Santa Monica Airport
Monthly Operations Report

May 2026

Report prepared by:

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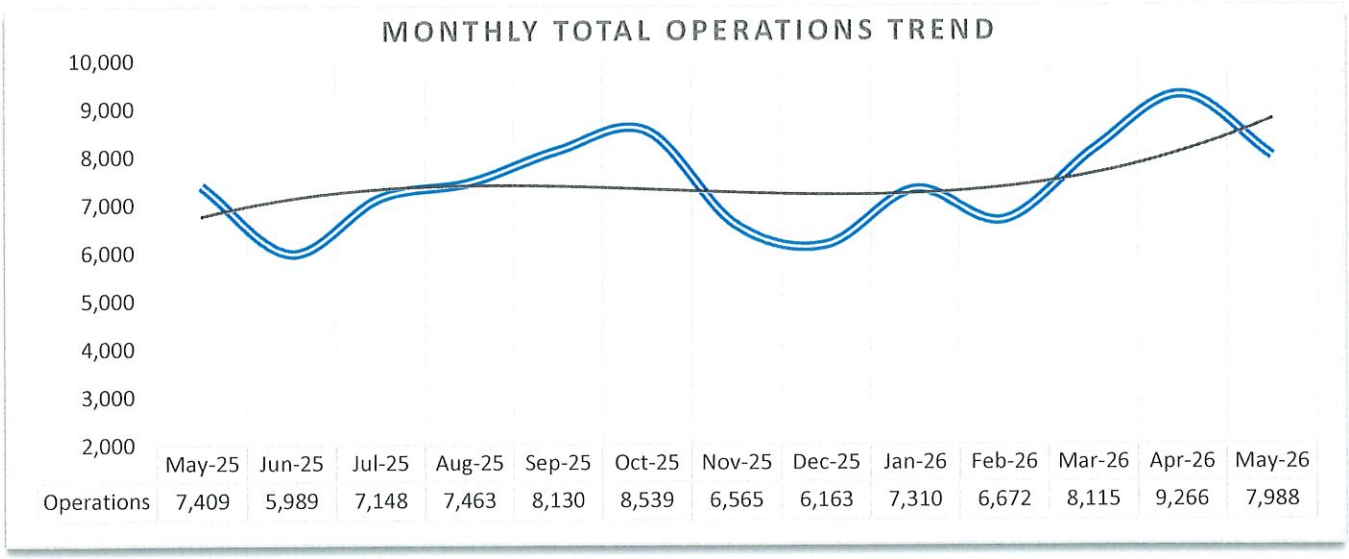
I. Introduction

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 2026**.

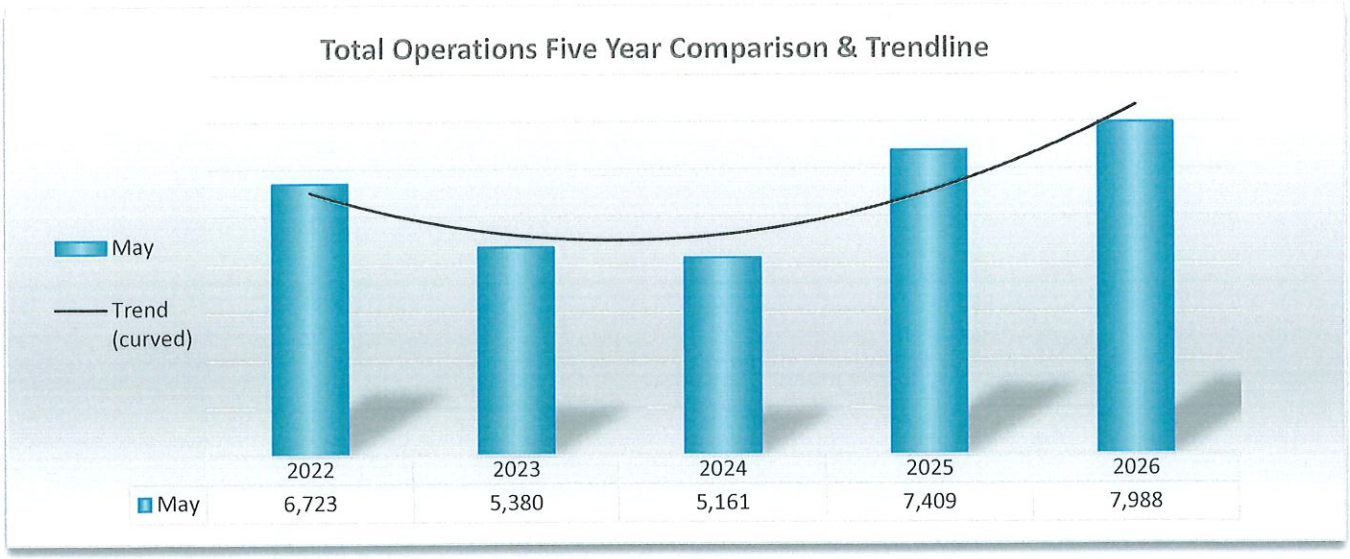
II. Aircraft Operations Data

The total number of aircraft operations recorded during the month of **May 2026** was **7,988**, which represents a **8%** increase from the **7,409** operations recorded during **May 2025**. Approximately **16%** of the operations were instrument flights (IFR transient), **51%** were local flights (VFR local operations), and **33%** 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.



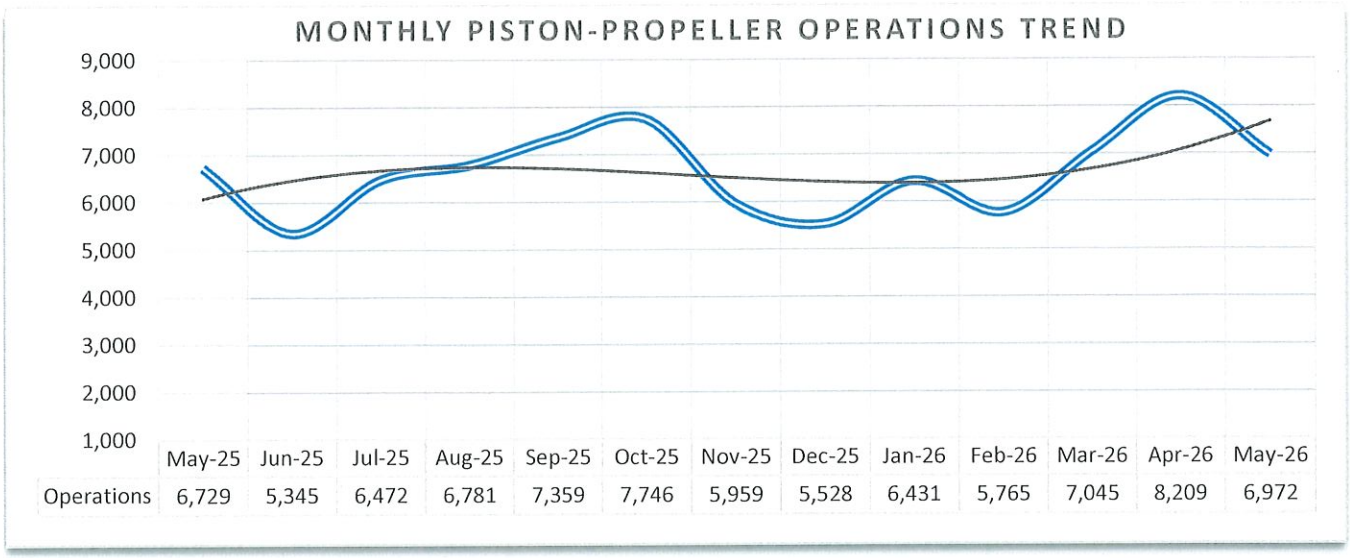
	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26
Operations	7,409	5,989	7,148	7,463	8,130	8,539	6,565	6,163	7,310	6,672	8,115	9,266	7,988



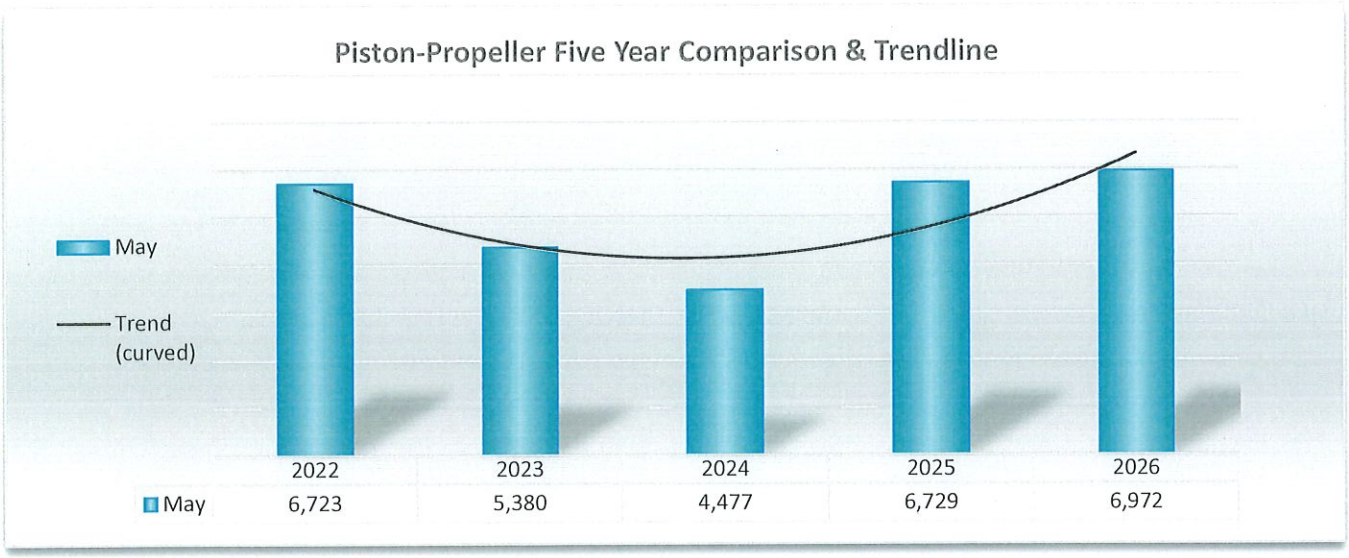
	2022	2023	2024	2025	2026
May	6,723	5,380	5,161	7,409	7,988

Piston-propeller Aircraft Operations

There were approximately **6,972** piston-propeller aircraft operations recorded, comprising about **87%** of the total operations. Piston-propeller aircraft operations for **May 2026** increased **4%** from the **6,729** piston-propeller aircraft operations recorded during **May 2025**.

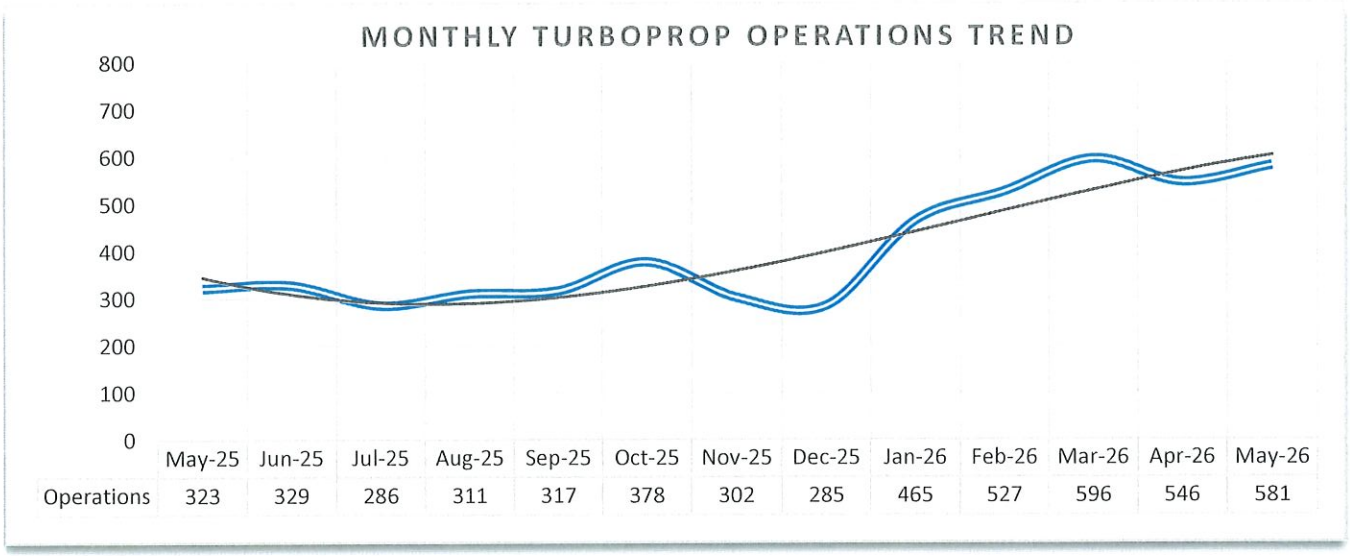


	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26
Operations	6,729	5,345	6,472	6,781	7,359	7,746	5,959	5,528	6,431	5,765	7,045	8,209	6,972

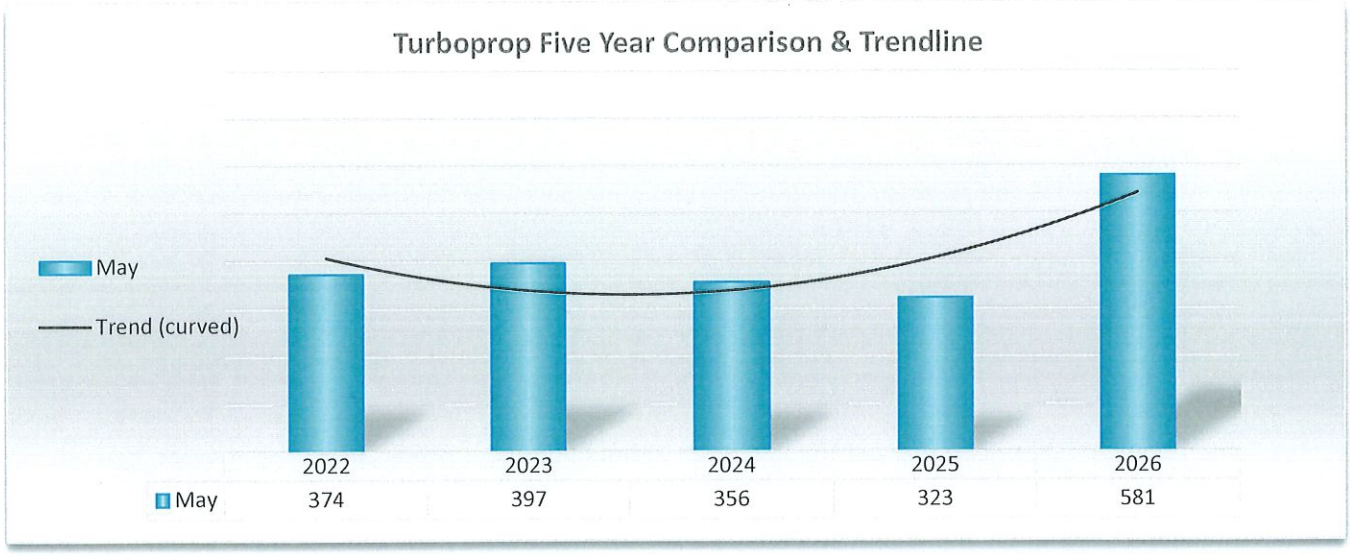


Turboprop Operations

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 2026**, approximately **581** were by turboprop aircraft, comprising around **7%** of the total operations. Turboprop aircraft operations increased by approximately **80%** from the **323** operations recorded during **May 2025**.



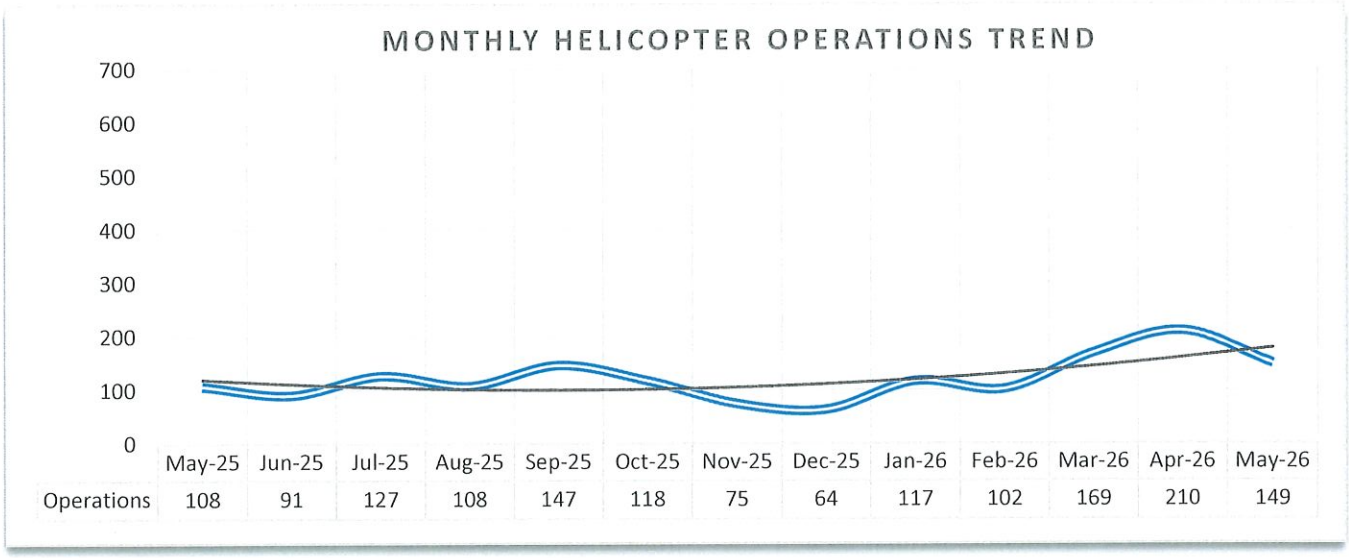
	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26
Operations	323	329	286	311	317	378	302	285	465	527	596	546	581



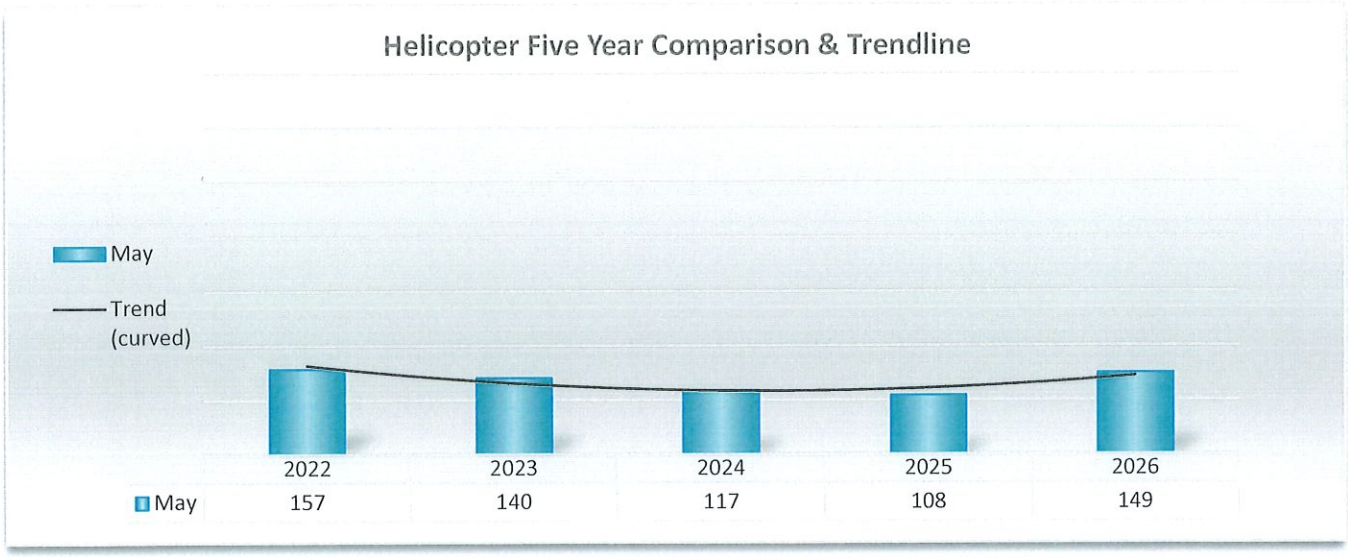
	2022	2023	2024	2025	2026
May	374	397	356	323	581

Helicopter Operations

Of the monthly aircraft operations for **May 2026**, approximately **149** operations are attributed to helicopters, comprising about **2%** of the total operations. Helicopter operations during **May 2026** increased by approximately **38%** from the **108** helicopter operations recorded in **May 2025**.



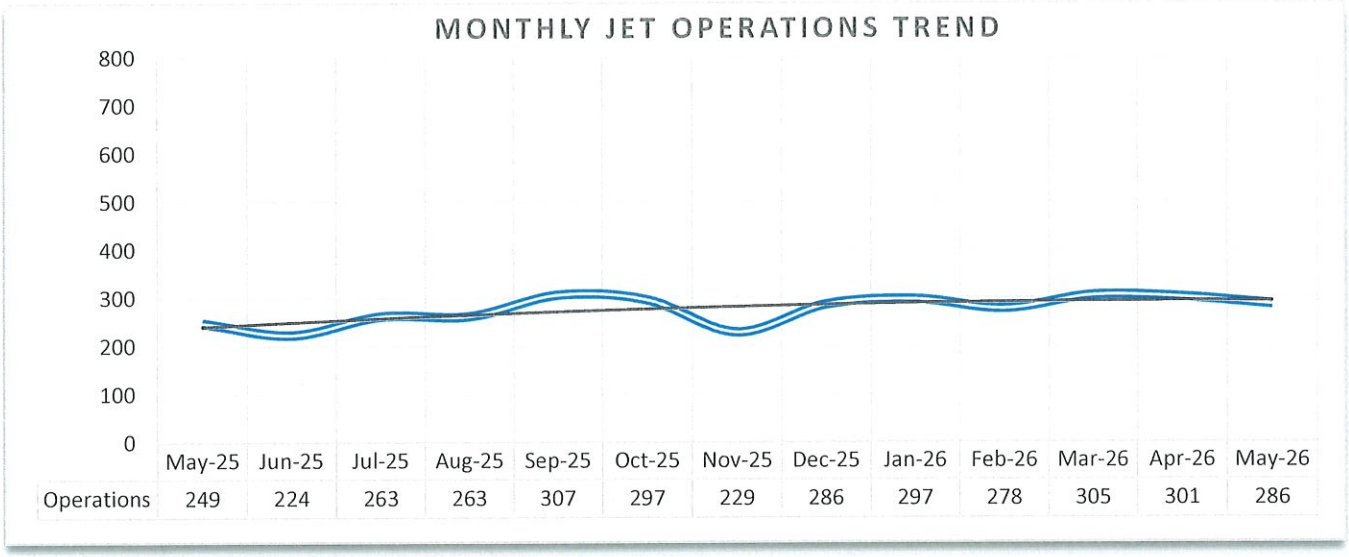
	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26
Operations	108	91	127	108	147	118	75	64	117	102	169	210	149



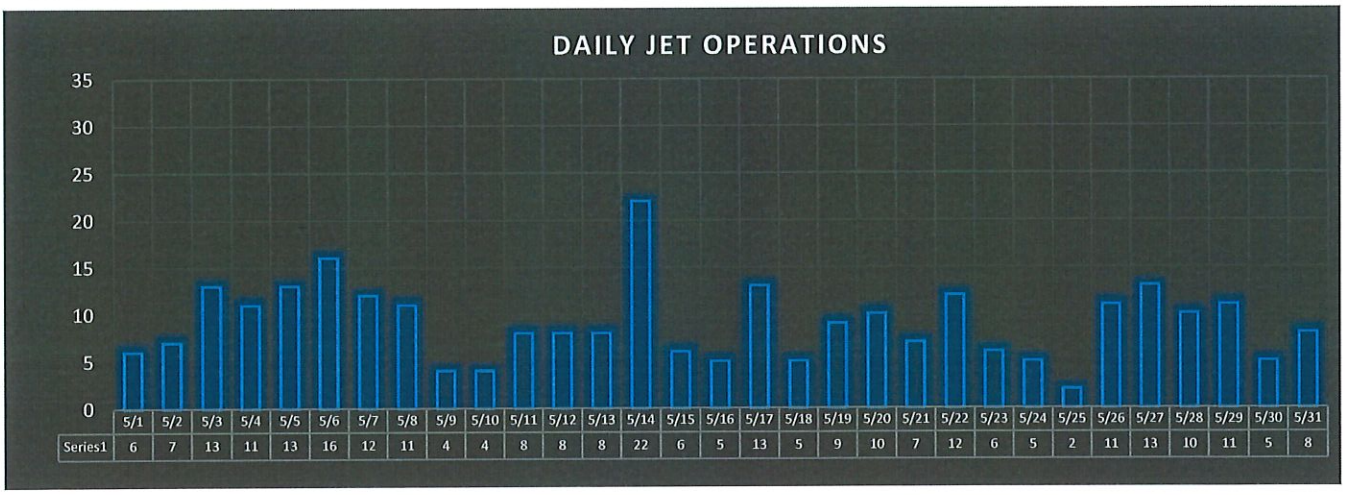
	2022	2023	2024	2025	2026
May	157	140	117	108	149

Jet Aircraft Operations

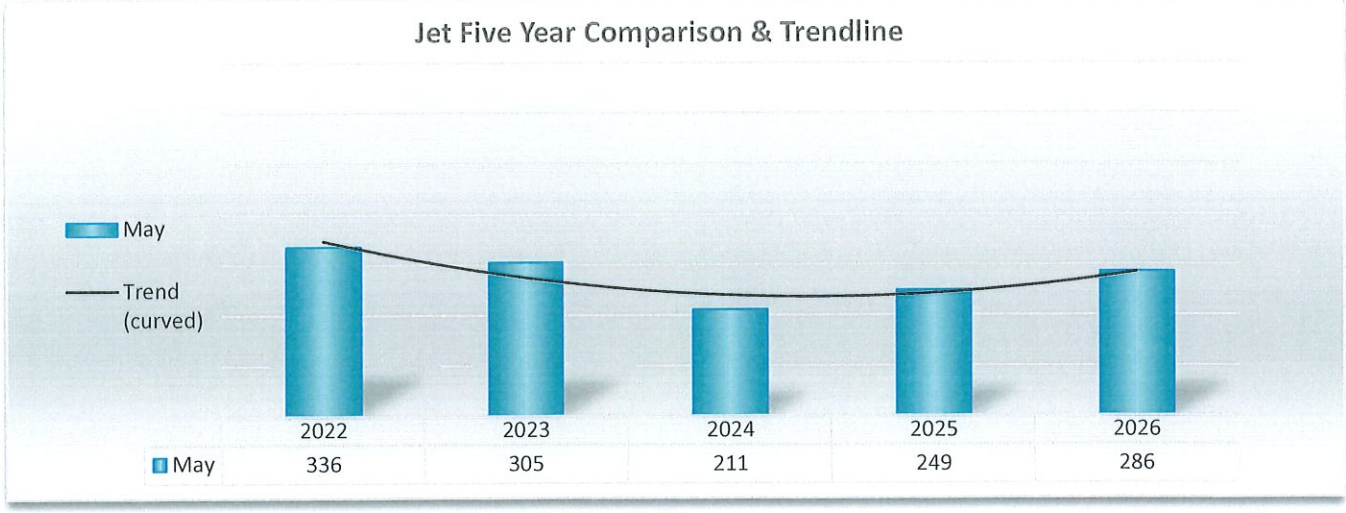
In **May of 2026**, there were approximately **286** jet operations recorded, encompassing around **4%** of the total operations. Jet operations for **May 2026** increased by **15%** from the **249** jet aircraft operations recorded during **May 2025**. Daily jet operations vary significantly day to day. During the month of **May 2026**, jet aircraft averaged **10** operations per day. The bar graph below represents the monthly and daily operations for jet-engine aircraft for the month of **May 2026**.



	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26
Operations	249	224	263	263	307	297	229	286	297	278	305	301	286



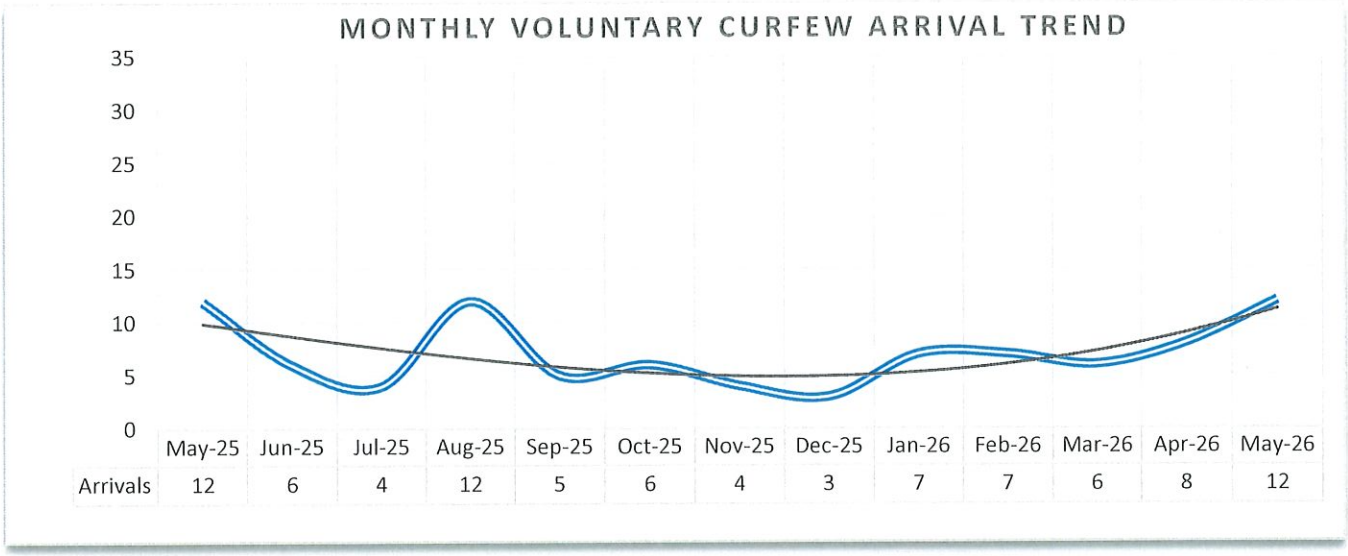
	5/1	5/2	5/3	5/4	5/5	5/6	5/7	5/8	5/9	5/10	5/11	5/12	5/13	5/14	5/15	5/16	5/17	5/18	5/19	5/20	5/21	5/22	5/23	5/24	5/25	5/26	5/27	5/28	5/29	5/30	5/31
Series1	6	7	13	11	13	16	12	11	4	4	8	8	8	22	6	5	13	5	9	10	7	12	6	5	2	11	13	10	11	5	8



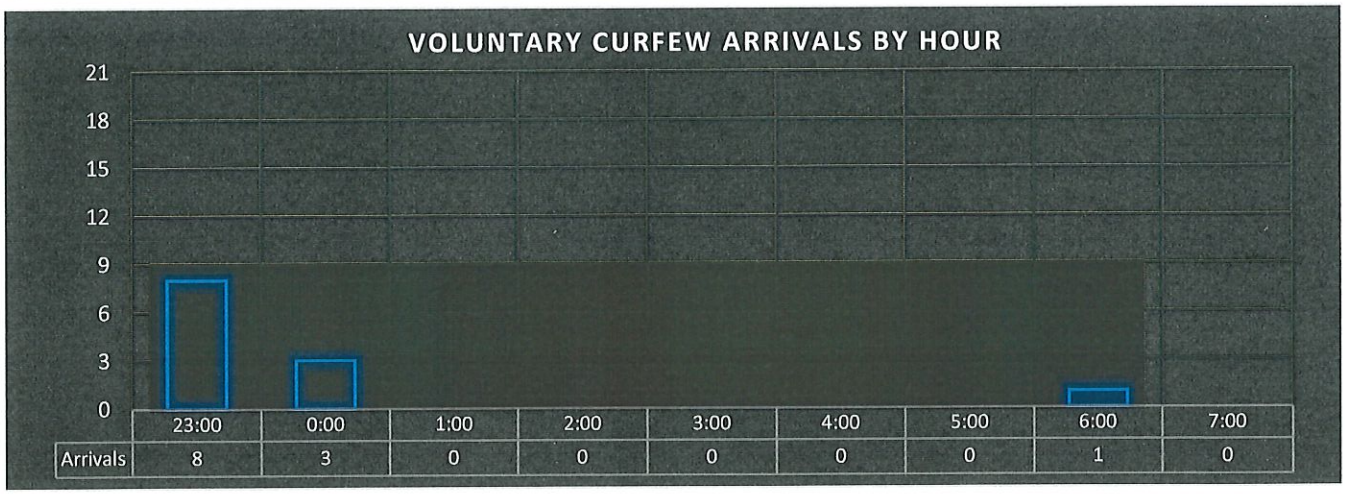
	2022	2023	2024	2025	2026
May	336	305	211	249	286

III. Voluntary Arrival Curfew

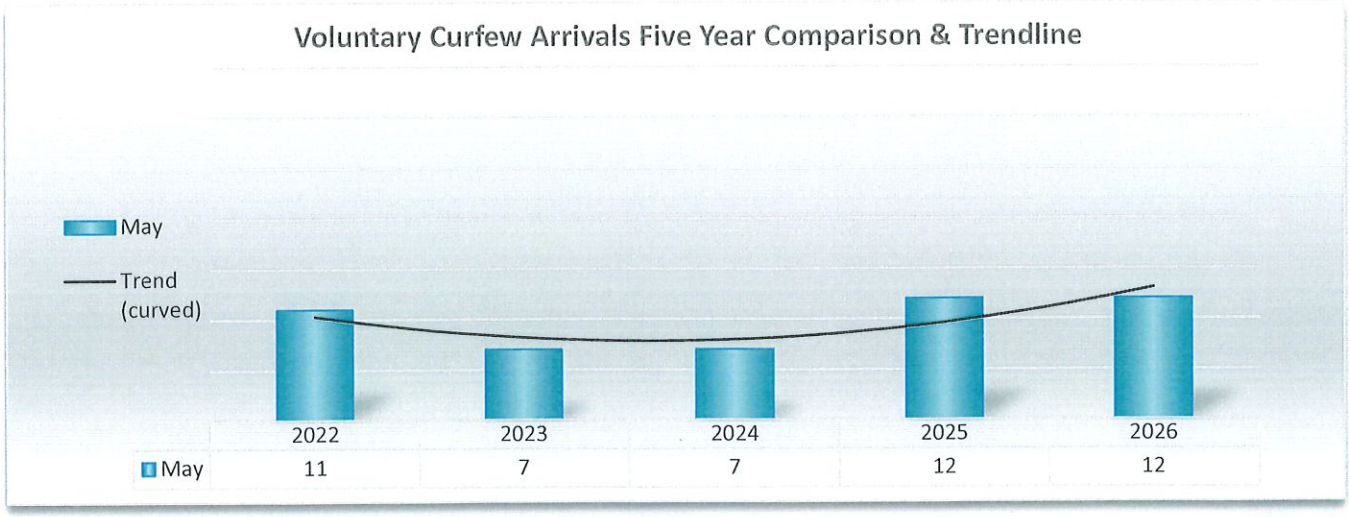
During the month of **May 2026**, Airport Staff logged a total of **12** aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals for each VAC hour during the month of **May 2026**. For a listing of aircraft arrivals during the night hours, see Attachment B.



	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26
Arrivals	12	6	4	12	5	6	4	3	7	7	6	8	12



	23:00	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00
Arrivals	8	3	0	0	0	0	0	1	0



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 2026**, there was **1** authorized departure 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 informed of the proper Noise Management procedures. During the month of **May 2026**, 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.

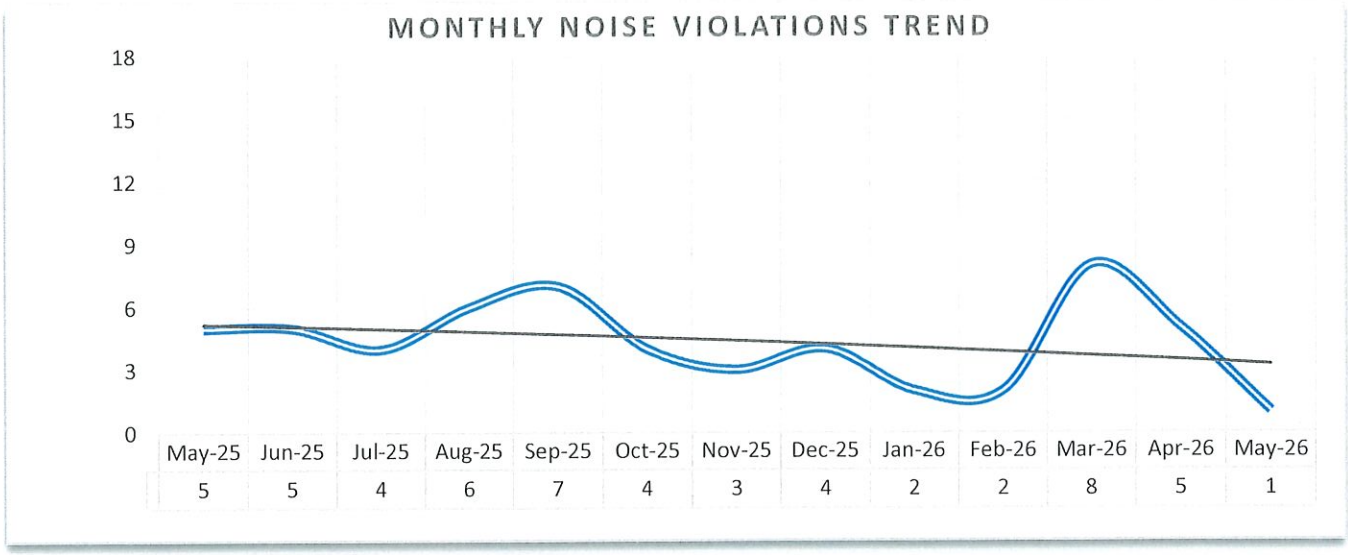
VII. Noise Violations

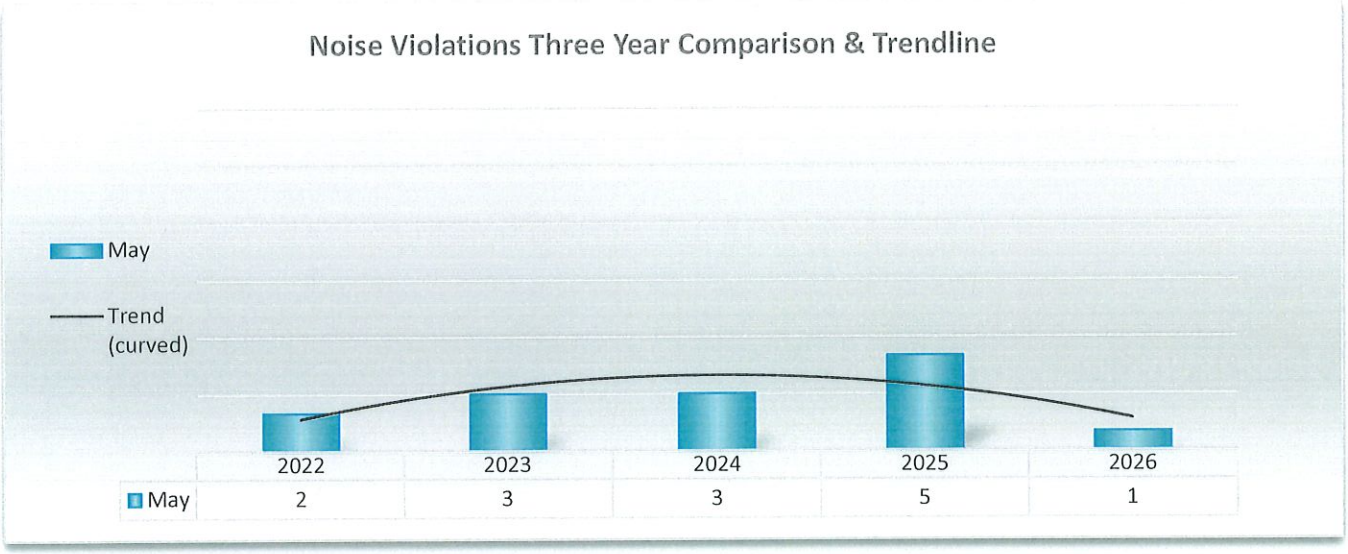
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that "No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing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

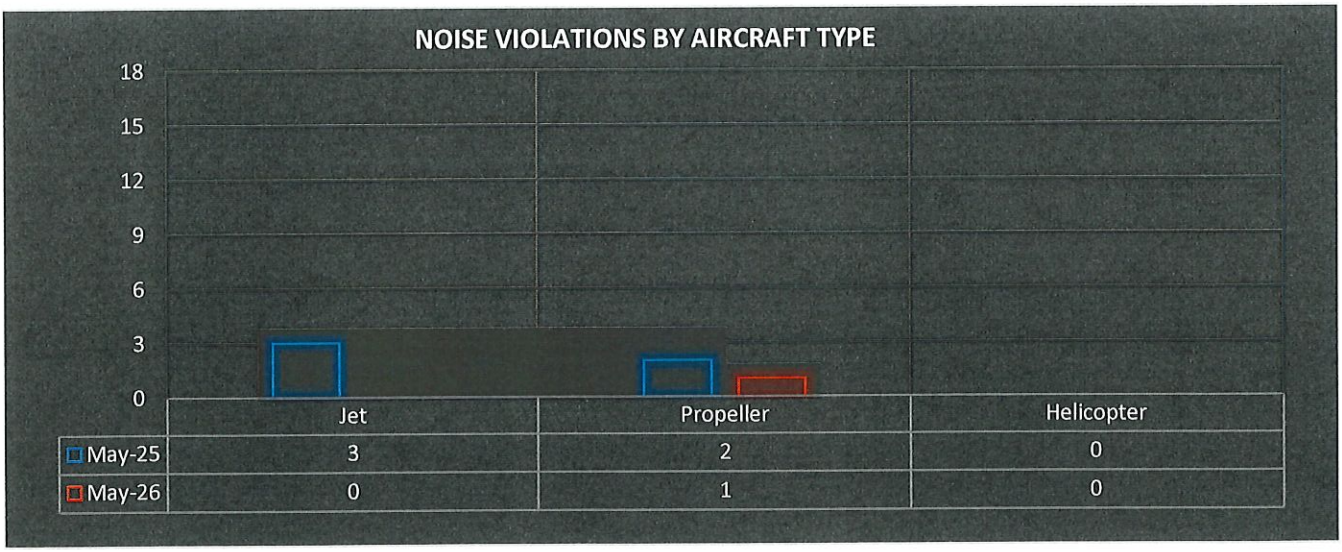
A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of **May 2026**, there was **1** noise violation recorded, an **80%** decrease compared to the **5** noise violations recorded during **May 2025**. A summary of noise violations for **May 2026** is listed in Attachment D. Of the **7,988** aircraft operations recorded during the month of **May 2026**, **99.99%** 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	0	0	0	0	0	0%
Propeller	0	0	1	0	0	0	0	1	100%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	0	0	1	0	0	0	0	1	
%	0%	0%	100%	0%	0%	0%	0%		100%

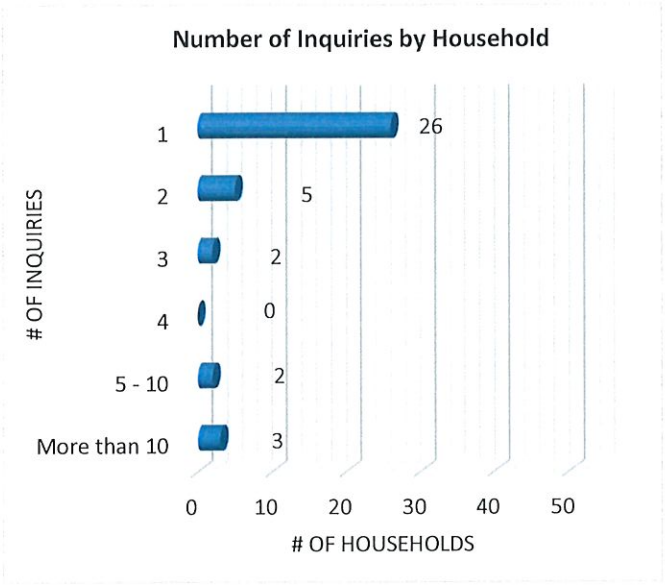

MONTHLY NOISE VIOLATIONS TREND
18
15
12
9
6
3
0
May-25 Jun-25 Jul-25 Aug-25 Sep-25 Oct-25 Nov-25 Dec-25 Jan-26 Feb-26 Mar-26 Apr-26 May-26
5 5 4 6 7 4 3 4 2 2 8 5 1

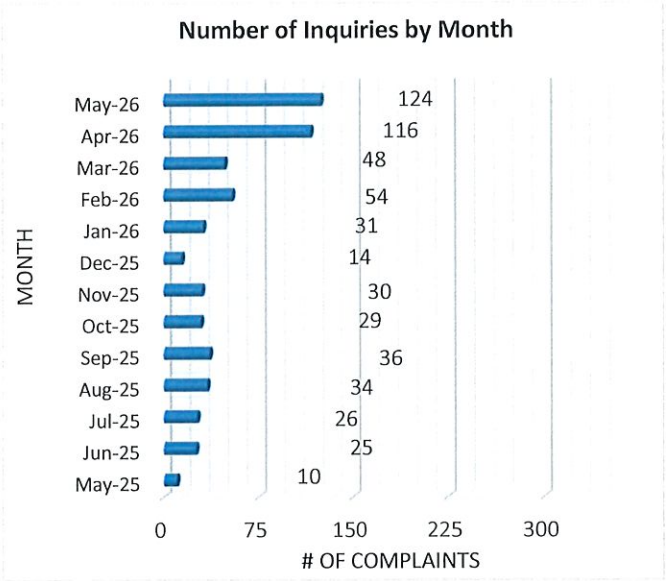

Noise Violations Three Year Comparison & Trendline
May
Trend (curved)
2022 2023 2024 2025 2026
May 2 3 3 5 1

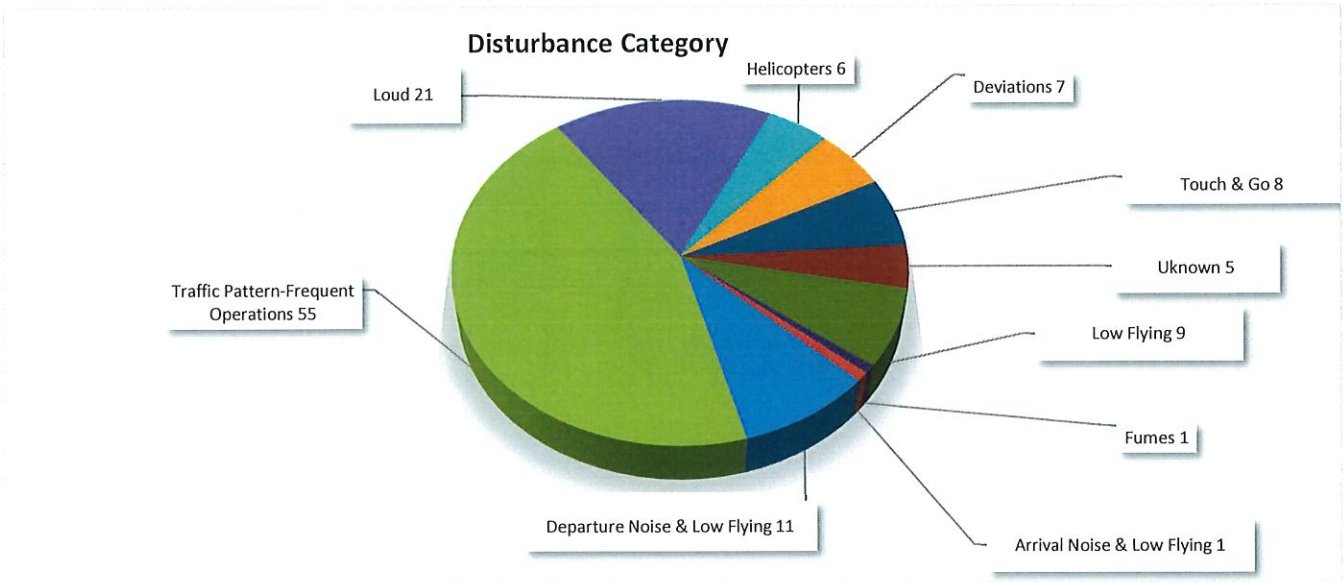

NOISE VIOLATIONS BY AIRCRAFT TYPE
18
15
12
9
6
3
0
Jet Propeller Helicopter
May-25 3 2 0
May-26 0 1 0

VIII. Aircraft Related Inquiries

During the month of **May 2026**, **38** individual households logged a total of **124** 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 2026**







ATTACHMENT A

AIRPORT TRAFFIC RECORD	FACILITY NAME	LOCATION	0526	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	23	149	0	172	174	0	174	346	346
2	0	18	60	0	78	4	0	4	82	428
3	0	17	102	0	119	108	0	108	227	655
4	0	13	82	0	95	206	0	206	301	956
5	0	14	116	0	130	116	0	116	246	1202
6	0	22	130	0	152	222	0	222	374	1576
7	0	18	152	0	170	208	0	208	378	1954
8	0	25	88	0	113	46	0	46	159	2113
9	0	7	79	0	86	14	0	14	100	2213
10	0	9	64	0	73	36	0	36	109	2322
11	0	15	72	0	87	41	0	41	128	2450
12	0	13	54	0	67	125	0	125	192	2642
13	0	19	115	0	134	243	0	243	377	3019
14	0	33	126	0	159	266	0	266	425	3444
15	0	21	100	0	121	185	0	185	306	3750
16	0	15	122	0	137	109	0	109	246	3996
17	0	20	107	0	127	75	0	75	202	4198
18	0	13	110	0	123	192	0	192	315	4513
19	0	11	145	2	158	147	0	147	305	4818
20	0	15	137	0	152	177	0	177	329	5147
21	0	16	121	0	137	193	0	193	330	5477
22	0	24	111	0	135	255	0	255	390	5867
23	0	16	50	0	66	85	0	85	151	6018
24	0	16	89	0	105	42	0	42	147	6165
25	0	19	124	0	143	54	0	54	197	6362
26	0	27	97	0	124	181	0	181	305	6667
27	0	17	119	0	136	160	0	160	296	6963
28	0	18	120	0	138	156	0	156	294	7257
29	0	20	160	0	180	92	0	92	272	7529
30	0	16	132	0	148	90	0	90	238	7767
31	0	16	137	0	153	68	0	68	221	7988
TOTAL	0	546	3370	2	3918	4070	0	4070	7988	

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

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	18	32	0	(16-19)	50	
2	0	15	24	0	(20-23)	39	
3	0	16	39	0	(24-27)	55	
4	0	13	28	0	(28-31)	41	
5	0	15	29	0	(32-35)	44	
6	0	22	24	0	(36-39)	46	
7	0	16	19	0	(40-43)	35	
8	0	24	48	0	(44-47)	72	
9	0	6	30	0	(48-51)	36	
10	0	8	24	0	(52-55)	32	
11	0	13	33	0	(56-59)	46	
12	0	11	29	0	(60-63)	40	
13	0	16	21	0	(64-67)	37	
14	0	28	34	0	(68-71)	62	
15	0	14	53	0	(72-75)	67	
16	0	12	19	0	(76-79)	31	
						(14-2)	
17	0	19	24	0	(16-19)	43	
18	0	12	18	0	(20-23)	30	
19	0	10	24	0	(24-27)	34	
20	0	14	18	0	(28-31)	32	
21	0	17	26	0	(32-35)	43	
22	0	24	30	0	(36-39)	54	
23	0	13	17	0	(40-43)	30	
24	0	16	27	0	(44-47)	43	
25	0	13	17	0	(48-51)	30	
26	0	20	27	0	(52-55)	47	
27	0	18	30	0	(56-59)	48	
28	0	18	28	0	(60-63)	46	
29	0	20	13	0	(64-67)	33	
30	0	15	11	0	(68-71)	26	
31	0	15	21	0	(72-75)	36	
TOTAL	0	491	817	0		1308	
	(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
5/4/26	0:29	N374BD	RV7	21	74.6	2	Bugmasher Holdings LLC	P
5/5/26	23:12	N320AF	PC12	21	91.3	2	Planesense Inc	T
5/7/27	0:07	N732ZY	SLG2	21	DNR		Airplane Factory Inc	P
5/8/26	23:04	N1967W	BE90	21	DNR		Novotny David	P
5/15/26	23:45	N724LA	DA40	21	71.3	2	464C59 LLC	P
5/17/26	23:05	N737PT	C182	21	DNR		Airplane Factory Inc	P
5/20/26	0:50	N52364	C172	21	DNR		Air S & T LLC	P
5/20/26	23:48	N882AB	SR20	21	70.1	2	SANTA MONICA FLYERS	P
5/24/26	23:09	N557PC	PC12	21	89.2	2	Reach Med	T
5/26/26	23:03	N470RB	SLG2	21	70.3	2	Airplane Factory Inc	P
5/28/26	6:57	N18NR	C208	21	90.3	2	WONDERFUL PISTACHIOS & ALMONDS LLC	T
5/29/26	23:36	N84347	C172	21	DNR		MARCO GIOVANNINI	P

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

DATE	TIME	NUMBER	TYPE	OPERATOR	RUNWAY
5/25/26	0:54	N557PC	PC12	Reach Med	21

Curfew Violations

NONE

ATTACHMENT D
(Aircraft Noise Violations)

AIRCRAFT ENGINE CATEGORY LEGEND

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

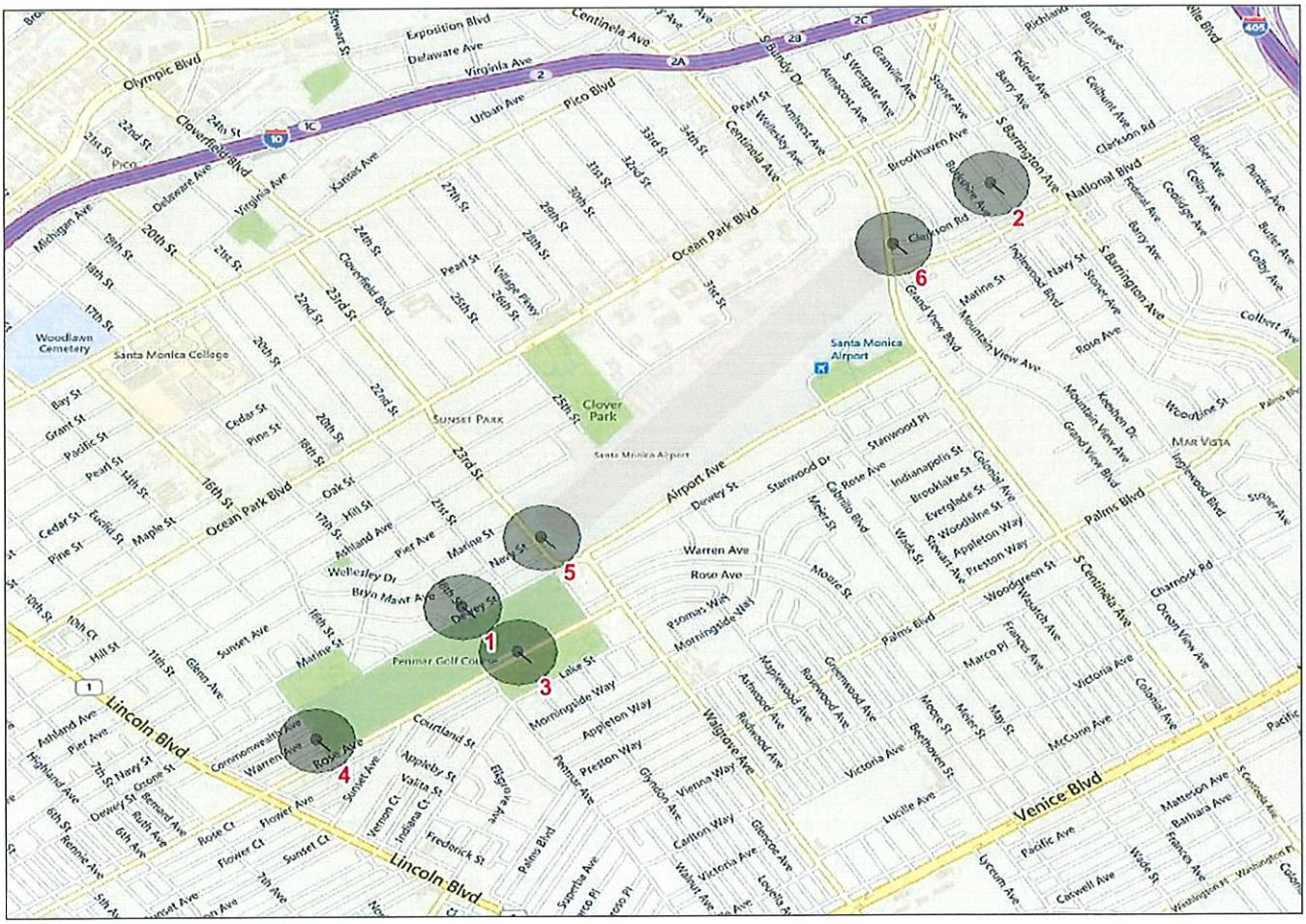
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
5/18/26	14:47	N86SS	C185	21	97.5	1	AEROBANC OF AMERICA INC	WARNING	P

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.

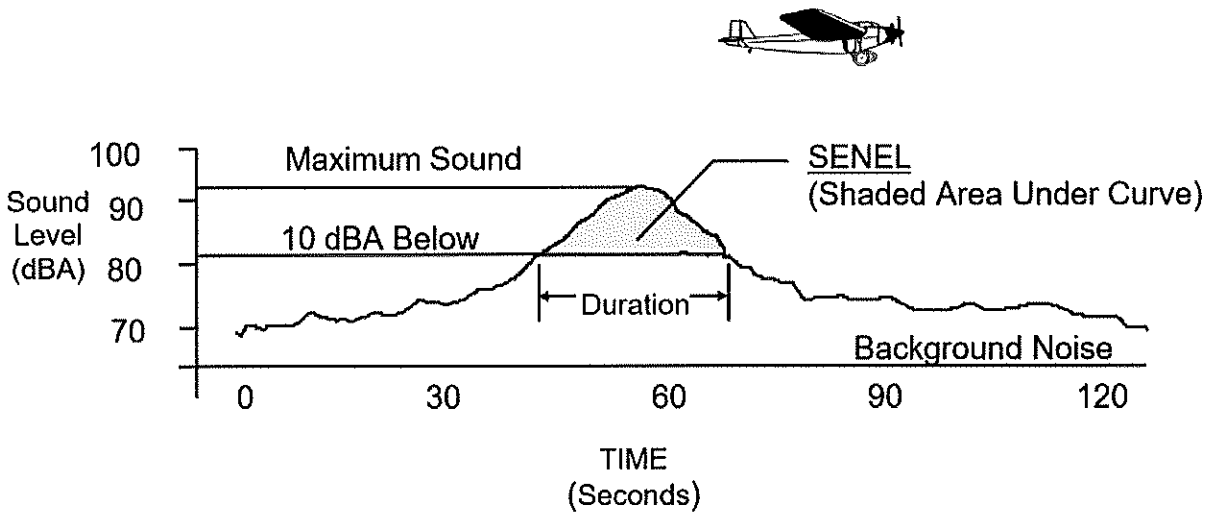
ATTACHMENT F
(Single Event Noise Exposure Level)

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.