Santa Monica Airport
Monthly Operations Report

July 2026

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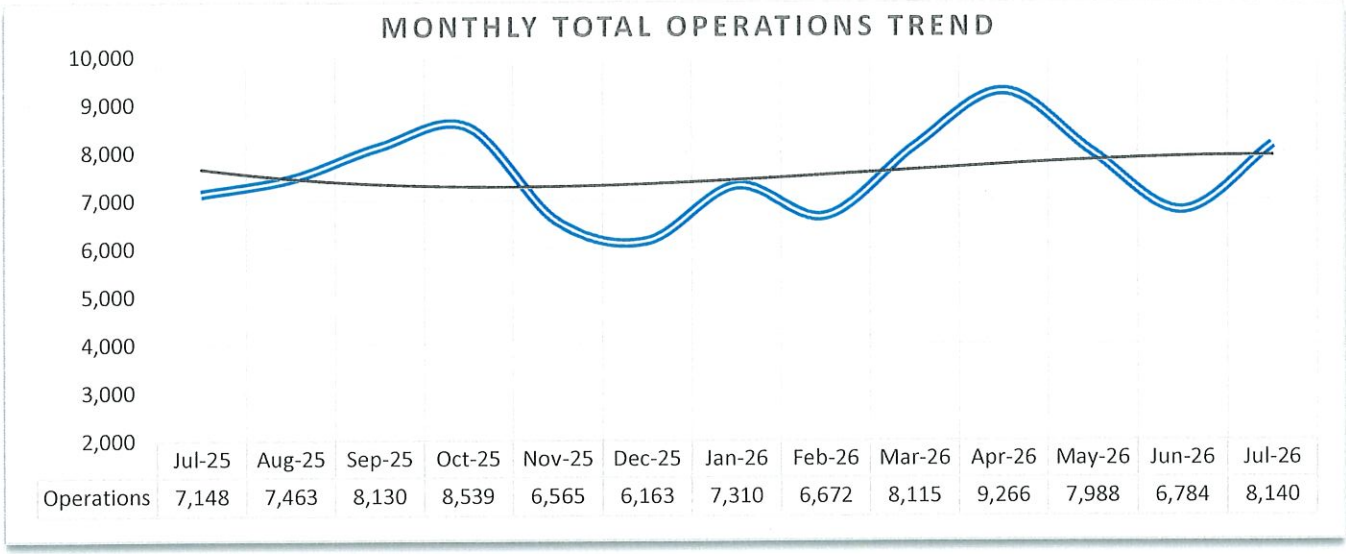
I. Introduction

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 **July 2026**.

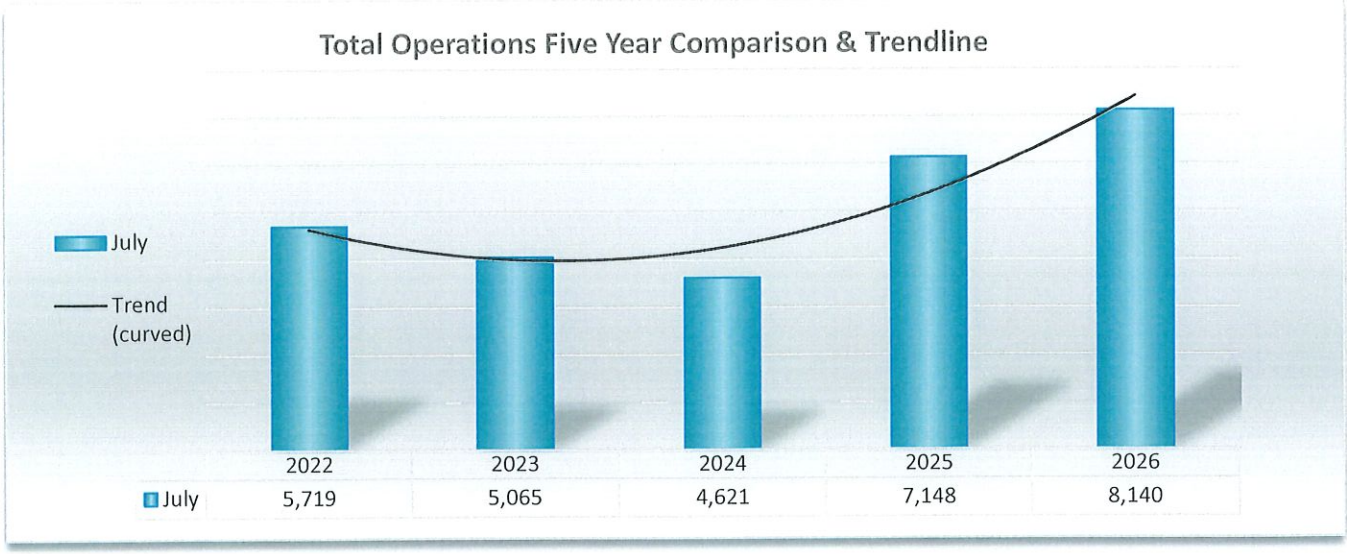
II. Aircraft Operations Data

The total number of aircraft operations recorded during the month of **July 2026** was **8,140**, which represents a **14%** increase from the **7,148** operations recorded during **July 2025**. Approximately **13%** of the operations were instrument flights (IFR transient), **53%** were local flights (VFR local operations), and **34%** 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.



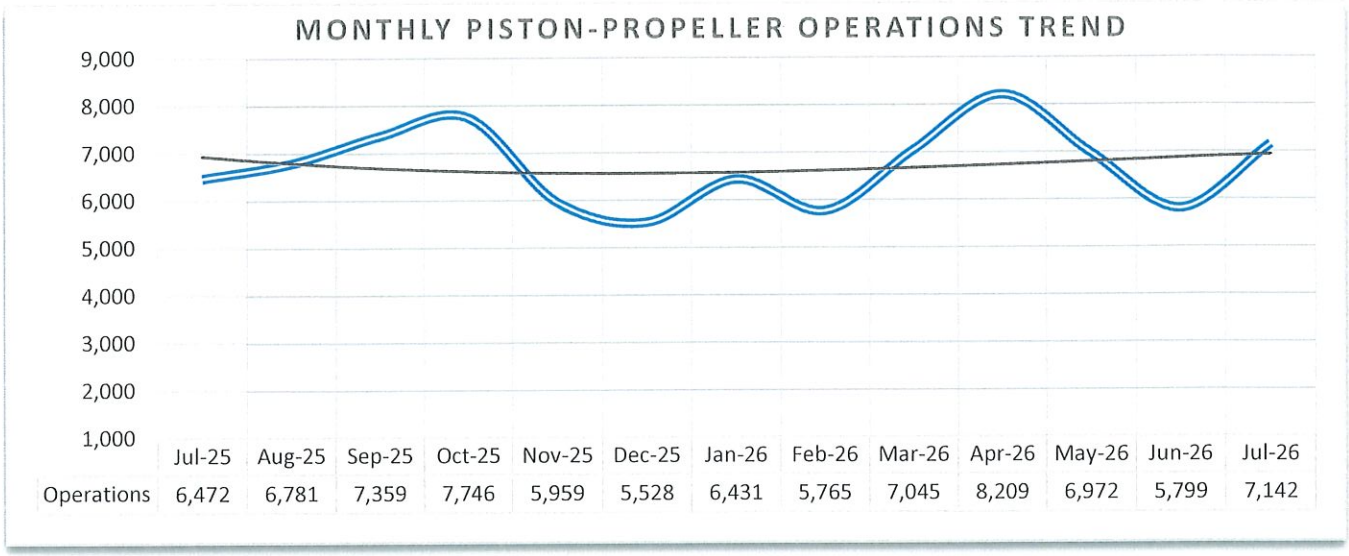
	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Operations	7,148	7,463	8,130	8,539	6,565	6,163	7,310	6,672	8,115	9,266	7,988	6,784	8,140



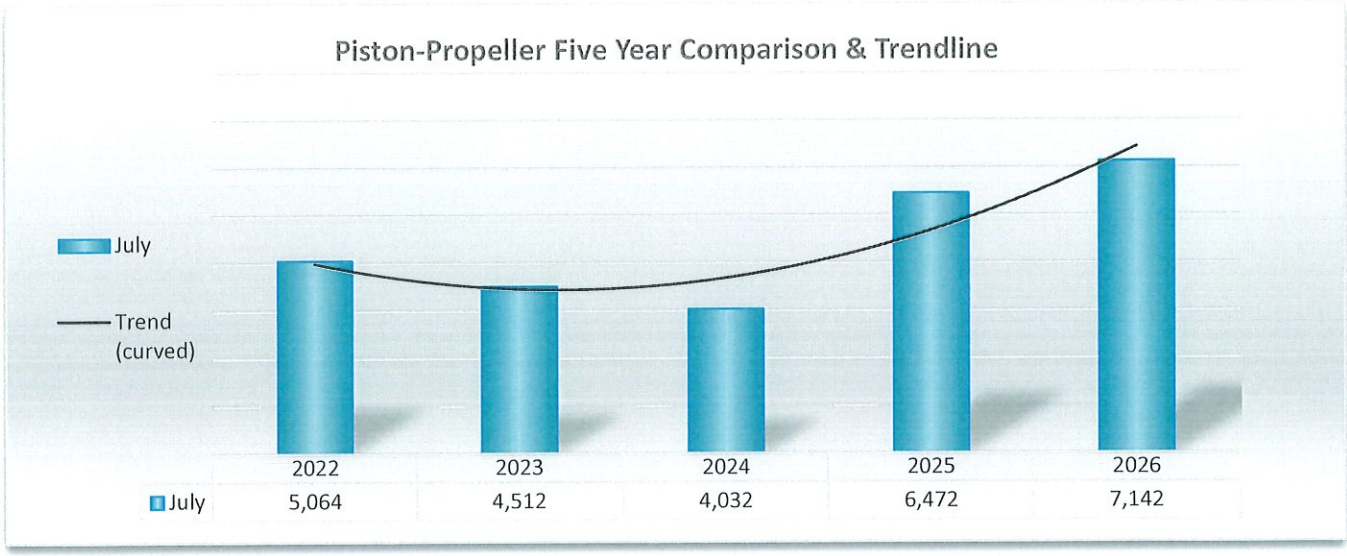
	2022	2023	2024	2025	2026
July	5,719	5,065	4,621	7,148	8,140

Piston-propeller Aircraft Operations

There were approximately **7,142** piston-propeller aircraft operations recorded, comprising about **88%** of the total operations. Piston-propeller aircraft operations for **July 2026** increased **10%** from the **6,472** piston-propeller aircraft operations recorded during **July 2025**.



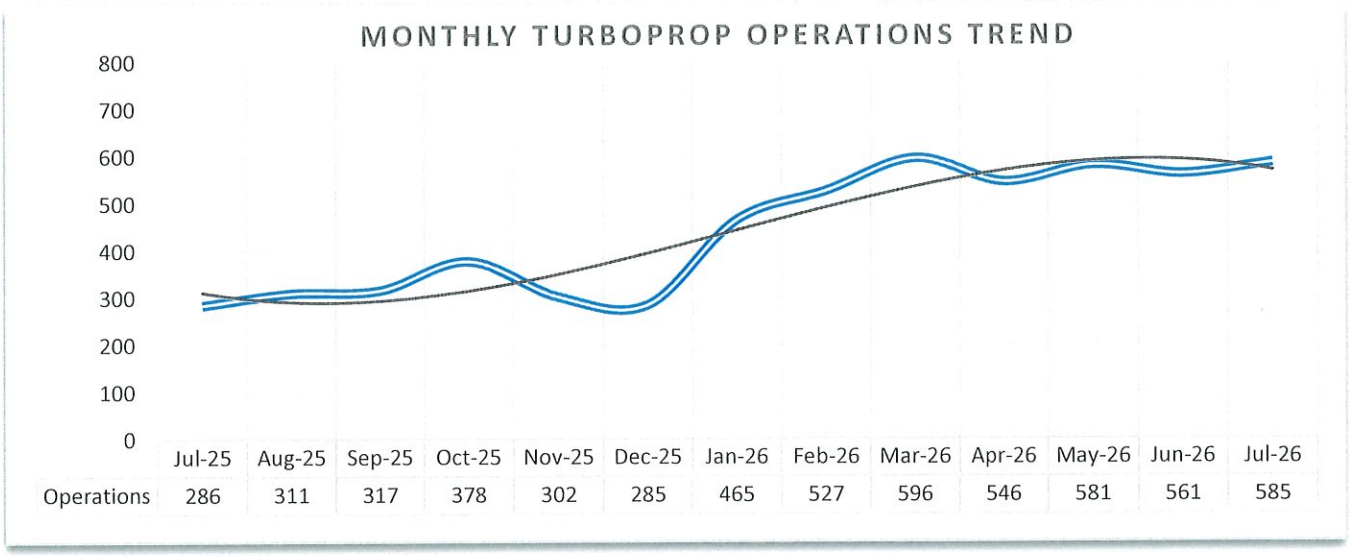
	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Operations	6,472	6,781	7,359	7,746	5,959	5,528	6,431	5,765	7,045	8,209	6,972	5,799	7,142



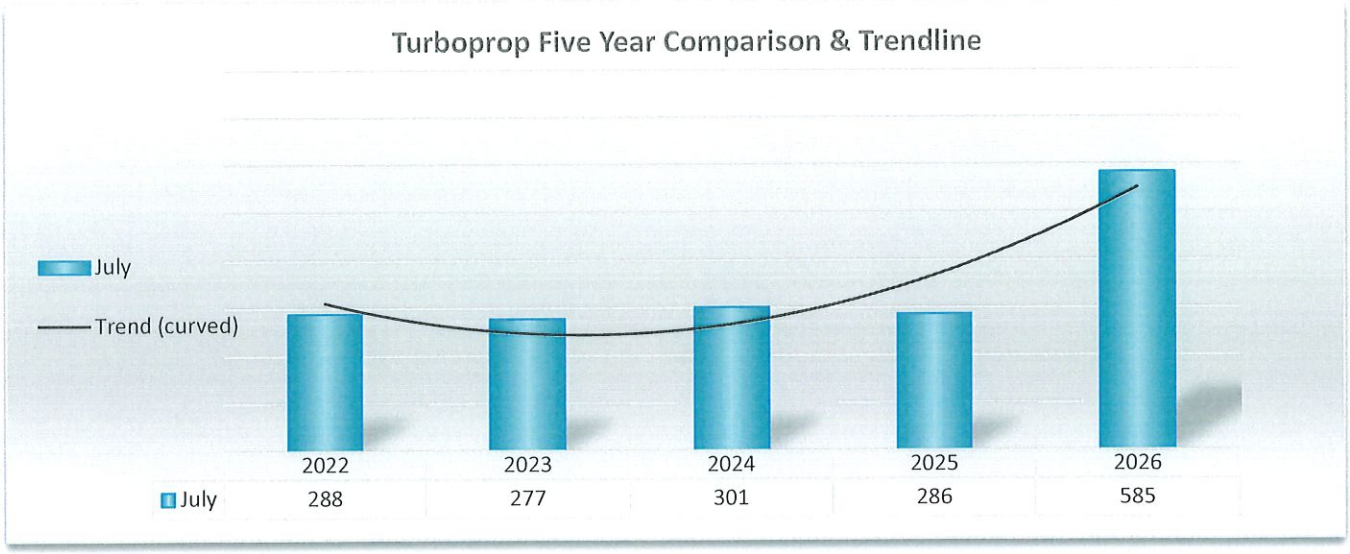
	2022	2023	2024	2025	2026
July	5,064	4,512	4,032	6,472	7,142

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 **July 2026**, approximately **585** were by turboprop aircraft, comprising around **7%** of the total operations. Turboprop aircraft operations increased by approximately **105%** from the **286** operations recorded during **July 2025**.



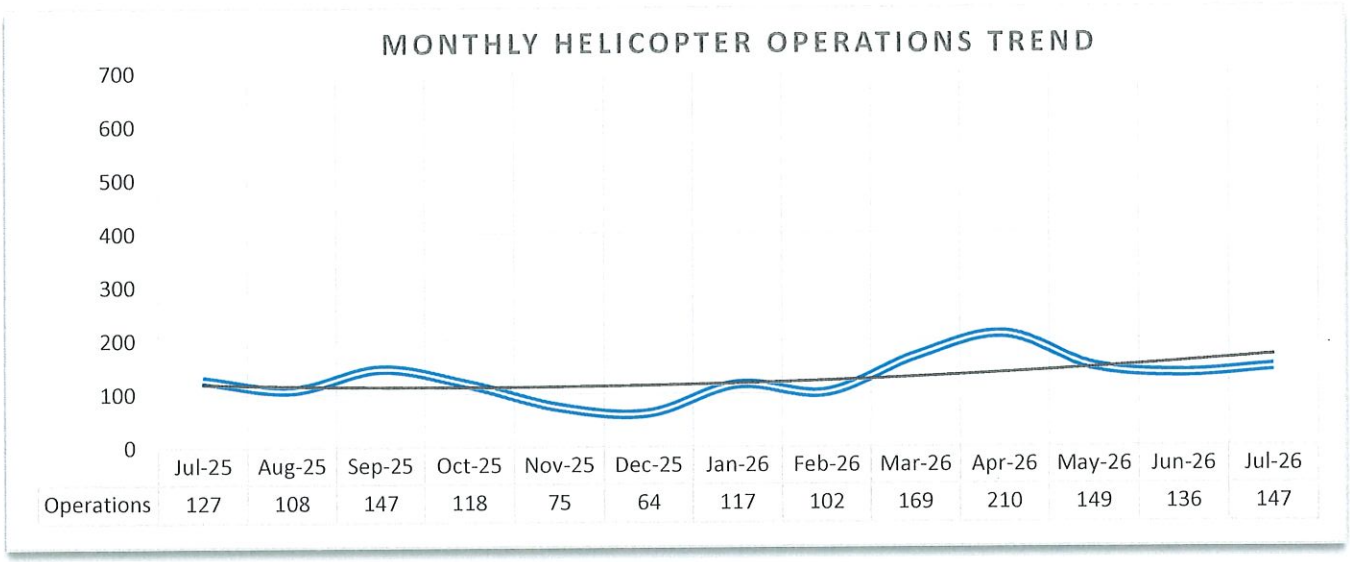
	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Operations	286	311	317	378	302	285	465	527	596	546	581	561	585



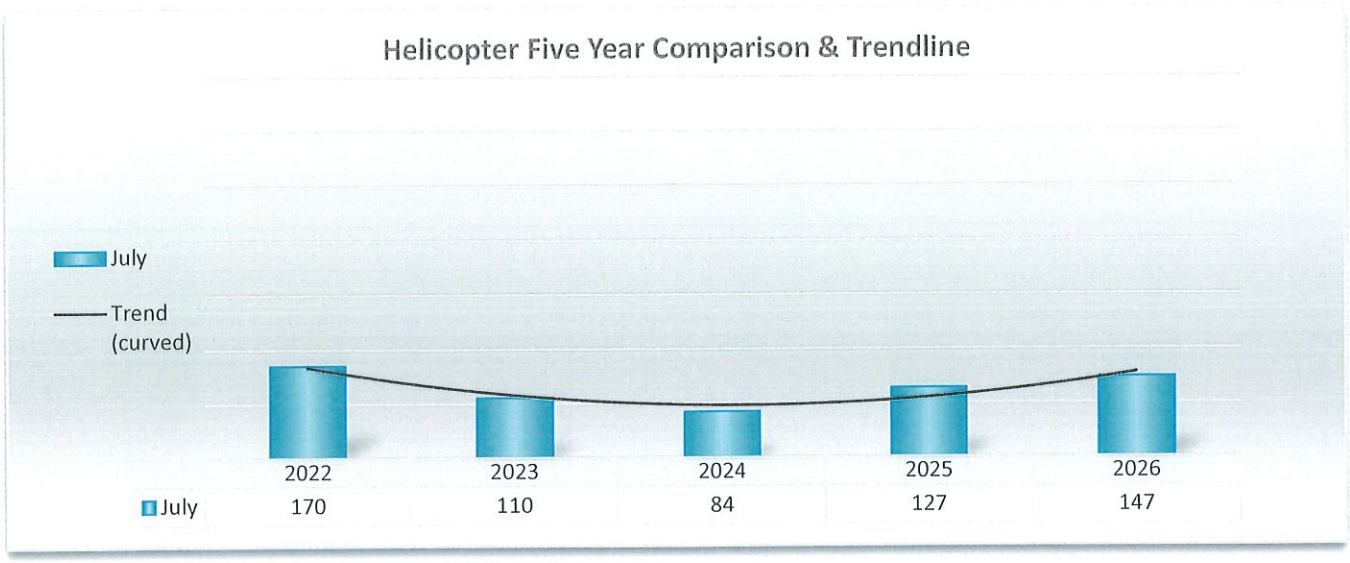
	2022	2023	2024	2025	2026
July	288	277	301	286	585

Helicopter Operations

Of the monthly aircraft operations for **July 2026**, approximately **147** operations are attributed to helicopters, comprising about **2%** of the total operations. Helicopter operations during **July 2026** increased by approximately **16%** from the **127** helicopter operations recorded in **July 2025**.



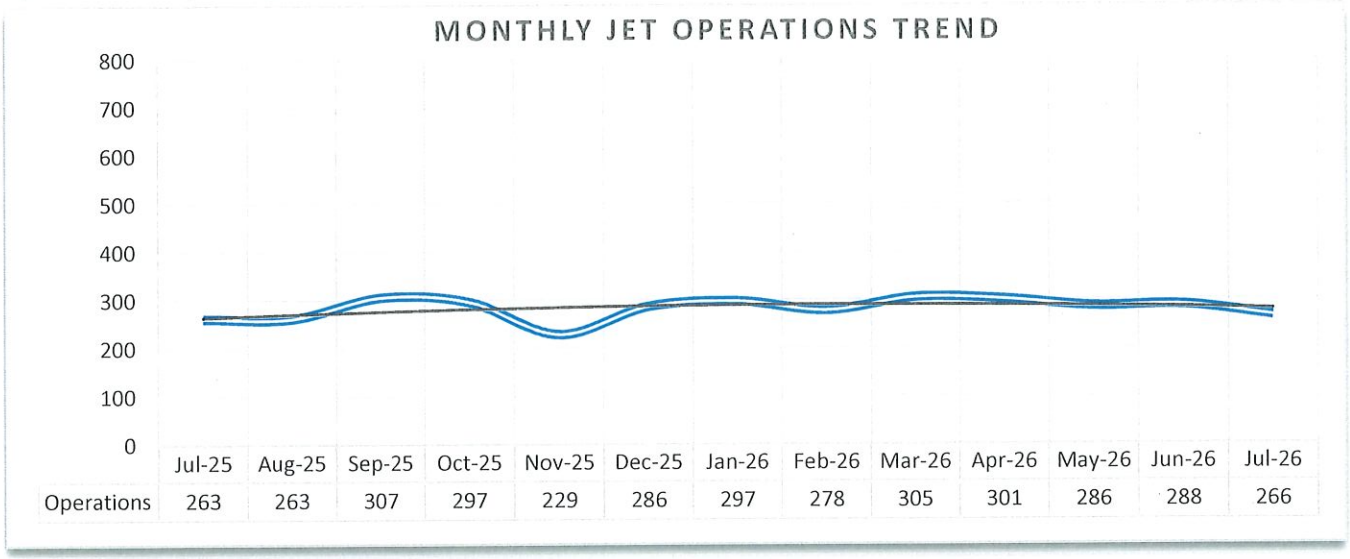
	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Operations	127	108	147	118	75	64	117	102	169	210	149	136	147



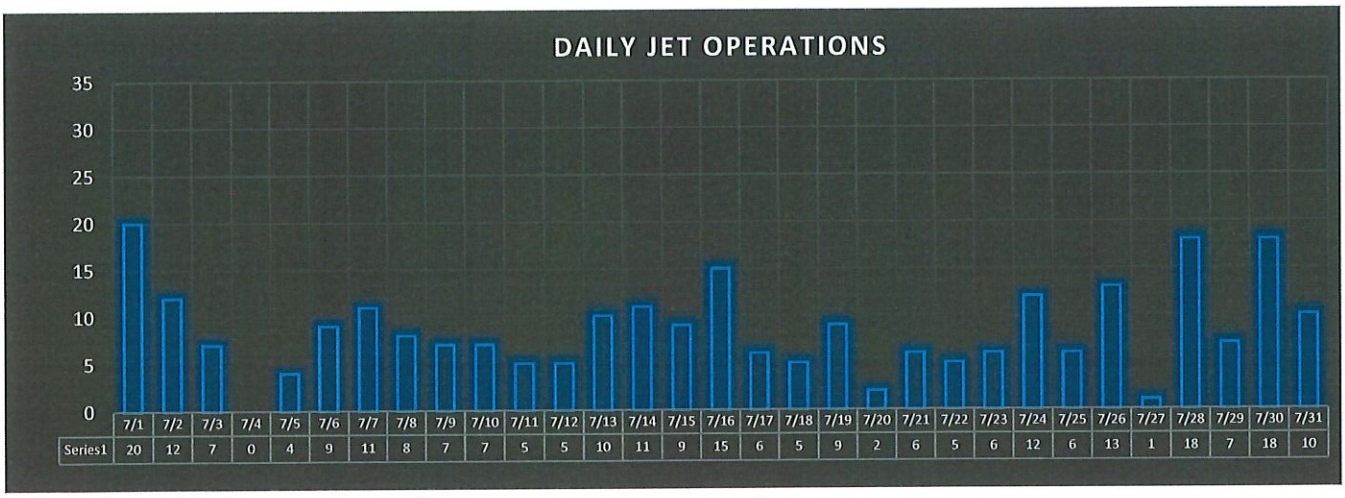
	2022	2023	2024	2025	2026
July	170	110	84	127	147

Jet Aircraft Operations

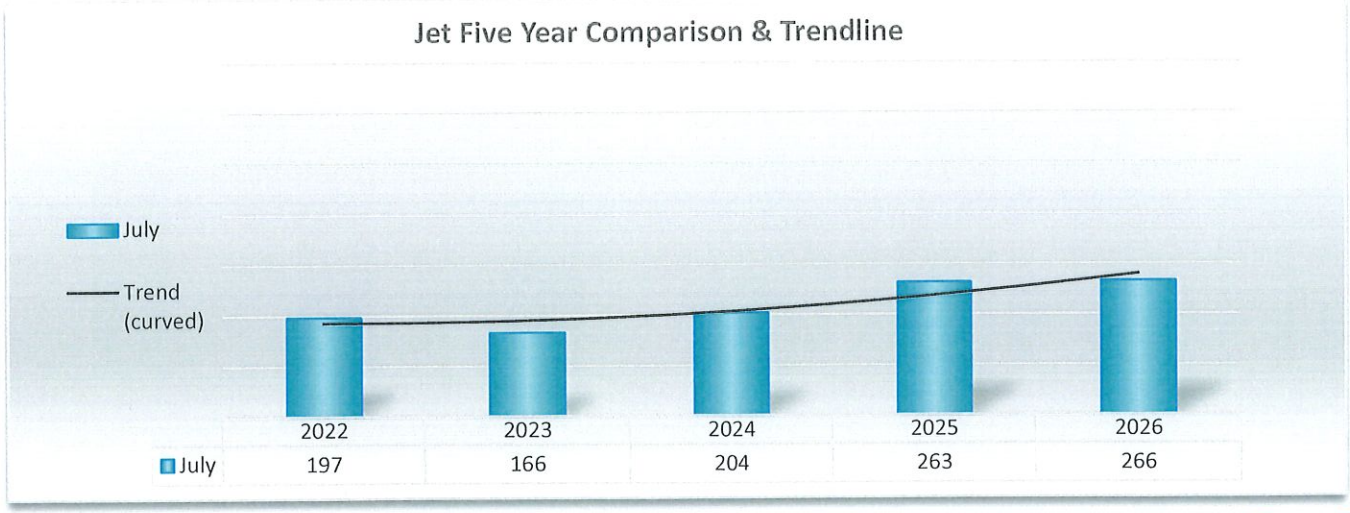
In **July of 2026**, there were approximately **266** jet operations recorded, encompassing around **3%** of the total operations. Jet operations for **July 2026** increased by **1%** from the **263** jet aircraft operations recorded during **July 2025**. Daily jet operations vary significantly day to day. During the month of **July 2026**, jet aircraft averaged **9** operations per day. The bar graph below represents the monthly and daily operations for jet-engine aircraft for the month of **July 2026**.



	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Operations	263	263	307	297	229	286	297	278	305	301	286	288	266



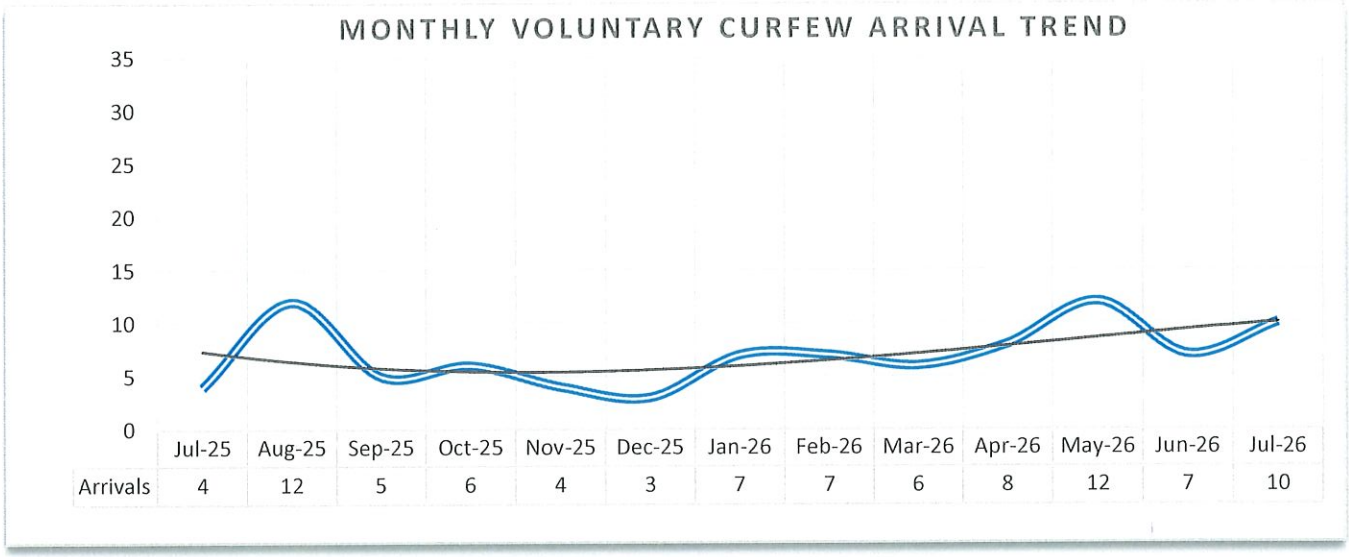
	7/1	7/2	7/3	7/4	7/5	7/6	7/7	7/8	7/9	7/10	7/11	7/12	7/13	7/14	7/15	7/16	7/17	7/18	7/19	7/20	7/21	7/22	7/23	7/24	7/25	7/26	7/27	7/28	7/29	7/30	7/31
Series1	20	12	7	0	4	9	11	8	7	7	5	5	10	11	9	15	6	5	9	2	6	5	6	12	6	13	1	18	7	18	10



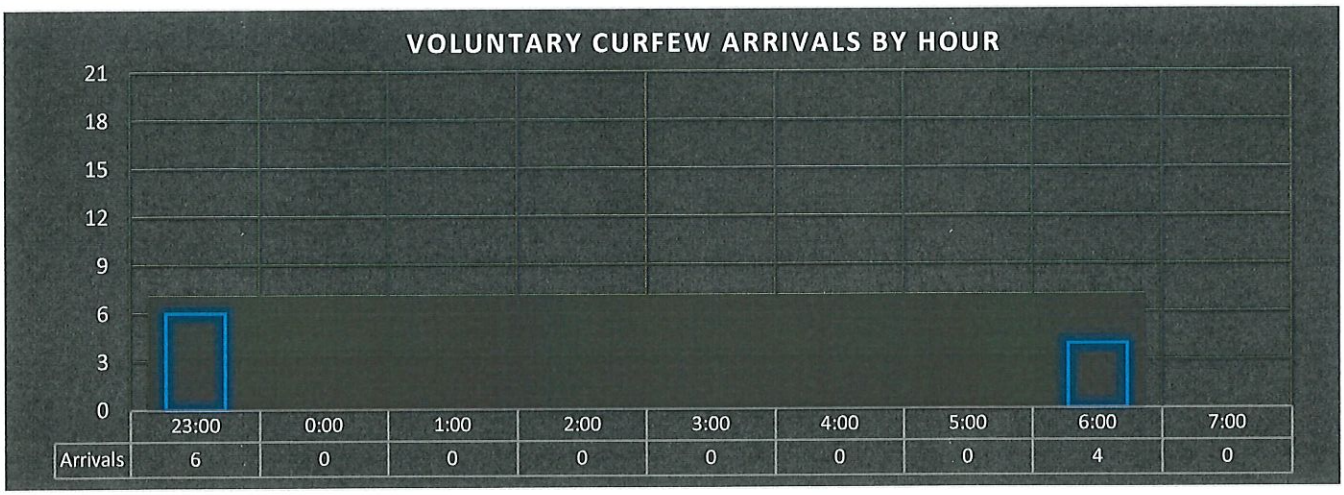
	2022	2023	2024	2025	2026
July	197	166	204	263	266

III. Voluntary Arrival Curfew

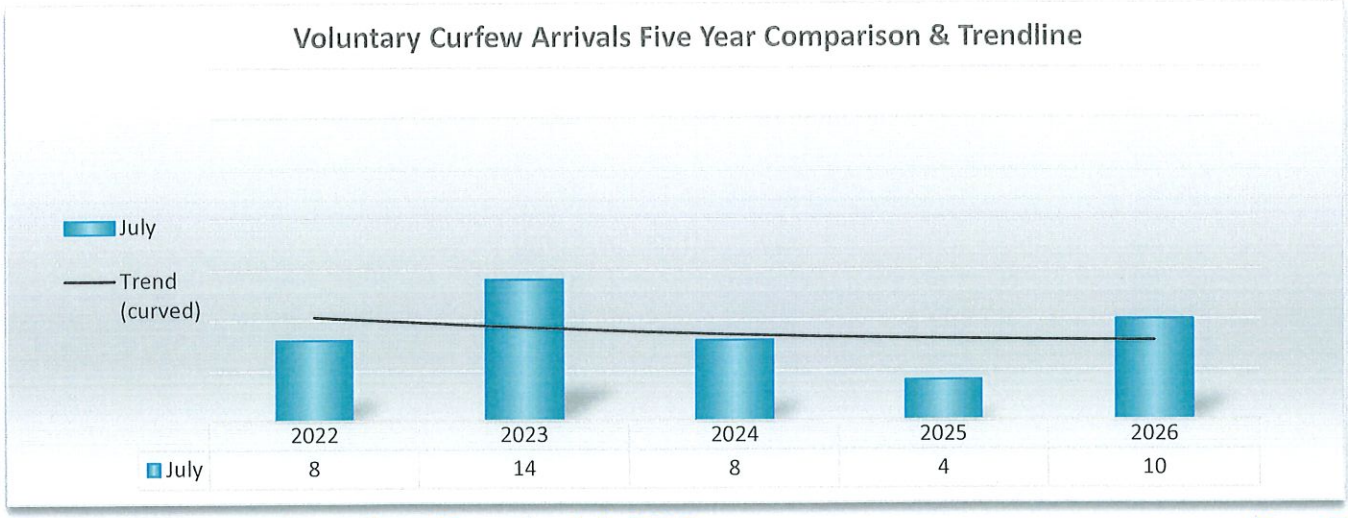
During the month of **July 2026**, Airport Staff logged a total of **10** aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals for each VAC hour during the month of **July 2026**. For a listing of aircraft arrivals during the night hours, see Attachment B.



	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26
Arrivals	4	12	5	6	4	3	7	7	6	8	12	7	10



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



	2022	2023	2024	2025	2026
July	8	14	8	4	10

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 **July 2026**, there were no authorized departures during curfew hours, and **1** curfew violation. 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 **July 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.

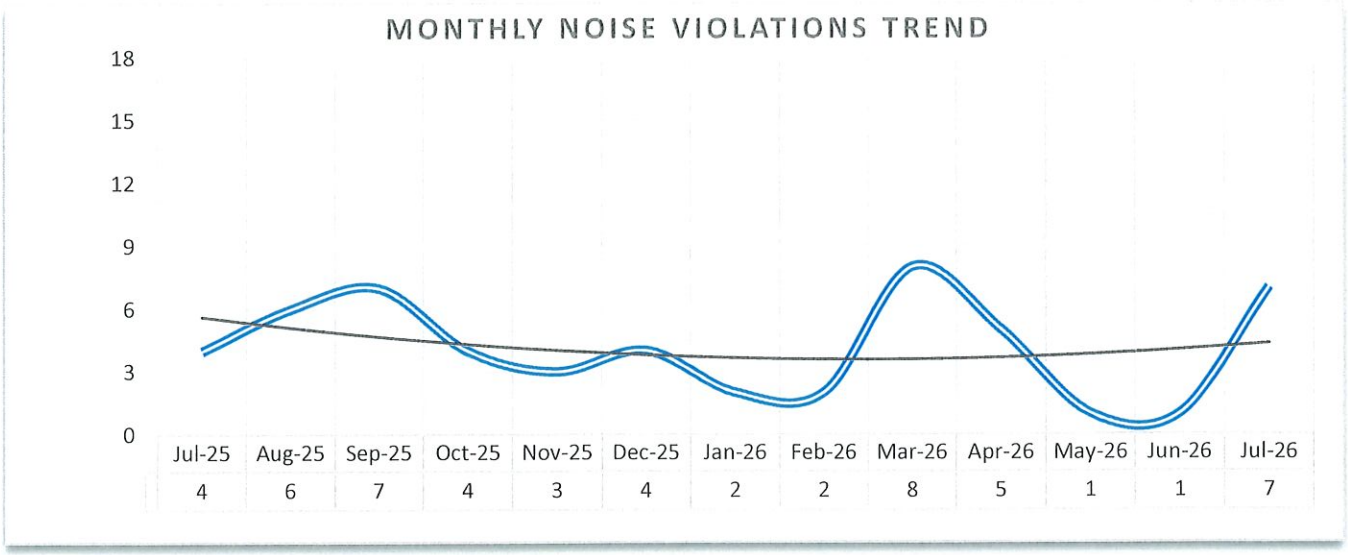
VII. Noise Violations

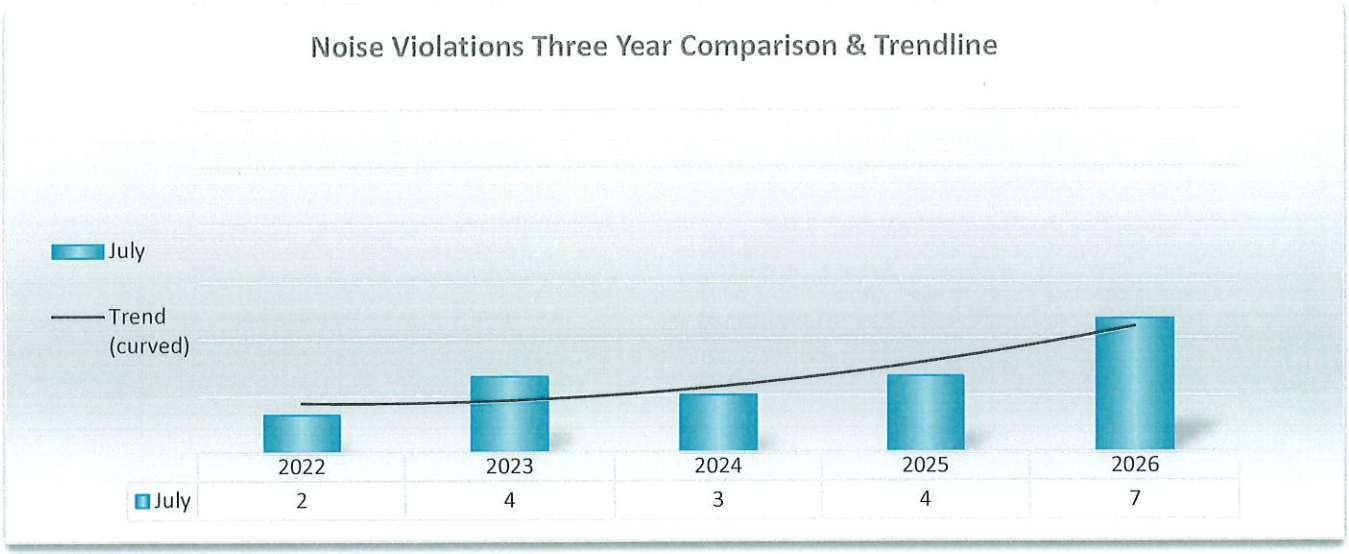
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that "No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing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

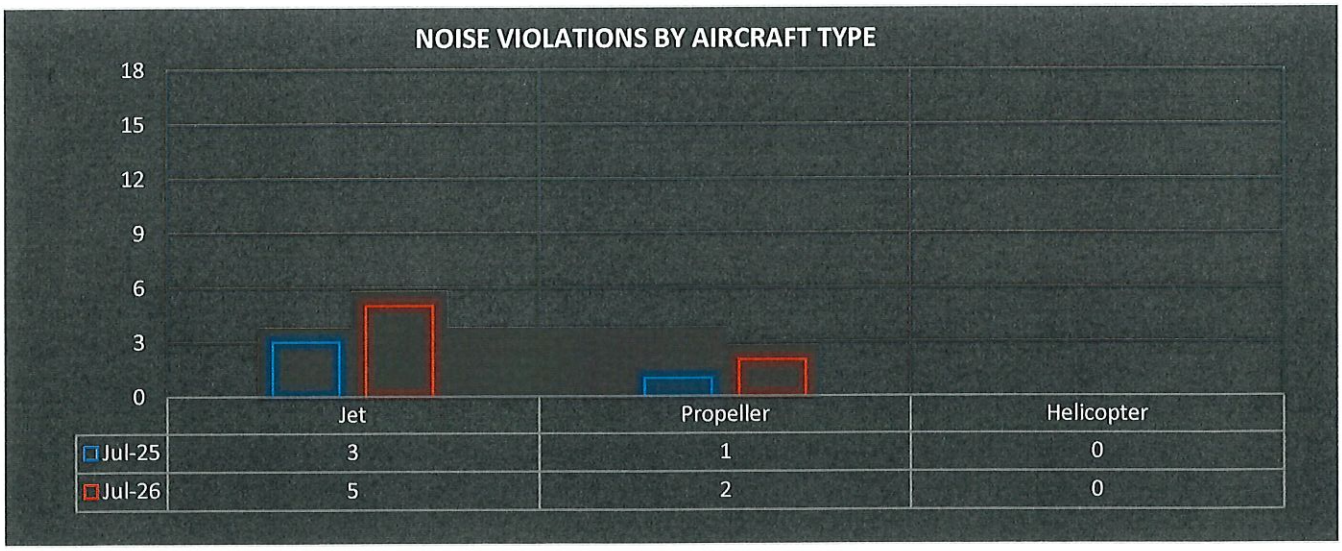
A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of **July 2026**, there were **7** noise violations recorded, an **75%** increase compared to the **4** noise violations recorded during **July 2025**. A summary of noise violations for **July 2026** is listed in Attachment D. Of the **8,140** aircraft operations recorded during the month of **July 2026**, **99.91%** 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	2	2	0	1	0	0	0	5	71%
Propeller	0	1	0	0	1	0	0	2	29%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	2	3	0	1	1	0	0	7	
%	29%	43%	0%	14%	14%	0%	0%		100%

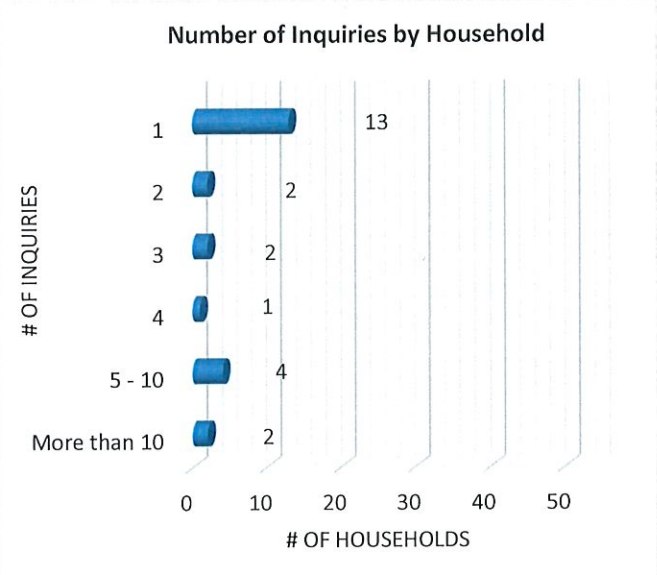

MONTHLY NOISE VIOLATIONS TREND
18
15
12
9
6
3
0
Jul-25 Aug-25 Sep-25 Oct-25 Nov-25 Dec-25 Jan-26 Feb-26 Mar-26 Apr-26 May-26 Jun-26 Jul-26
4 6 7 4 3 4 2 2 8 5 1 1 7

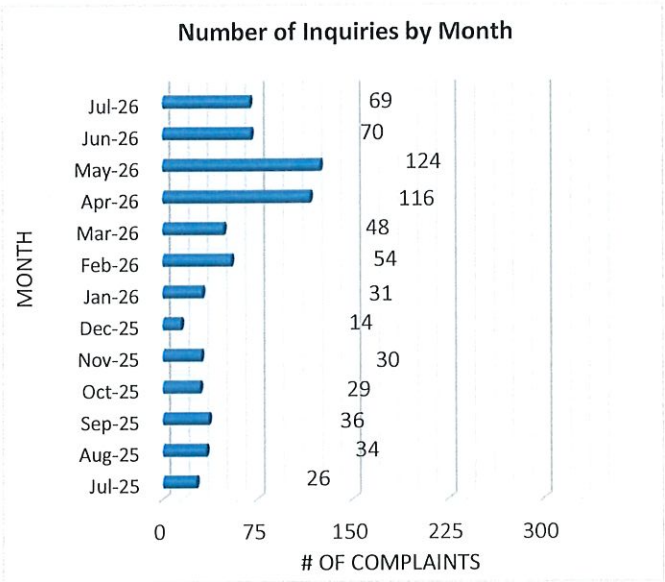

Noise Violations Three Year Comparison & Trendline
July
Trend (curved)
2022 2023 2024 2025 2026
July 2 4 3 4 7

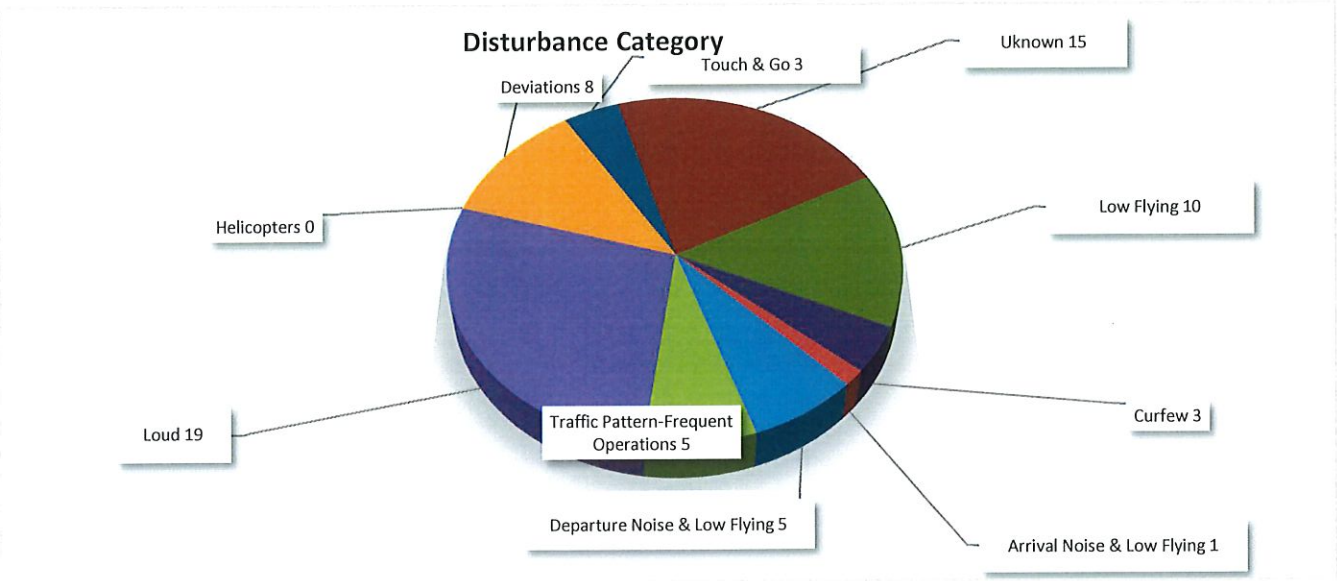

NOISE VIOLATIONS BY AIRCRAFT TYPE
18
15
12
9
6
3
0
Jet Propeller Helicopter
Jul-25 3 1 0
Jul-26 5 2 0

VIII. Aircraft Related Inquiries

During the month of **July 2026**, **24** individual households logged a total of **69** 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 **July 2026**







ATTACHMENT A

AIRPORT TRAFFIC RECORD	FACILITY NAME	LOCATION	(1-2) MO. (3-4) YR.	SMO (5-9) LOC ID
Mail ORIGINAL of this form to Washington Office, APO-110, thru Regional Air Traffic Division.	Santa Monica ATCT	Santa Monica , California		

(10-1) (11) FACILITY TYPE ("X" ONE)

APPROACH CONTROL TOWERS: ☐ B. RADAR ☐ C. LIMITED RADAR ☐ D. NON-RADAR (also submit FAA Form 7230-26)

☒ 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 OPERATIONS	SPECIAL USE
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		(47-51)
1	0	27	107	2	136	206	0	206	342	342
2	0	16	100		116	162	0	162	278	620
3	0	12	94		106	47	0	47	153	773
4	0	9	63		72	56	0	56	128	901
5	0	16	108		124	48	0	48	172	1073
6	0	12	107		119	187	0	187	306	1379
7	0	26	96		122	117	0	117	239	1618
8	0	19	112		131	221	0	221	352	1970
9	0	18	93	1	112	75	0	75	187	2157
10	0	26	101		127	179	0	179	306	2463
11	0	12	97		109	95	0	95	204	2667
12	0	25	84		109	55	0	55	164	2831
13	0	19	113		132	142	0	142	274	3105
14	0	15	101		116	195	0	195	311	3416
15	0	15	125		140	278	0	278	418	3834
16	0	20	126		146	159	0	159	305	4139
17	0	19	109		128	148	0	148	276	4415
18	0	7	122		129	75	0	75	204	4619
19	0	17	106		123	35	0	35	158	4777
20	0	13	93		106	264	0	264	370	5147
21	0	21	112		133	110	0	110	243	5390
22	0	23	95		118	39	0	39	157	5547
23	0	12	121		133	174	0	174	307	5854
24	0	16	145		161	210	4	214	375	6229
25	0	16	111		127	106	0	106	233	6462
26	0	14	88		102	94	0	94	196	6658
27	0	15	101		116	201	0	201	317	6975
28	0	24	96		120	124	2	126	246	7221
29	0	23	99		122	195	0	195	317	7538
30	0	27	123		150	154	0	154	304	7842
31	0	18	113		131	167	0	167	298	8140
TOTAL	0	552	3261	3	3816	4318	6	4324	8140	

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-I)	
1	0	27	54	2	(16-19)	83	
2	0	24	32	0	(20-23)	56	
3	0	11	21	0	(24-27)	32	
4	0	9	8	0	(28-31)	17	
5	0	10	11	0	(32-35)	21	
6	0	12	11	0	(36-39)	23	
7	0	22	11	0	(40-43)	33	
8	0	17	14	0	(44-47)	31	
9	0	15	21	1	(48-51)	37	
10	0	23	14	0	(52-55)	37	
11	0	12	15	0	(56-59)	27	
12	0	18	20	0	(60-63)	38	
13	0	19	24	0	(64-67)	43	
14	0	13	12	0	(68-71)	25	
15	0	15	25	0	(72-75)	40	
16	0	19	13	0	(76-79)	32	
						(14-2)	
17	0	18	12	0	(16-19)	30	
18	0	7	18	0	(20-23)	25	
19	0	16	17	0	(24-27)	33	
20	0	10	17	0	(28-31)	27	
21	0	15	11	0	(32-35)	26	
22	0	14	17	0	(36-39)	31	
23	0	11	14	0	(40-43)	25	
24	0	16	12	0	(44-47)	28	
25	0	15	9	0	(48-51)	24	
26	0	17	18	0	(52-55)	35	
27	0	11	10	0	(56-59)	21	
28	0	21	15	0	(60-63)	36	
29	0	20	17	0	(64-67)	37	
30	0	24	18	0	(68-71)	42	
31	0	18	16	0	(72-75)	34	
TOTAL	0	499	527	3		1029	
	(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
7/6/26	23:04	N732ZY	SLG2	21	DNR		Airplane Factory Inc	P
7/6/26	23:33	N286DA	S22T	21	79.5	2	Amitin Daniel	P
7/9/26	6:59	N683WA	BE20	21	88.4	2	Wonderful Aviation	T
7/12/26	23:53	N204RM	SR20	21	76.3	2	Bar Air LLC	P
7/12/26	23:51	N494QS	E55P	21	86.5	2	NETJETS AVIATION INC	J
7/14/26	6:36	N287CS	PC24	21	94.4	2	SBMA Services LLC	J
7/15/26	23:06	N865SL	SLG2	21	DNR		Airplane Factory Inc	P
7/16/26	23:02	N987MT	SLG2	21	DNR		Airplane Factory Inc	P
7/27/26	6:58	N543TC	C208	21	88.5	2	Wonderful Aviation	T
7/30/26	6:58	N481QS	E55P	21	87.0	2	NETJETS AVIATION INC	J

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

NONE

Curfew Violations

DATE	TIME	NUMBER	TYPE	RUNWAY	OPERATION	ACTION
7/30/2026	23:02	N783JB	M20T	21	D	WARNING

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
7/1/26	14:47	N331QS	E55P	21	96.0	1	NETJETS AVIATION INC	$2,000	J
7/2/26	10:22	N198X	PC24	21	96.3	1	Sutesnet Llc Et Al	WARNING	J
7/11/26	11:50	HBVN	PC24	21	98.8	1	Airvan Ag	WARNING	J
7/14/26	14:27	N2077D	BE35	21	99.8	1	Koster Ethan	WARNING	P
7/19/26	17:06	N2077D	BE35	21	96.7	1	Koster Ethan	WARNING	P
7/24/26	16:19	N433QS	E55P	21	95.6	1	NETJETS AVIATION INC	$2,000	J
7/26/26	8:32	N418QS	E55P	21	95.5	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.

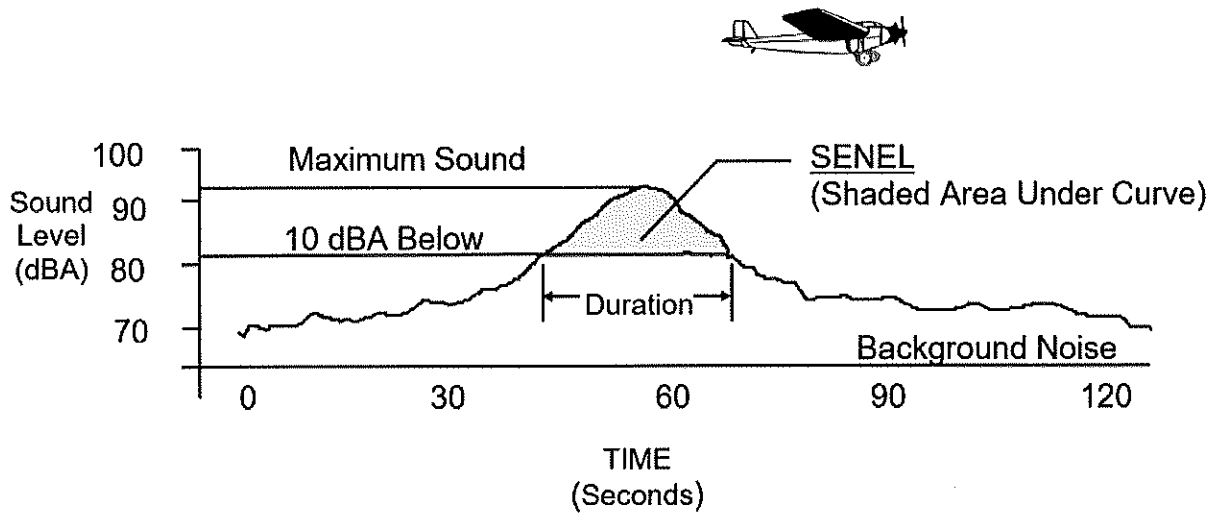
ATTACHMENT F
(Single Event Noise Exposure Level)

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.