



Santa Monica Airport Monthly Operations Report

May 2024

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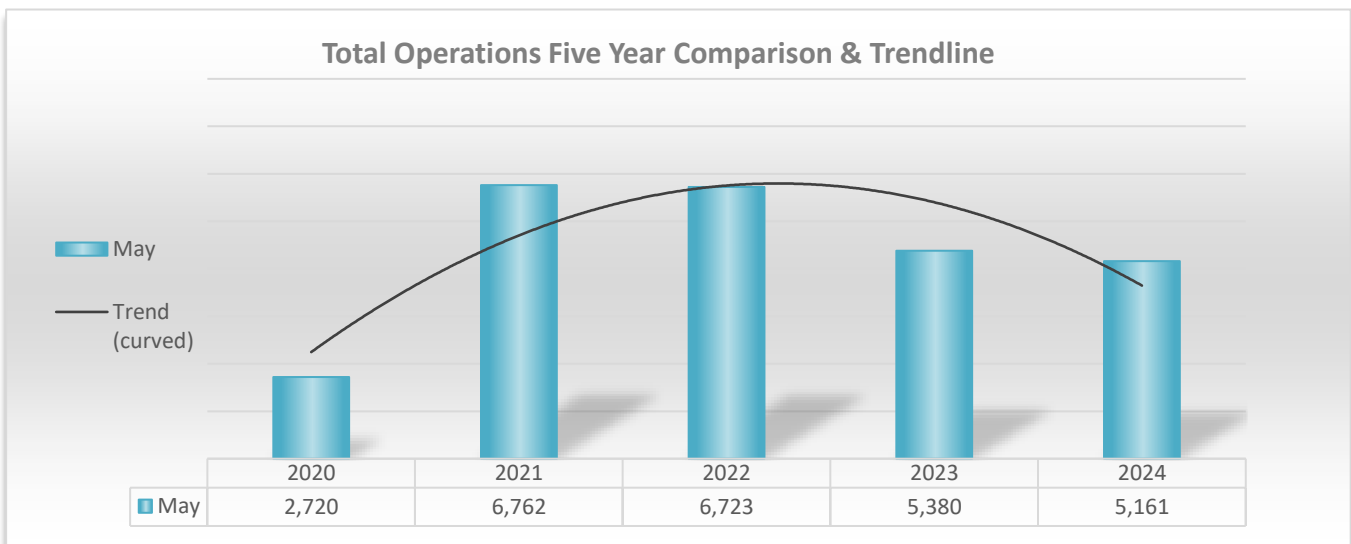
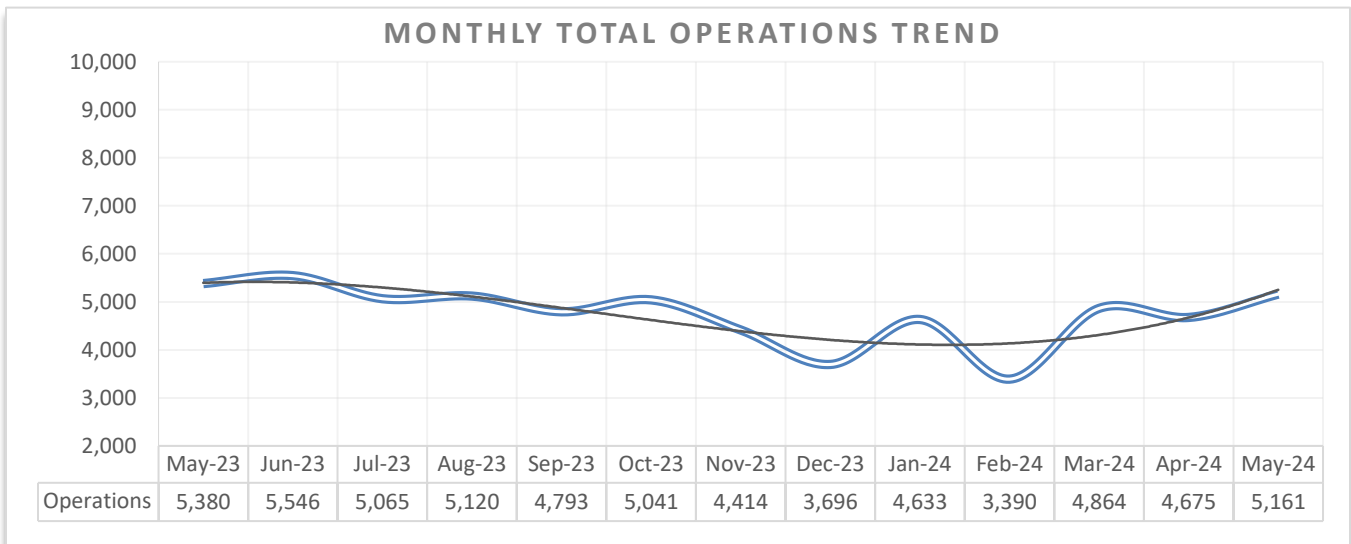
I. Introduction

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 May 2024.

II. Aircraft Operations Data

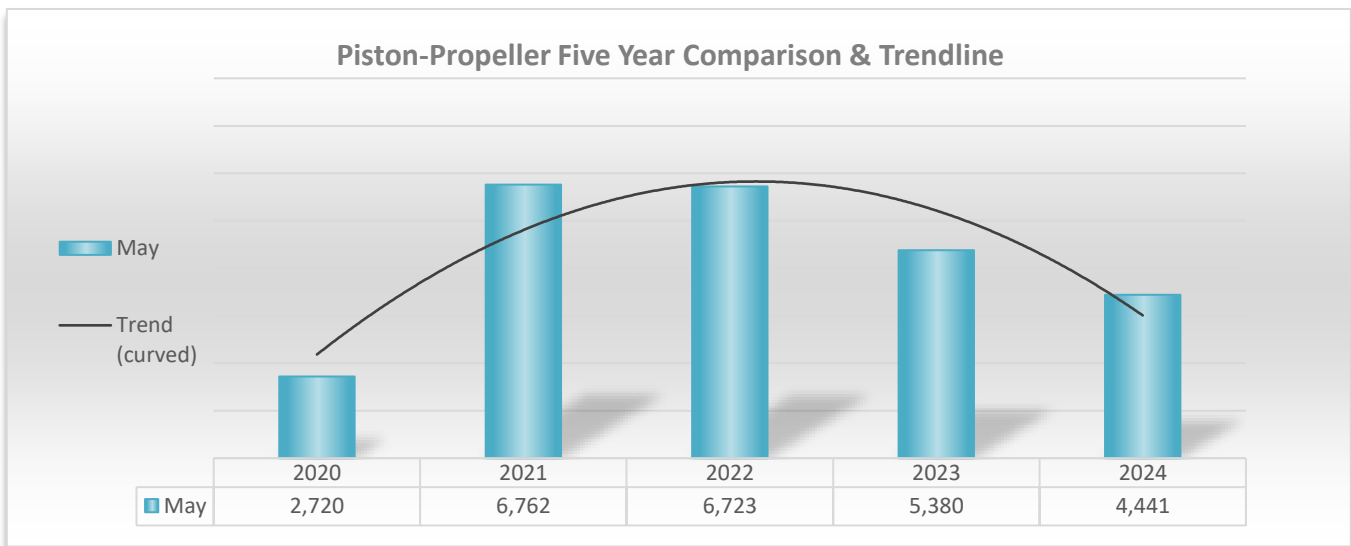
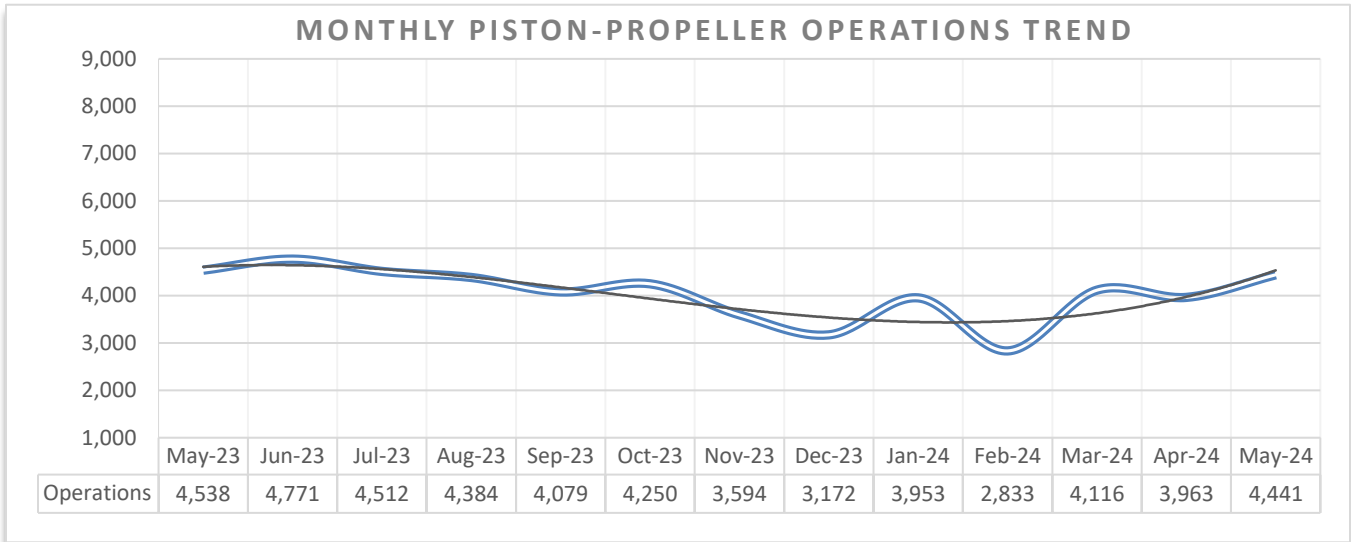
The total number of aircraft operations recorded during the month of May 2024 was 5,161, which represents a 4% decrease from the 5,380 operations recorded during May 2023. Approximately 22% of the operations were instrument flights (IFR transient), 42% were local flights (VFR local operations), and 35% 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.



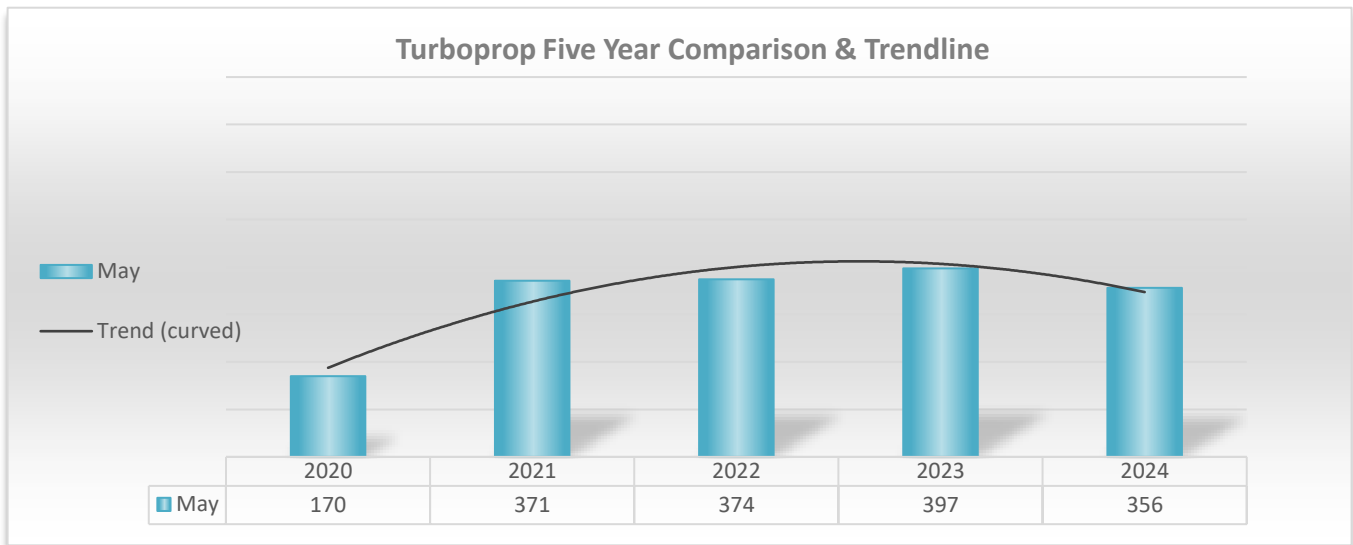
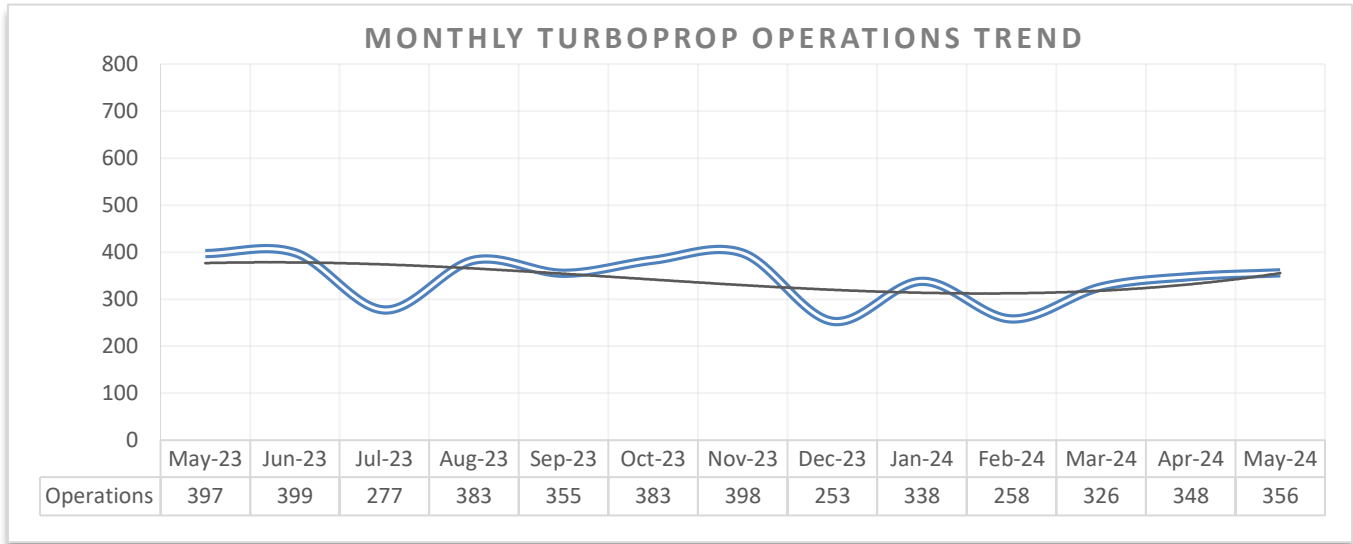
Piston-propeller Aircraft Operations

There were approximately 4,441 piston-propeller aircraft operations recorded, comprising about 86% of the total operations. Piston-propeller aircraft operations for May 2024 decreased 2% from the 4,538 piston-propeller aircraft operations recorded during May 2023.



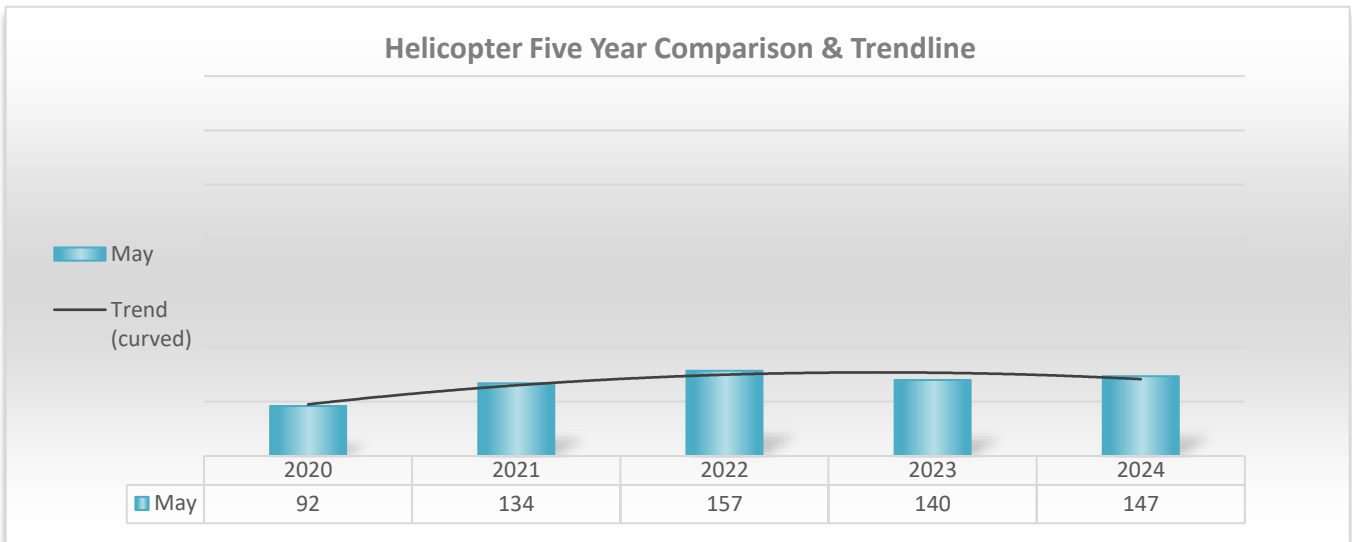
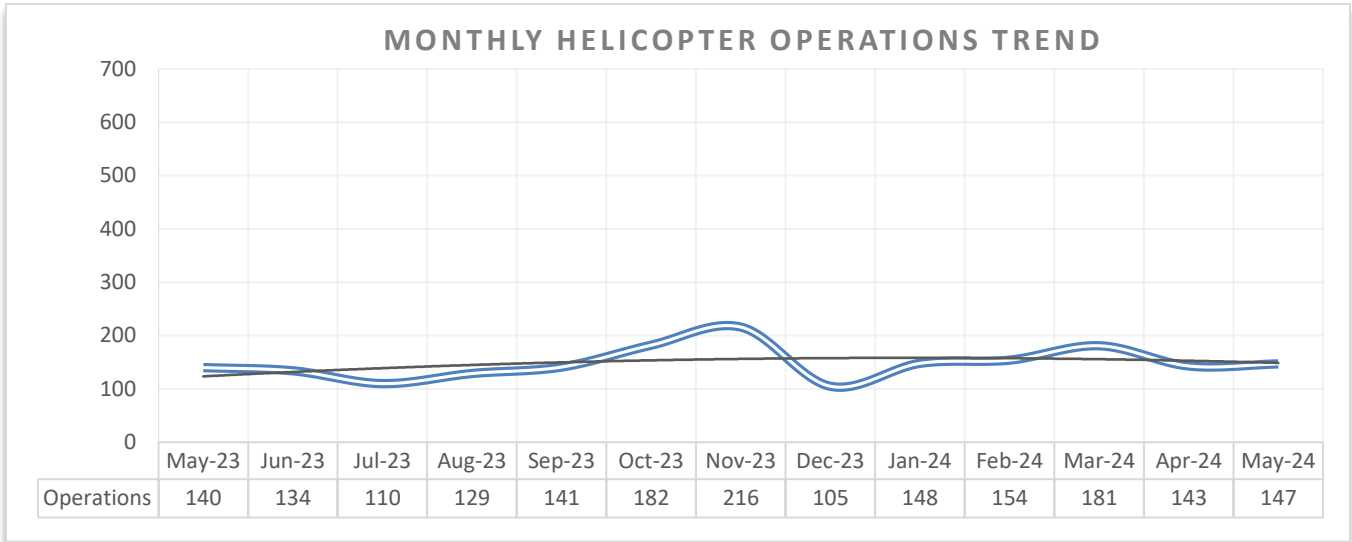
Turboprop Operations

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 May 2024, approximately 356 were by turboprop aircraft, comprising around 7% of the total operations. Turboprop aircraft operations decreased by approximately 10% from the 397 operations recorded during May 2023.



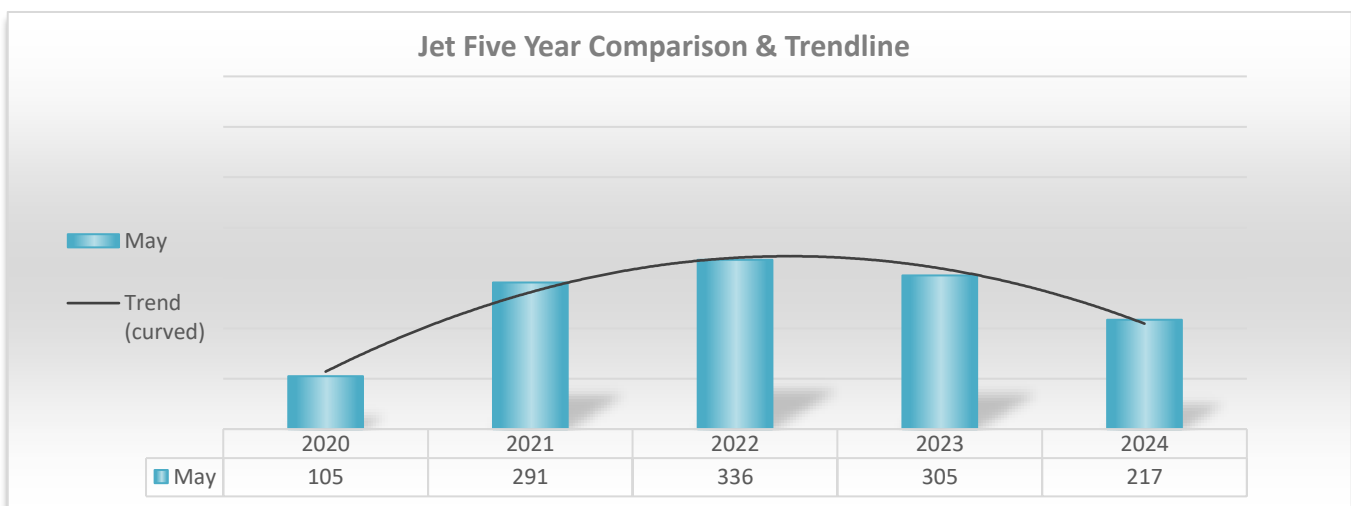
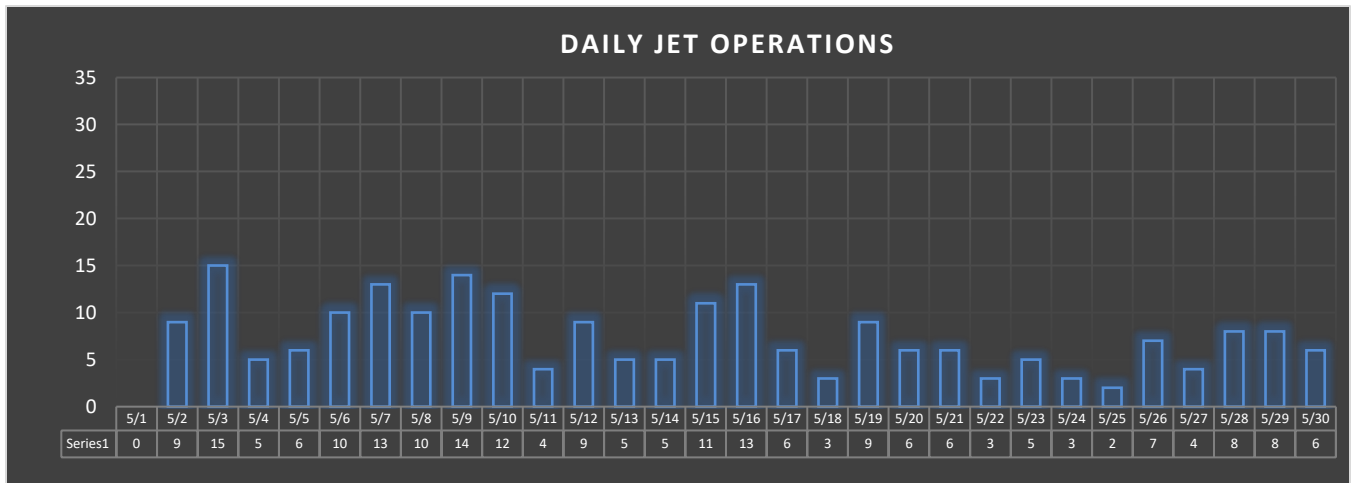
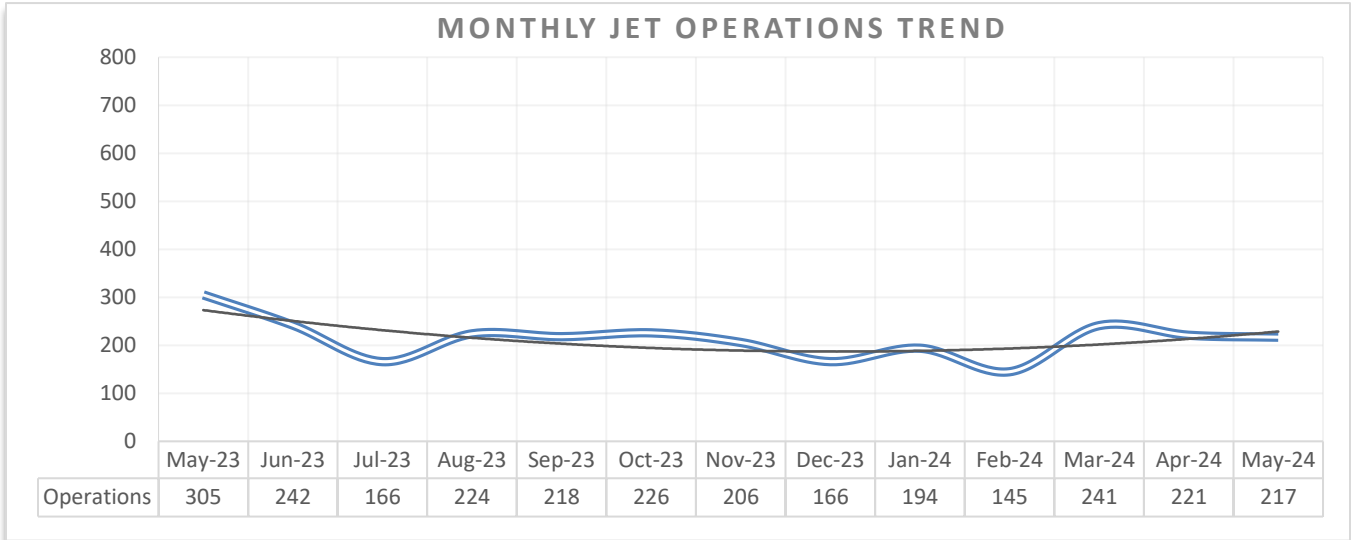
Helicopter Operations

Of the monthly aircraft operations for May 2024, approximately 147 operations are attributed to helicopters, comprising about 3% of the total operations. Helicopter operations during May 2024 increased by approximately 5% from the 140 helicopter operations recorded in May 2023.



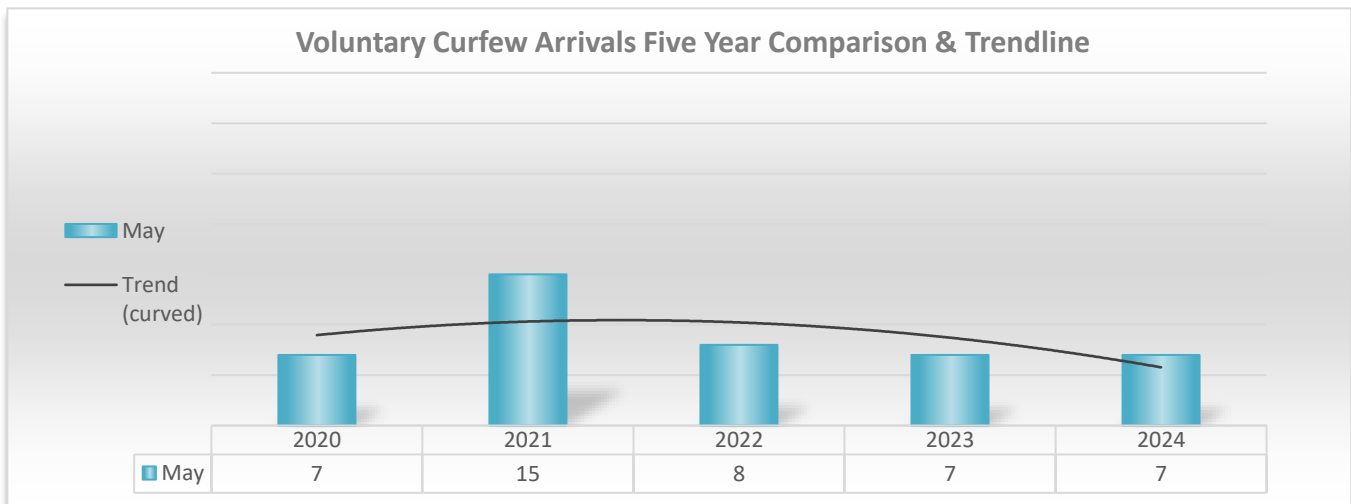
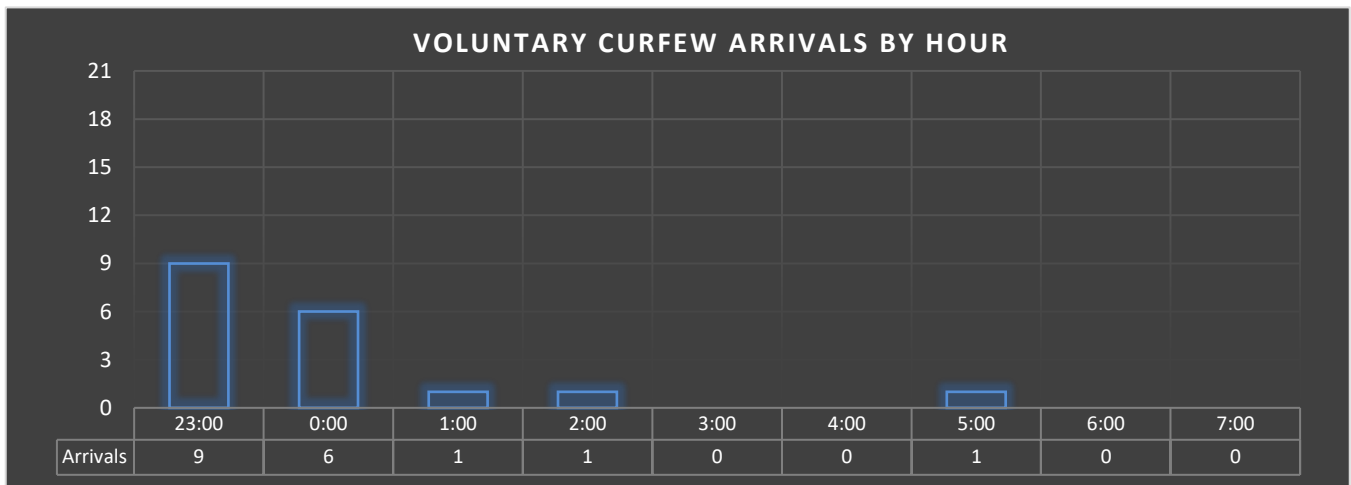
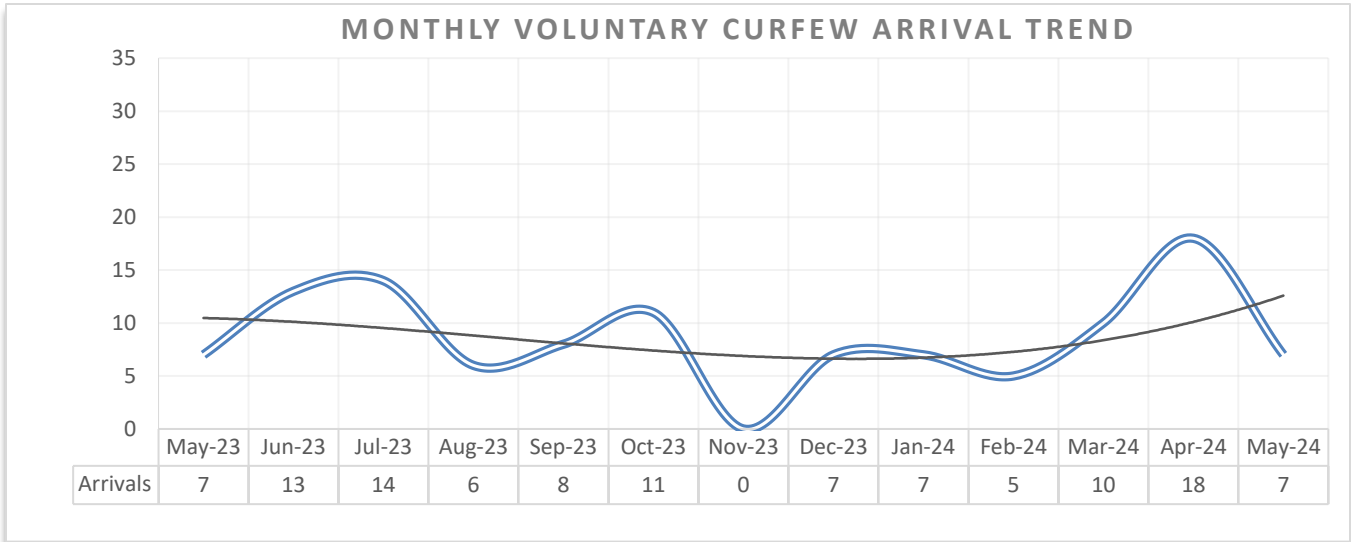
Jet Aircraft Operations

In May of 2024, there were approximately 217 jet operations recorded, encompassing around 4% of the total operations. Jet operations for May 2024 decreased by 4% from the 305 jet aircraft operations recorded during May 2023. Daily jet operations vary significantly day over day. During the month of May 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 May 2024.



III. Voluntary Arrival Curfew

During the month of May 2024, 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 May 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 May 2024, there was 1 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 May 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

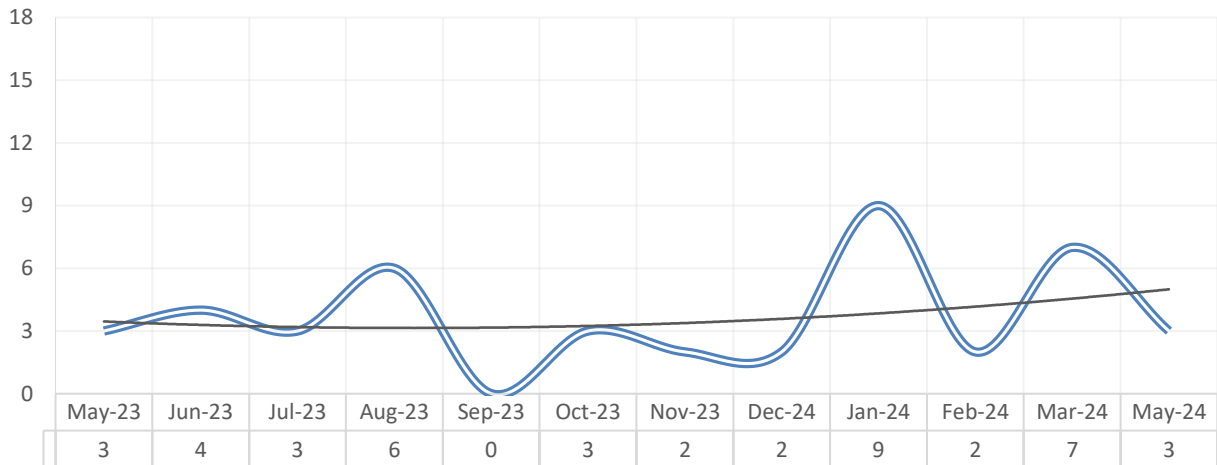
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that “No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing 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 May 2024, there were 3 noise violations recorded, the same number as the 3 noise violations recorded during May 2023. A summary of noise violations for May 2024 is listed in Attachment D. Of the 5,161 aircraft operations recorded during the month of May 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.

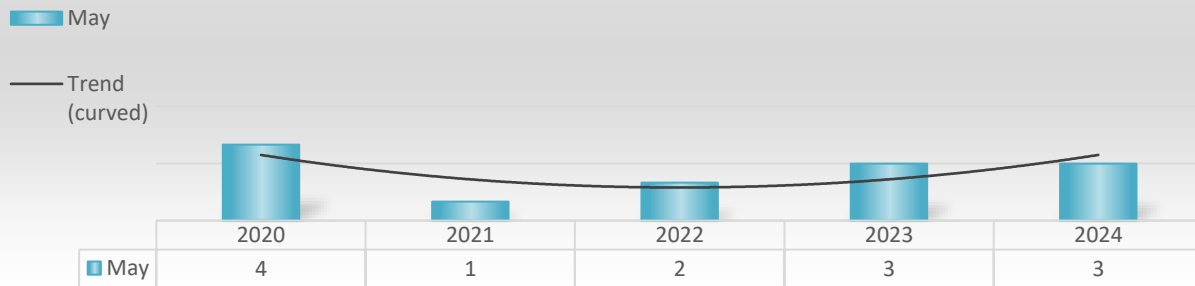
Violations Breakdown by Decibel Level

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

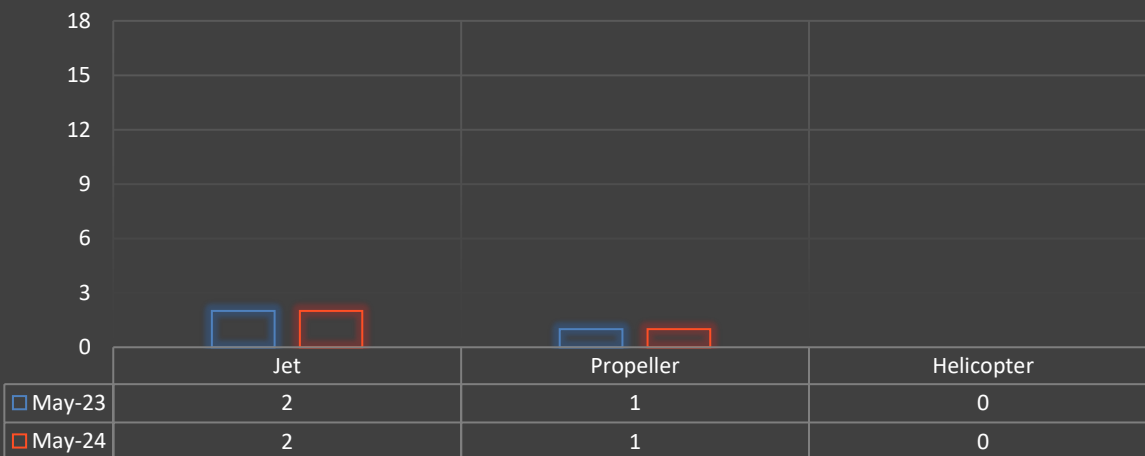
MONTHLY NOISE VIOLATIONS TREND



Noise Violations Three Year Comparison & Trendline

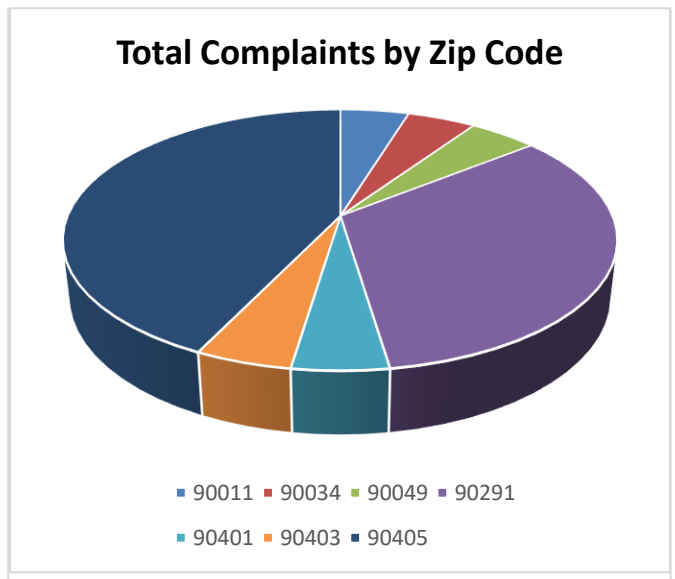
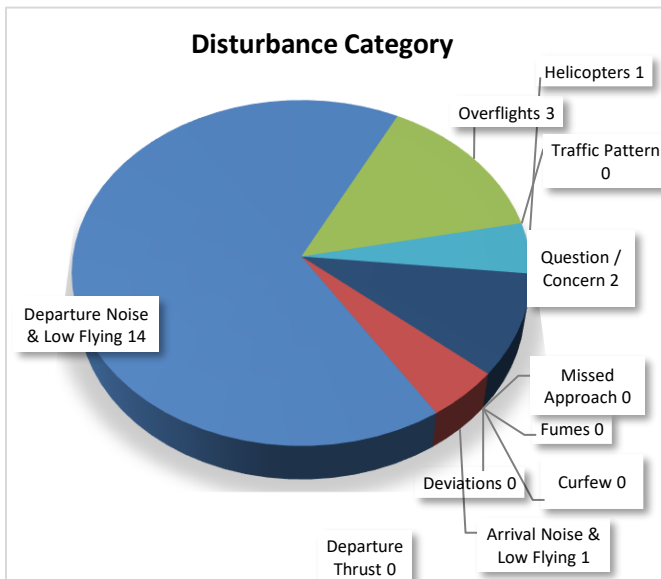
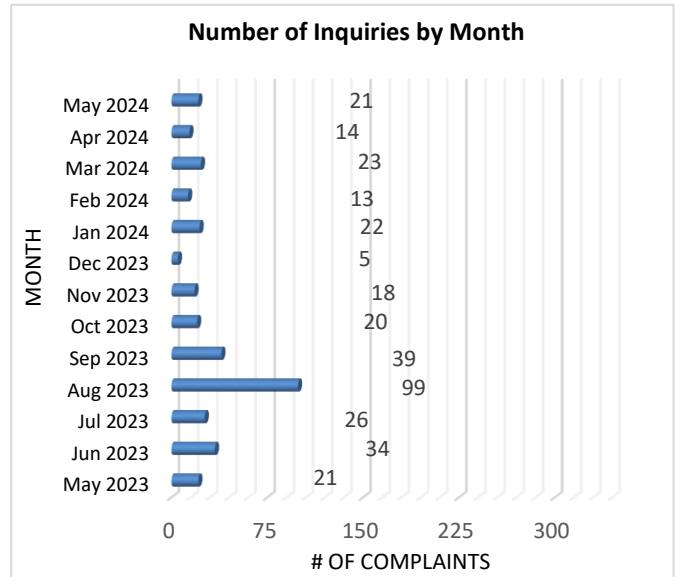
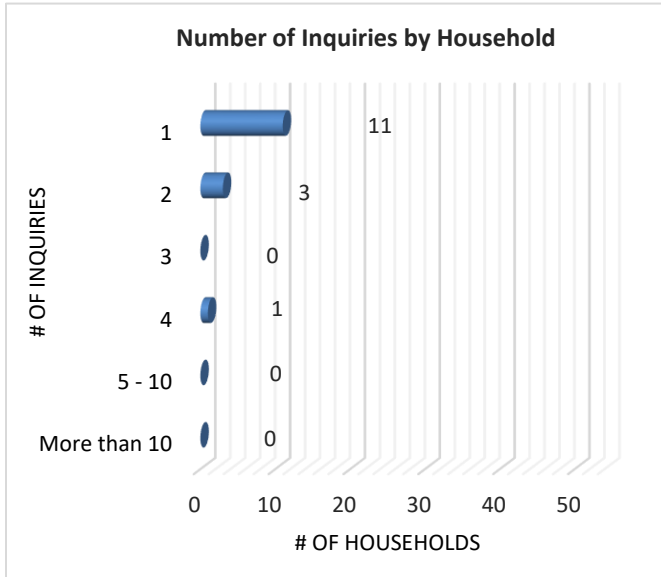


NOISE VIOLATIONS BY AIRCRAFT TYPE



VIII. Aircraft Related Inquiries

During the month of May 2024, 15 individual households logged a total of 21 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 May 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	3	135	1	139	24	0	24	163	163
2	0	14	102	0	116	84	0	84	200	363
3	0	15	74	1	90	137	0	137	227	590
4	0	14	71	0	85	89	0	89	174	764
5	0	6	89	0	95	42	0	42	137	901
6	0	8	109	0	117	99	0	99	216	1117
7	0	11	114	0	125	64	0	64	189	1306
8	0	10	136	0	146	54	0	54	200	1506
9	0	19	91	0	110	104	0	104	214	1720
10	0	9	73	0	82	0	0	0	82	1802
11	0	5	52	0	57	2	0	2	59	1861
12	0	7	74	0	81	25	0	25	106	1967
13	0	6	67	0	73	38	0	38	111	2078
14	0	12	70	0	82	136	0	136	218	2296
15	0	16	61	0	77	121	2	123	200	2496
16	0	15	83	0	98	173	0	173	271	2767
17	0	7	79	0	86	143	0	143	229	2996
18	0	2	87	0	89	91	0	91	180	3176
19	0	13	119	0	132	59	0	59	191	3367
20	0	12	77	0	89	133	0	133	222	3589
21	0	11	111	0	122	108	0	108	230	3819
22	0	2	77	0	79	70	0	70	149	3968
23	0	10	86	2	98	105	0	105	203	4171
24	0	10	106	0	116	70	0	70	186	4357
25	0	2	88	0	90	62	0	62	152	4509
26	0	4	90	0	94	34	0	34	128	4637
27	0	6	80	0	86	16	0	16	102	4739
28	0	1	62	0	63	3	0	3	66	4805
29	0	5	90	0	95	60	0	60	155	4960
30	0	4	93	0	97	30	0	30	127	5087
31	0	10	50	0	60	14	0	14	74	5161
TOTAL	0	269	2696	4	2969	2190	2	2192	5161	

ATTACHMENT A

<i>THIS SIDE</i> FOR USE BY VFR TOWERS ONLY (ALL Approach Control Terminals MUST use FAA Form 7230-26)					<i>ALL VFR Towers recording Instrument Operations on this side</i> 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	3	23	0	(16-19) 26				
2	0	13	42	0	(20-23) 55				
3	0	12	29	1	(24-27) 42				
4	0	6	31	0	(28-31) 37				
5	0	6	14	0	(32-35) 20				
6	0	6	21	0	(36-39) 27				
7	0	8	11	0	(40-43) 19				
8	0	10	25	0	(44-47) 35				
9	0	15	29	0	(48-51) 44				
10	0	7	58	0	(52-55) 65				
11	0	4	42	0	(56-59) 46				
12	0	6	23	0	(60-63) 29				
13	0	5	40	0	(64-67) 45				
14	0	3	33	0	(68-71) 36				
15	0	10	36	0	(72-75) 46				
16	0	12	36	0	(76-79) 48				
					(14-2)				
17	0	3	30	0	(16-19) 33				
18	0	0	35	0	(20-23) 35				
19	0	6	31	0	(24-27) 37				
20	0	8	25	0	(28-31) 33				
21	0	6	17	0	(32-35) 23				
22	0	2	29	0	(36-39) 31				
23	0	9	48	0	(40-43) 57				
24	0	5	39	0	(44-47) 44				
25	0	2	18	0	(48-51) 20				
26	0	2	27	0	(52-55) 29				
27	0	5	27	0	(56-59) 32				
28	0	1	38	0	(60-63) 39				
29	0	4	32	0	(64-67) 36				
30	0	3	39	0	(68-71) 42				
31	0	8	27	0	(72-75) 35				
TOTAL	0	190	955	1	1146				
	(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
5/1/24	23:21	N724TT	SR20	21	69.5	2	PROTEUS AIR SERVICES	P
5/7/24	23:33	N353MV	C172	21	DNR	N/A	SANTA MONICA FLYERS	P
5/10/24	1:24	N74143	AA5A	21	66.9	2	SANTA MONICA FLYERS	P
5/14/24	23:05	N724LA	DA40	21	63.6	2	464C59 LLC	P
5/19/24	23:19	N84347	C172	21	DNR	N/A	MARCO GIOVANNINI	P
5/25/24	0:30	N353MV	C172	21	68.9	2	SANTA MONICA FLYERS	P
5/25/24	1:25	N286DA	SR22	21	79.5	2	DANIEL AMITIN	P

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

DATE	TIME	NUMBER	TYPE	OPERATOR	RUNWAY
5/2/24	0:06	N36RX	EC35	REACH AIR	21

Curfew Violations

None

**ATTACHMENT D
(Aircraft Noise Violations)**

AIRCRAFT ENGINE CATEGORY LEGEND

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

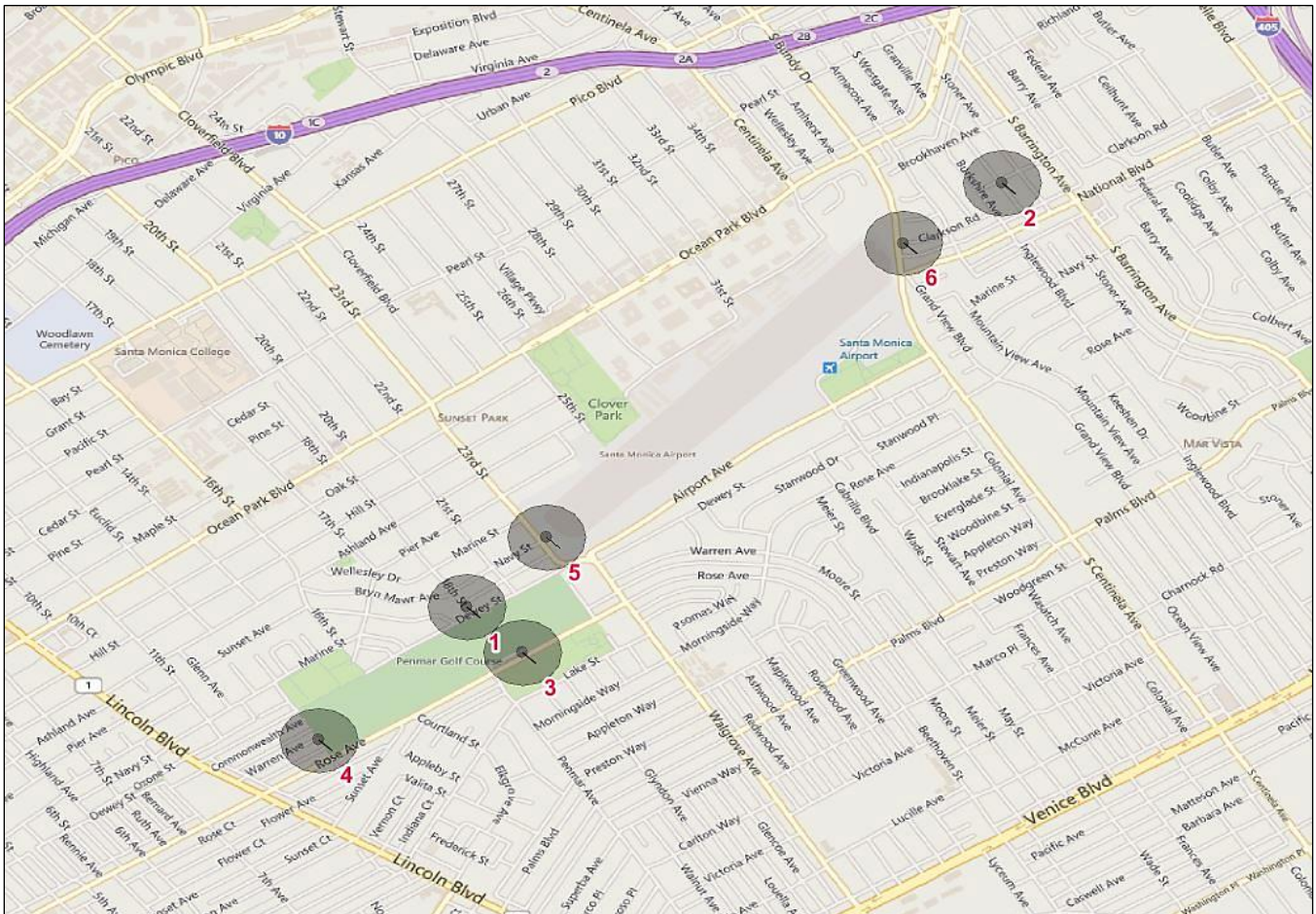
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
5/2/24	7:59	N154AF	PC24	21	97.0	1	PLANESENSE INC	\$2,000	J
5/10/24	13:43	N25LZ	C25A	21	95.6	1	Cicardian Aviation LLC	WARNING	J
5/12/24	8:21	N353DS	BE58	21	96.3	1	DAVID NOSRATI	\$2,000	P

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.

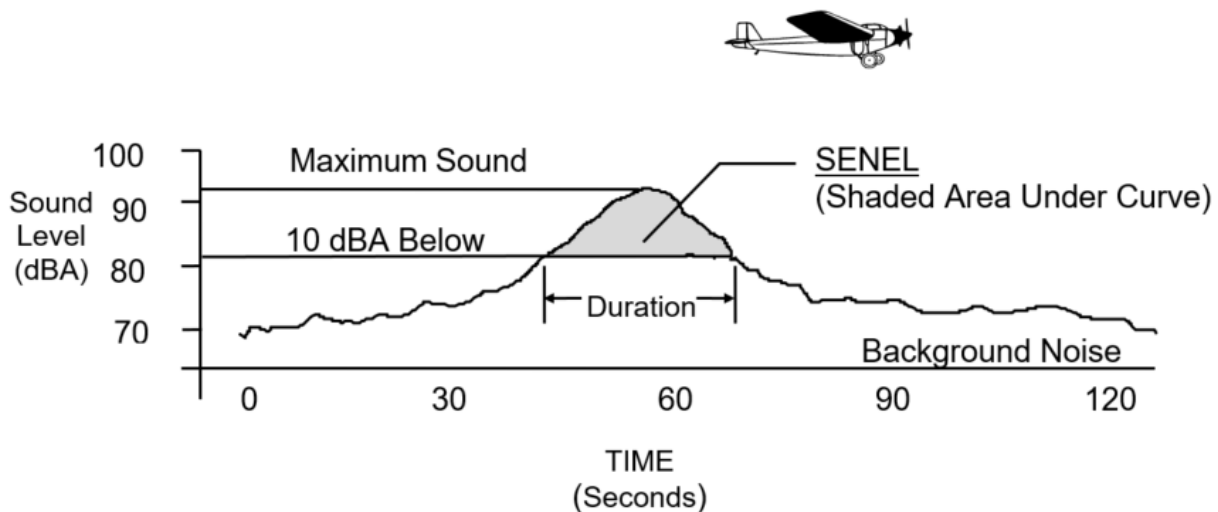
ATTACHMENT F (Single Event Noise Exposure Level)

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.

