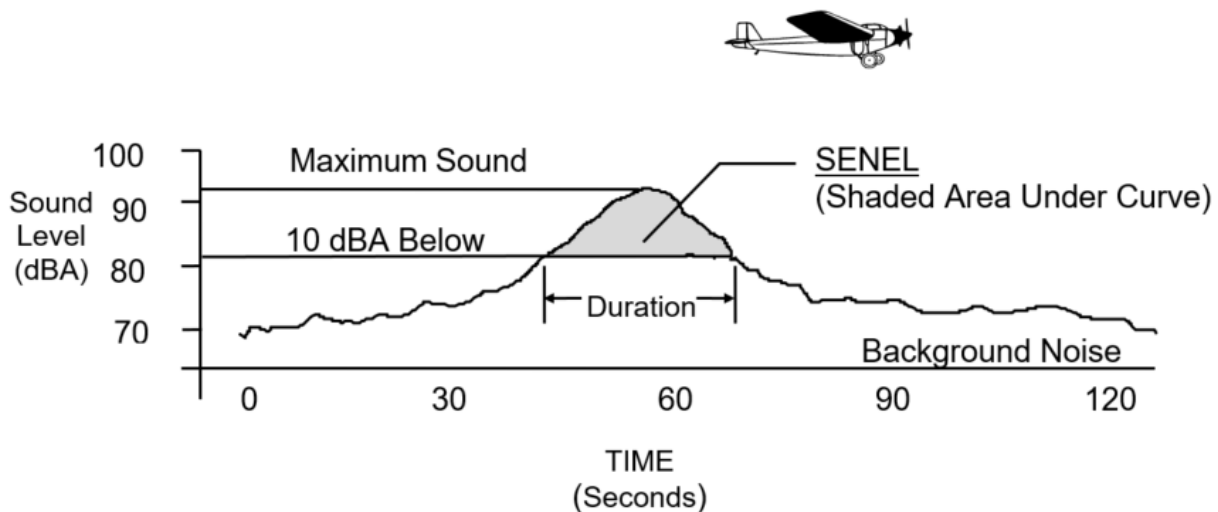
ATTACHMENT F (Single Event Noise Exposure Level)

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.

