Santa Monica Airport
Monthly Operations Report

August 2026

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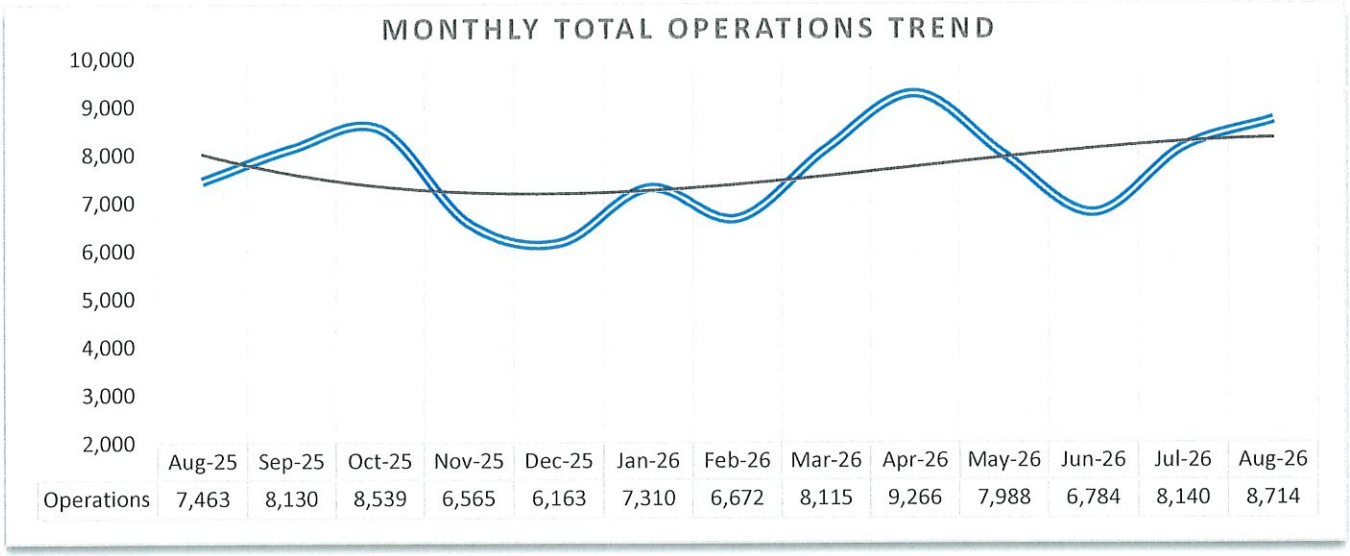
I. Introduction

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 **August 2026**.

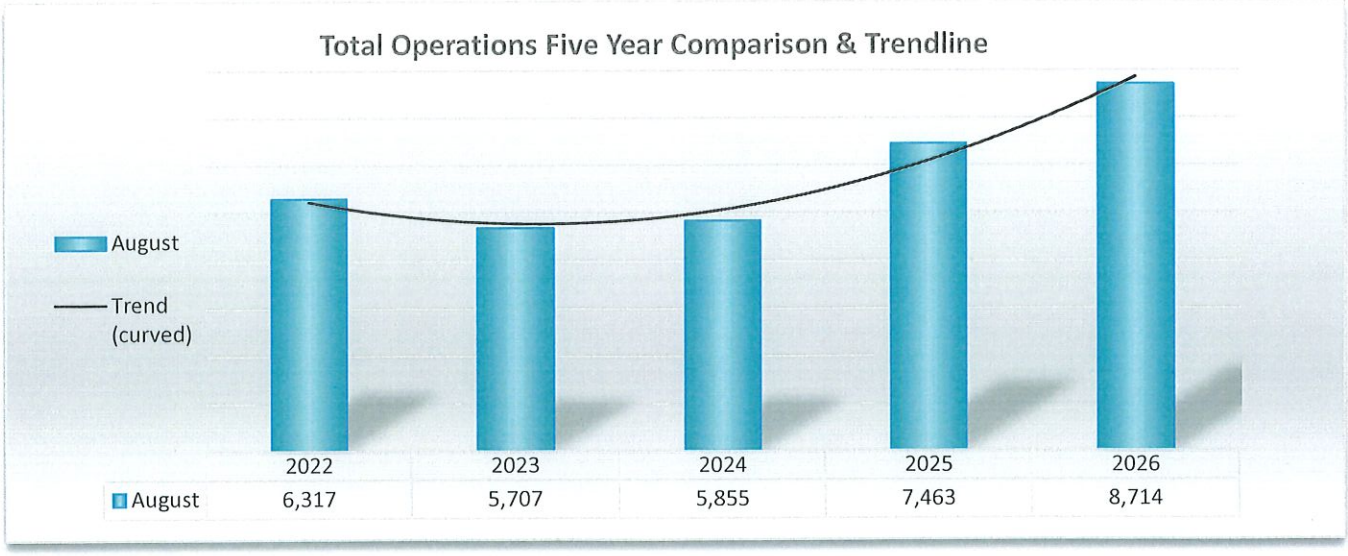
II. Aircraft Operations Data

The total number of aircraft operations recorded during the month of **August 2026** was **8,714**, which represents a **17%** increase from the **7,463** operations recorded during **August 2025**. Approximately **12%** of the operations were instrument flights (IFR transient), **54%** 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.



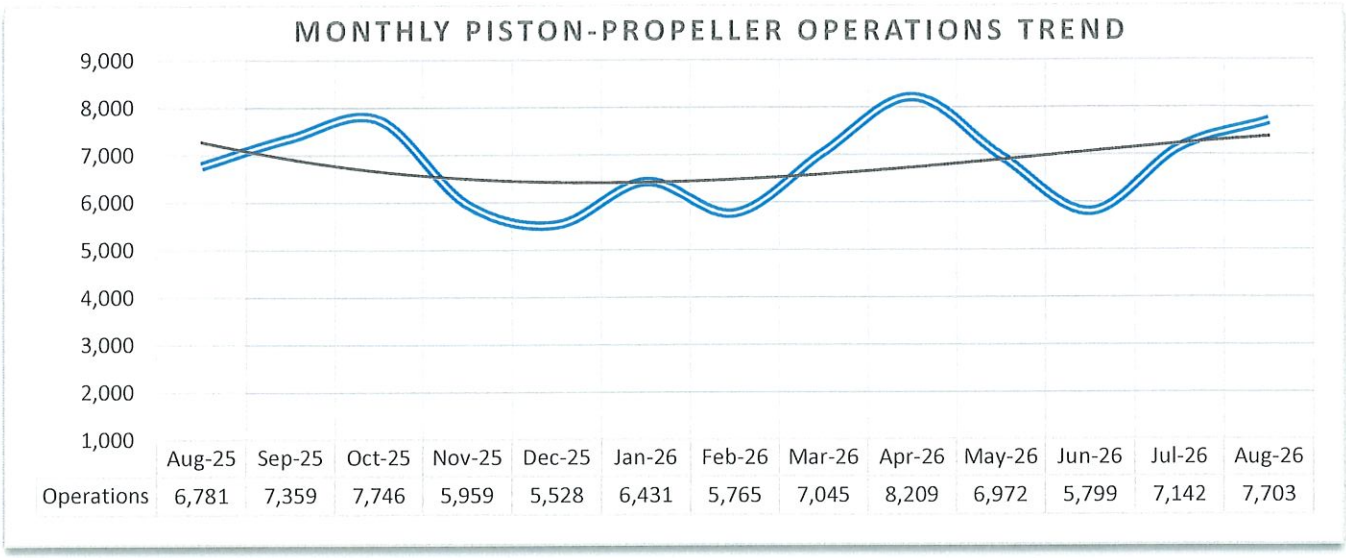
	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26
Operations	7,463	8,130	8,539	6,565	6,163	7,310	6,672	8,115	9,266	7,988	6,784	8,140	8,714



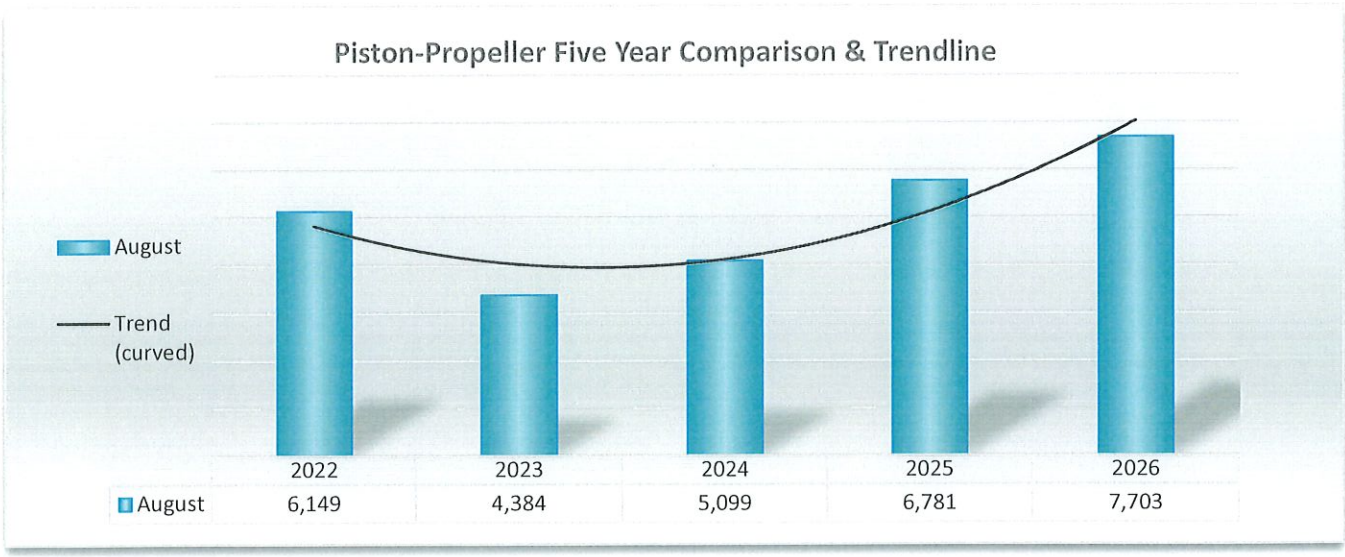
	2022	2023	2024	2025	2026
August	6,317	5,707	5,855	7,463	8,714

Piston-propeller Aircraft Operations

There were approximately **7,703** piston-propeller aircraft operations recorded, comprising about **88%** of the total operations. Piston-propeller aircraft operations for **August 2026** increased **14%** from the **6,781** piston-propeller aircraft operations recorded during **August 2025**.



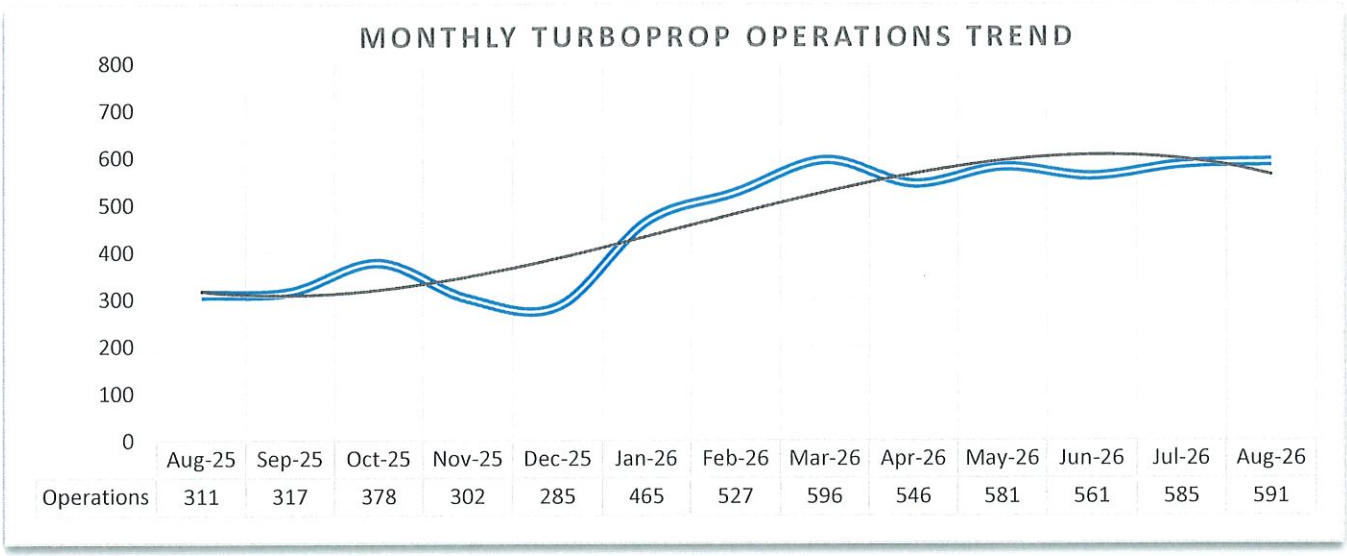
	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26
Operations	6,781	7,359	7,746	5,959	5,528	6,431	5,765	7,045	8,209	6,972	5,799	7,142	7,703



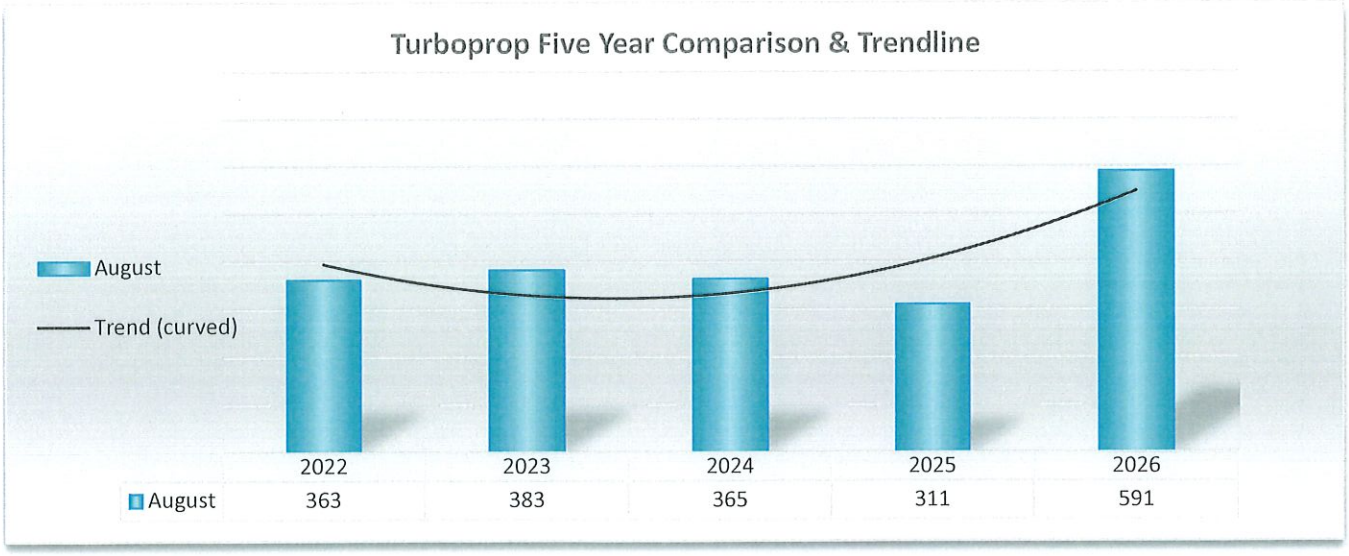
	2022	2023	2024	2025	2026
August	6,149	4,384	5,099	6,781	7,703

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 **August 2026**, approximately **591** were by turboprop aircraft, comprising around **7%** of the total operations. Turboprop aircraft operations increased by approximately **90%** from the **311** operations recorded during **August 2025**.



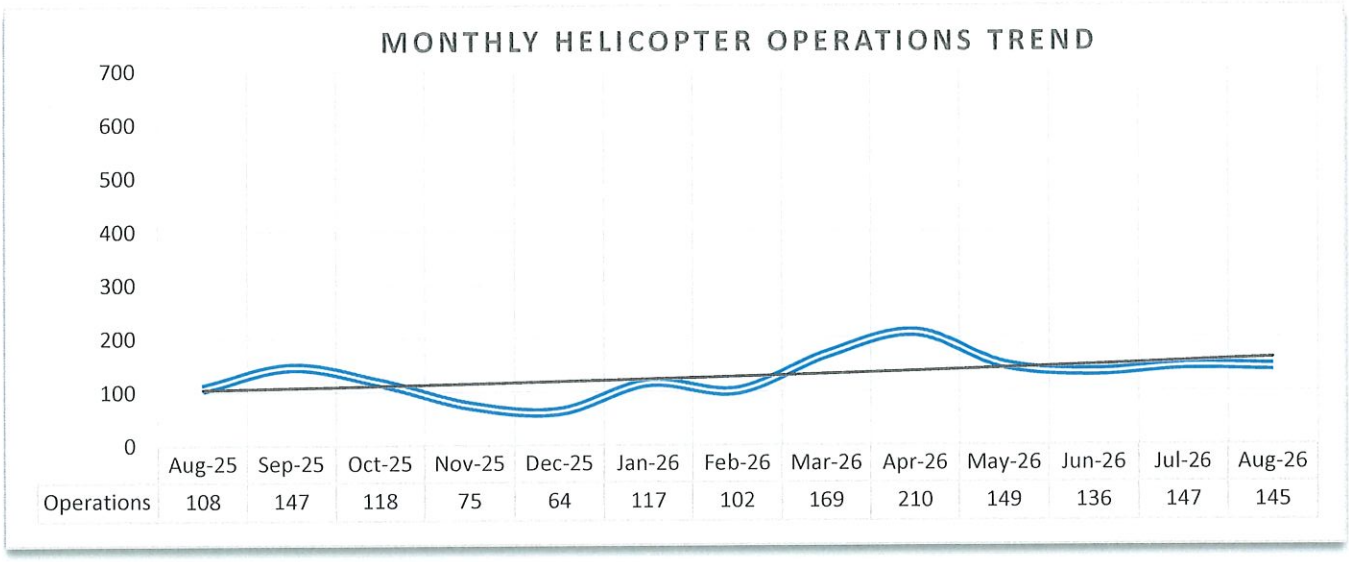
	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26
Operations	311	317	378	302	285	465	527	596	546	581	561	585	591



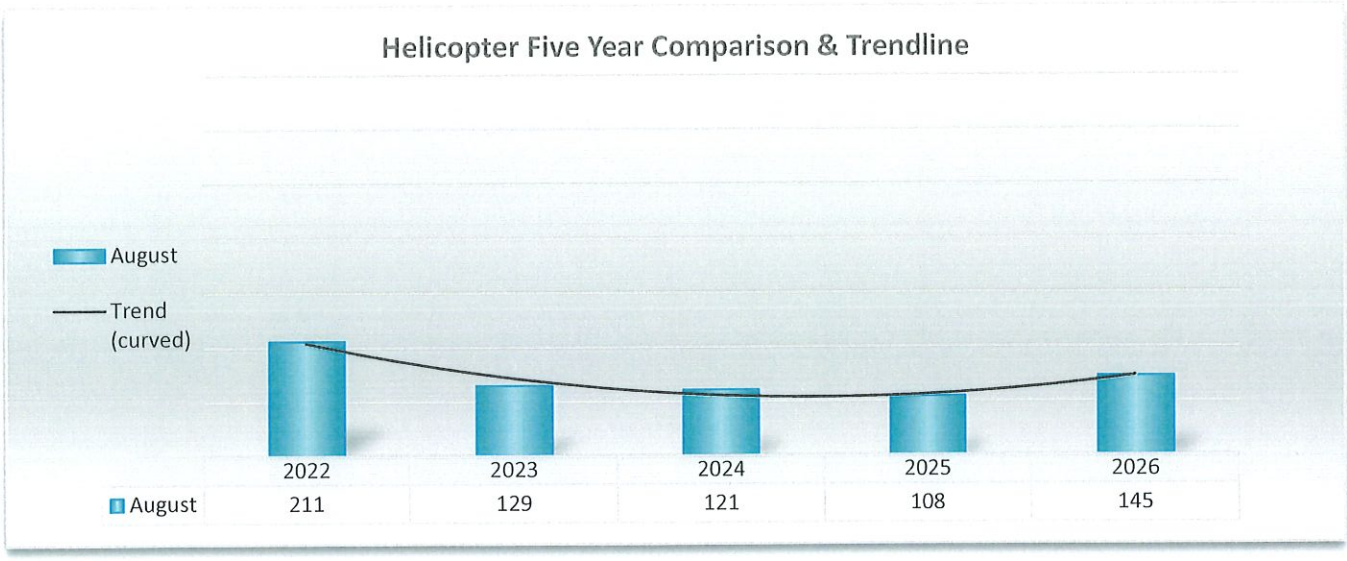
	2022	2023	2024	2025	2026
August	363	383	365	311	591

Helicopter Operations

Of the monthly aircraft operations for **August 2026**, approximately **145** operations are attributed to helicopters, comprising about **2%** of the total operations. Helicopter operations during **August 2026** increased by approximately **34%** from the **108** helicopter operations recorded in **August 2025**.



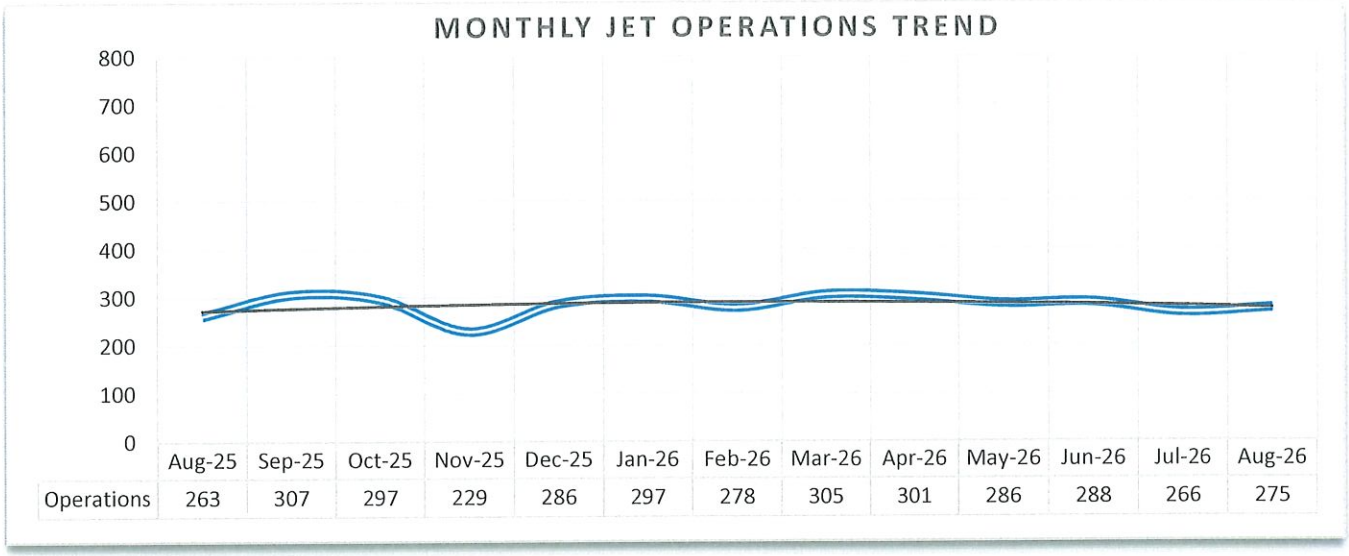
	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26
Operations	108	147	118	75	64	117	102	169	210	149	136	147	145



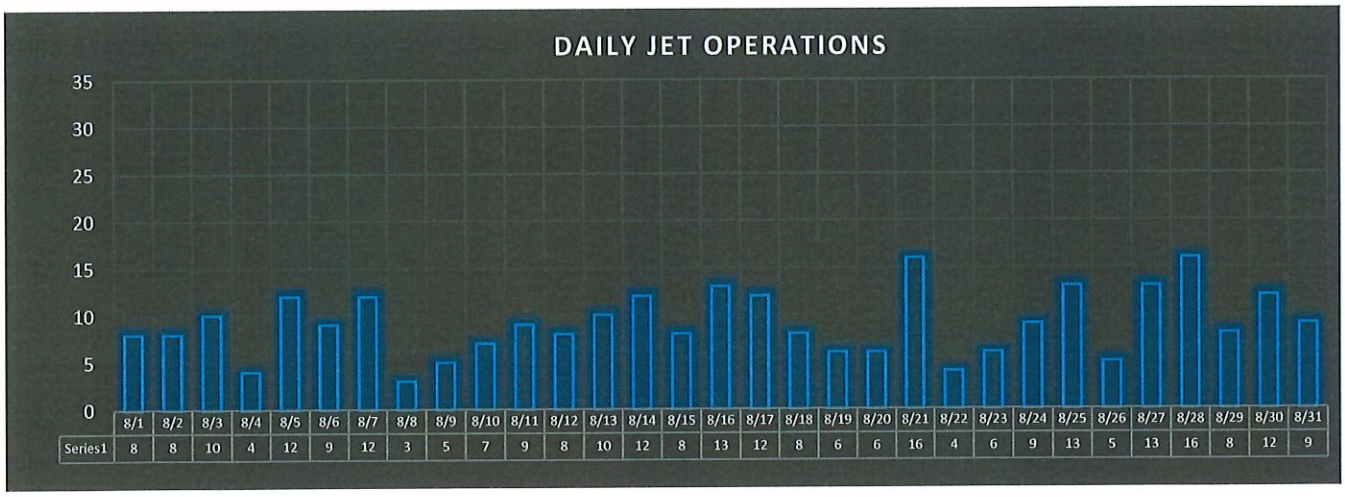
	2022	2023	2024	2025	2026
August	211	129	121	108	145

Jet Aircraft Operations

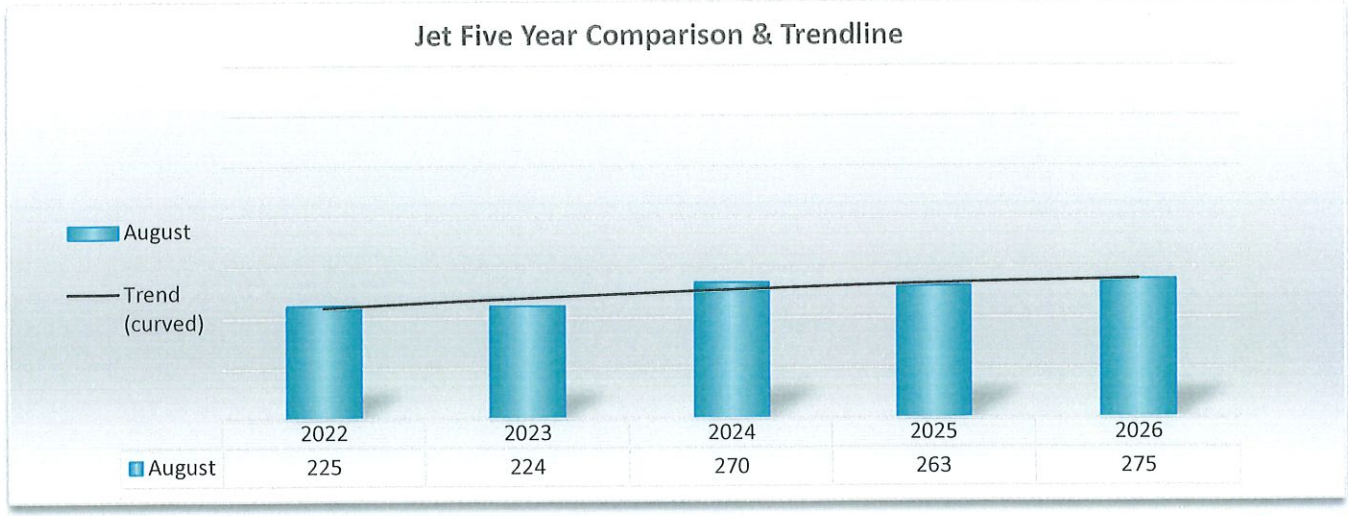
In **August of 2026**, there were approximately **275** jet operations recorded, encompassing around **3%** of the total operations. Jet operations for **August 2026** increased by **5%** from the **263** jet aircraft operations recorded during **August 2025**. Daily jet operations vary significantly day to day. During the month of **August 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 **August 2026**.



	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26
Operations	263	307	297	229	286	297	278	305	301	286	288	266	275



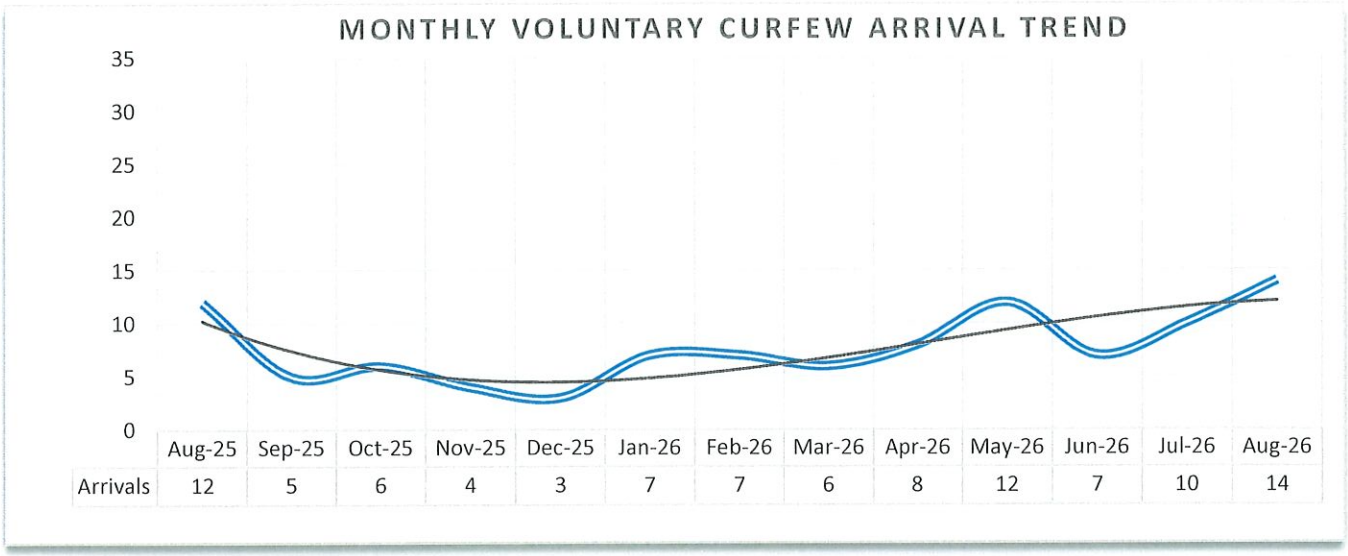
	8/1	8/2	8/3	8/4	8/5	8/6	8/7	8/8	8/9	8/10	8/11	8/12	8/13	8/14	8/15	8/16	8/17	8/18	8/19	8/20	8/21	8/22	8/23	8/24	8/25	8/26	8/27	8/28	8/29	8/30	8/31
Series1	8	8	10	4	12	9	12	3	5	7	9	8	10	12	8	13	12	8	6	6	16	4	6	9	13	5	13	16	8	12	9



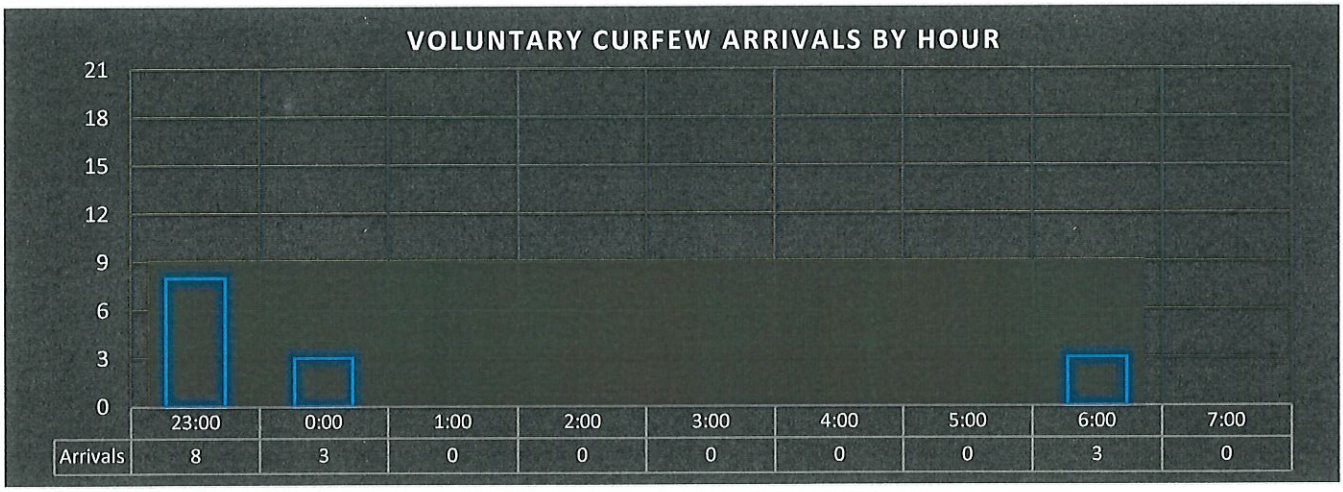
	2022	2023	2024	2025	2026
August	225	224	270	263	275

III. Voluntary Arrival Curfew

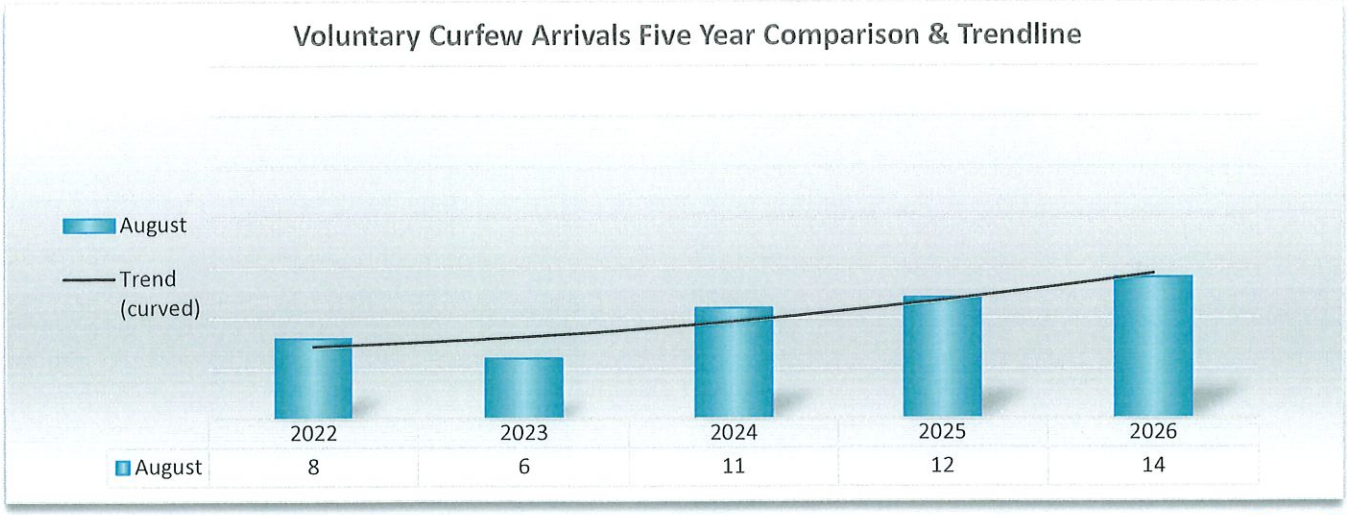
During the month of **August 2026**, Airport Staff logged a total of **14** aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals for each VAC hour during the month of **August 2026**. For a listing of aircraft arrivals during the night hours, see Attachment B.



	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26
Arrivals	12	5	6	4	3	7	7	6	8	12	7	10	14



	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	3	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 **August 2026**, 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 informed of the proper Noise Management procedures. During the month of **August 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.

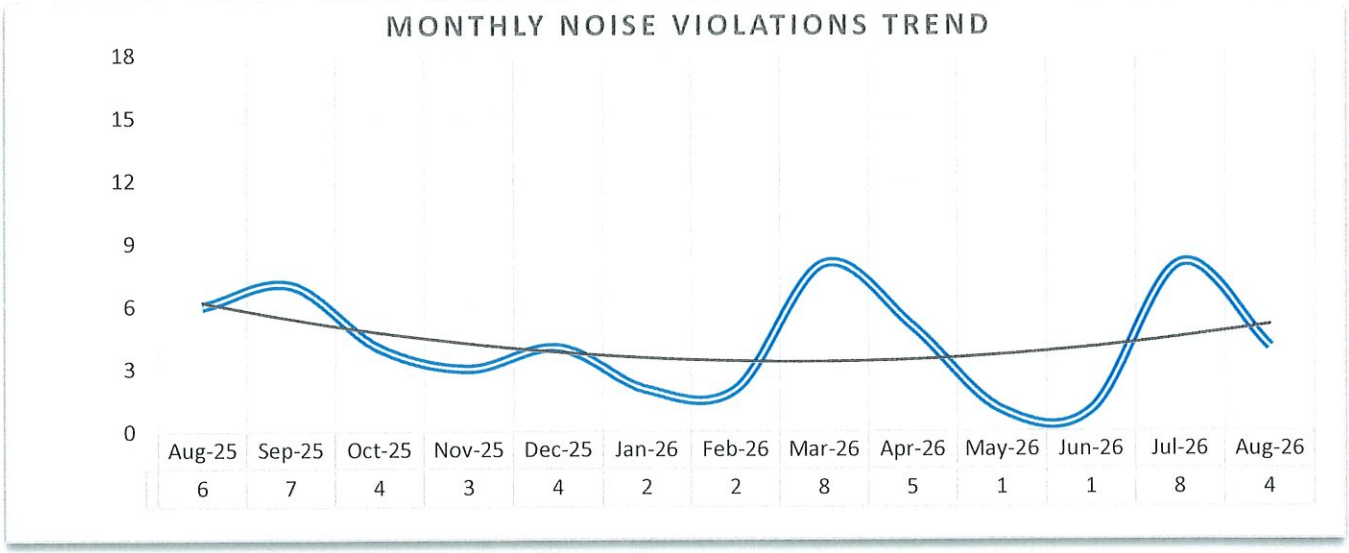
VII. Noise Violations

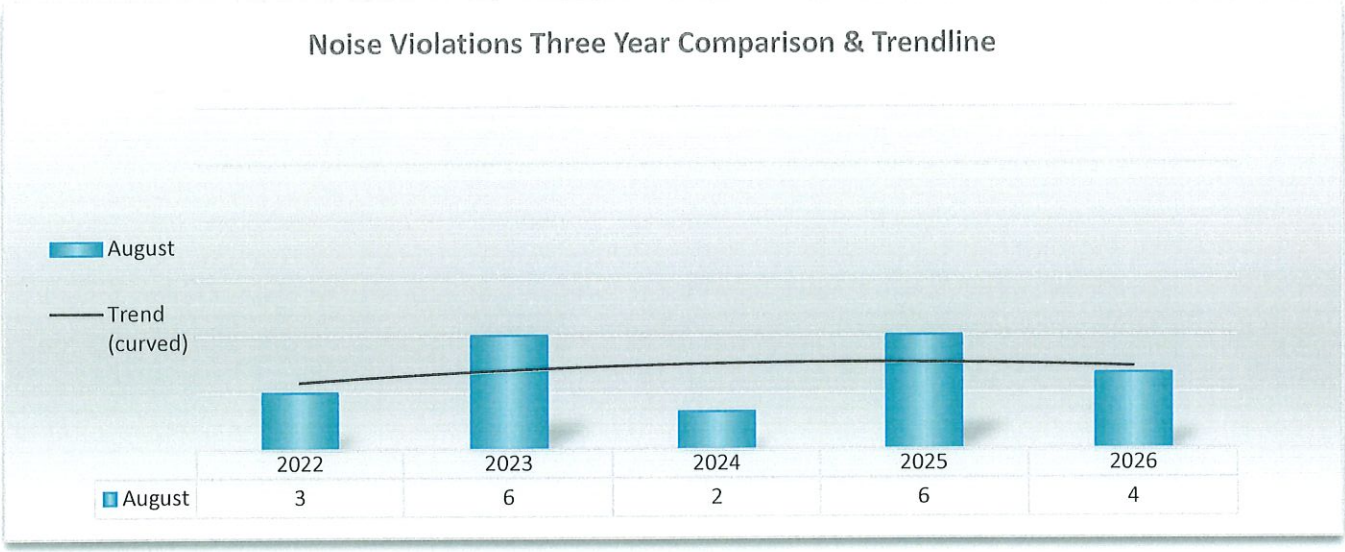
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that "No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing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

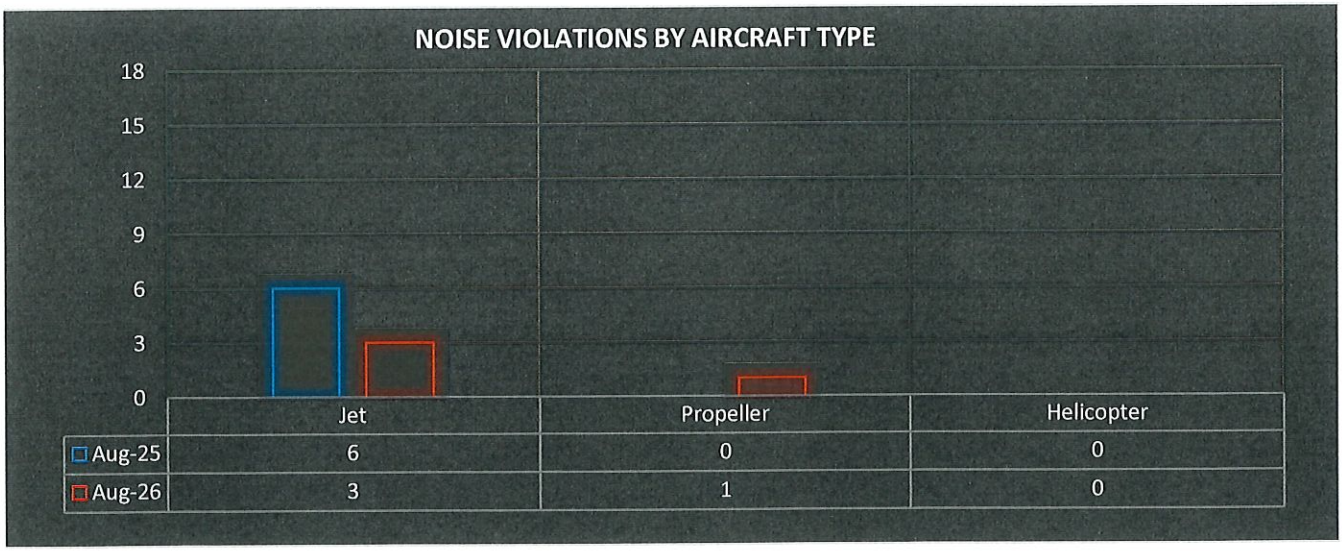
A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of **August 2026**, there were **4** noise violations recorded, a **-33%** decrease compared to the **6** noise violations recorded during **August 2025**. A summary of noise violations for **August 2026** is listed in Attachment D. Of the **8,714** aircraft operations recorded during the month of **August 2026**, **99.95%** 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	1	1	1	0	0	0	3	75%
Propeller	1	0	0	0	0	0	0	1	25%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	1	1	1	1	0	0	0	4	
%	25%	25%	25%	25%	0%	0%	0%		100%

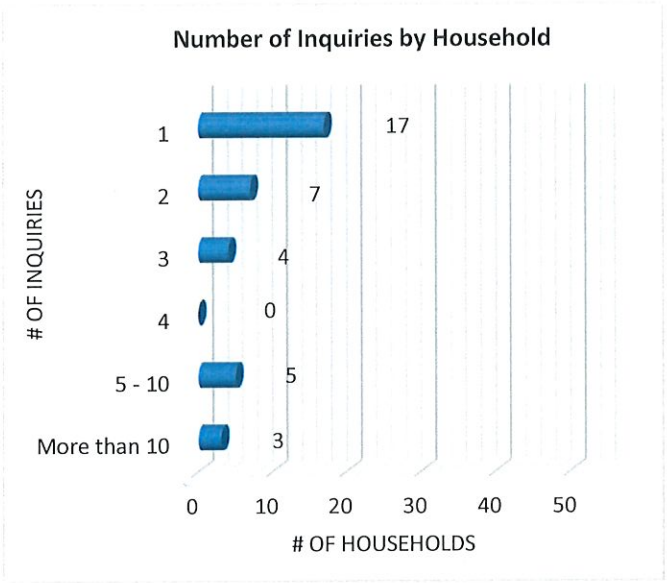

MONTHLY NOISE VIOLATIONS TREND
18
15
12
9
6
3
0
Aug-25 Sep-25 Oct-25 Nov-25 Dec-25 Jan-26 Feb-26 Mar-26 Apr-26 May-26 Jun-26 Jul-26 Aug-26
6 7 4 3 4 2 2 8 5 1 1 8 4

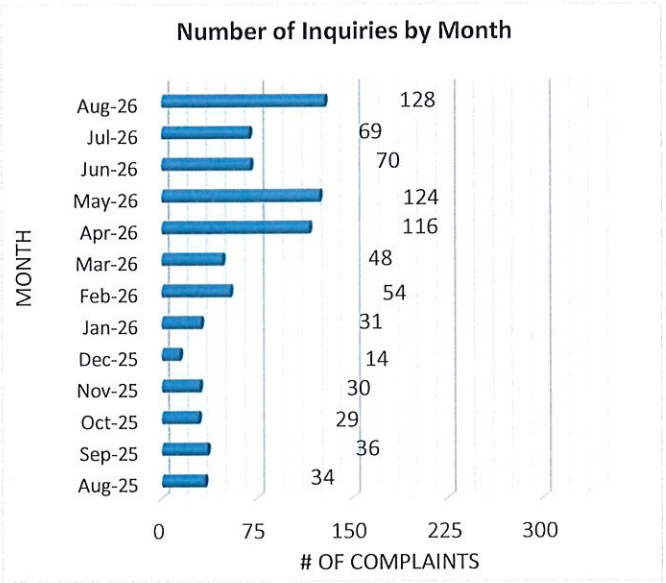

Noise Violations Three Year Comparison & Trendline
August
Trend (curved)
2022 2023 2024 2025 2026
August 3 6 2 6 4

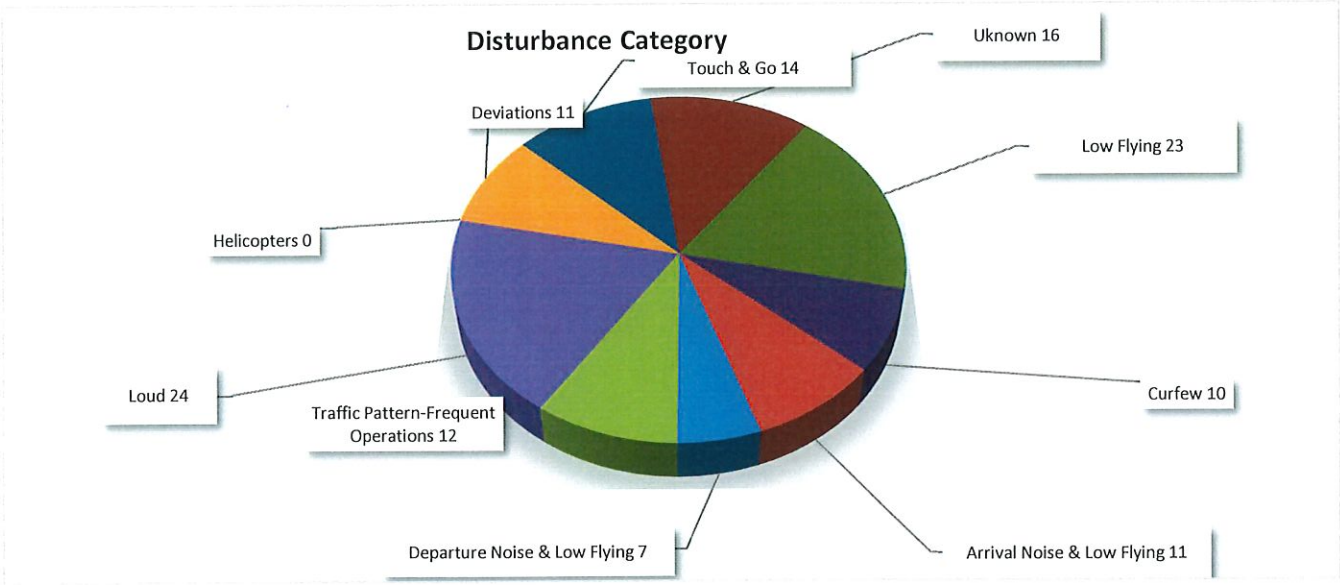

NOISE VIOLATIONS BY AIRCRAFT TYPE
18
15
12
9
6
3
0
Jet Propeller Helicopter
Aug-25 6 0 0
Aug-26 3 1 0

VIII. Aircraft Related Inquiries

During the month of **August 2026**, **36** individual households logged a total of **128** 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 **August 2026**







ATTACHMENT A

AIRPORT TRAFFIC RECORD	FACILITY NAME	LOCATION	08/26	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 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	19	110		129	77	0	77	206	206
2	0	22	72	0	94	83	0	83	177	383
3	0	17	88		105	144	0	144	249	632
4	0	16	49		65	71	0	71	136	768
5	0	19	107		126	80	0	80	206	974
6	0	16	102		118	201	0	201	319	1293
7	0	19	139	0	158	156	0	156	314	1607
8	0	13	123		136	53	0	53	189	1796
9	0	10	117		127	65	0	65	192	1988
10	0	14	102		116	169	0	169	285	2273
11	0	16	123		139	208	0	208	347	2620
12	0	17	132		149	72	0	72	221	2841
13	0	16	121		137	222	0	222	359	3200
14	0	18	129		147	196	0	196	343	3543
15	0	16	106		122	91	0	91	213	3756
16	0	20	117		137	70	0	70	207	3963
17	0	18	127		145	128	0	128	273	4236
18	0	15	152	0	167	214	0	214	381	4617
19	0	14	130		144	89	0	89	233	4850
20	0	27	134		161	154	0	154	315	5165
21	0	20	126		146	154	0	154	300	5465
22	0	9	121		130	63	0	63	193	5658
23	0	21	92		113	77	0	77	190	5848
24	0	20	115		135	215	0	215	350	6198
25	0	14	130	0	144	316	0	316	460	6658
26	0	17	143		160	236	0	236	396	7054
27	0	18	108		126	272	0	272	398	7452
28	0	22	152	1	175	239	0	239	414	7866
29	0	19	150		169	121	0	121	290	8156
30	0	20	123		143	89	0	89	232	8388
31	0	23	107		130	196	0	196	326	8714
TOTAL	0	545	3647	1	4193	4521	0	4521	8714	

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 →	08/26 (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	12	12	0	(16-19)	24	
2	0	23	18	0	(20-23)	41	
3	0	16	30	0	(24-27)	46	
4	0	11	11	0	(28-31)	22	
5	0	16	31	0	(32-35)	47	
6	0	13	13	0	(36-39)	26	
7	0	18	20	0	(40-43)	38	
8	0	14	14	0	(44-47)	28	
9	0	9	20	0	(48-51)	29	
10	0	13	11	0	(52-55)	24	
11	0	14	20	0	(56-59)	34	
12	0	17	14	0	(60-63)	31	
13	0	16	29	0	(64-67)	45	
14	0	18	27	0	(68-71)	45	
15	0	16	14	0	(72-75)	30	
16	0	20	13	0	(76-79)	33	
						(14-2)	
17	0	18	9	0	(16-19)	27	
18	0	15	15	0	(20-23)	30	
19	0	13	9	0	(24-27)	22	
20	0	15	14	0	(28-31)	29	
21	0	20	26	0	(32-35)	46	
22	0	8	12	0	(36-39)	20	
23	0	16	12	0	(40-43)	28	
24	0	14	16	0	(44-47)	30	
25	0	18	10	0	(48-51)	28	
26	0	15	10	0	(52-55)	25	
27	0	18	16	0	(56-59)	34	
28	0	22	33	0	(60-63)	55	
29	0	17	16	0	(64-67)	33	
30	0	20	14	0	(68-71)	34	
31	0	23	18	0	(72-75)	41	
TOTAL	0	498	527	0		1025	
	(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
8/2/26	0:22	N966MG	SR22	21	79.5	2	Airtrust LLC	P
8/13/26	23:28	N821FR	SLNG	21	DNR		Airplane Factory Inc	P
8/14/26	0:00	NN66LG	PA28	21	DNR		PROTEUS AIR SERVICES	P
8/16/26	0:03	224JM	SR22	21	81.8	2	DR. JOEL MATTA	P
8/18/26	6:38	N234HK	SR22	21	72.0	2	Eplore Aviation LLC	P
8/18/26	6:58	N18NR	N208	21	90.3	2	Wonderful Aviation	T
8/19/26	23:41	N379NA	BKUT	21	DNR		Dave Ronneberg	P
8/19/26	23:43	N987MT	SLG2	21	DNR		Airplane Factory Inc	P
8/20/26	23:12	N407SV	AT45	21	92.8	2	Delux Public Charter LLC	T
8/21/26	23:03	N638SS	AA5	21	DNR		Airplane Factory Inc	P
8/25/26	6:58	N18NR	N208	21	88.4	2	Wonderful Aviation	T
8/25/26	23:25	N821FR	SLG2	21	DNR		Airplane Factory Inc	P
8/25/26	23:39	N863SL	SLG2	21	DNR		Airplane Factory Inc	P
8/25/26	23:56	N987MT	SLG2	21	DNR		Airplane Factory Inc	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
8/3/26	7:53	N607AF	PC24	21	98.2	1	PLANESENSE INC	$2,000	J
8/20/26	8:41	N919PJ	B58T	21	95.4	1	Peter Del Rosso	WARNING	P
8/21/26	8:28	N282AF	PC24	21	97.7	1	PLANESENSE INC	2000	J
8/26/26	11:36	N594AF	PC24	21	96.9	1	PLANESENSE INC	2000	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.

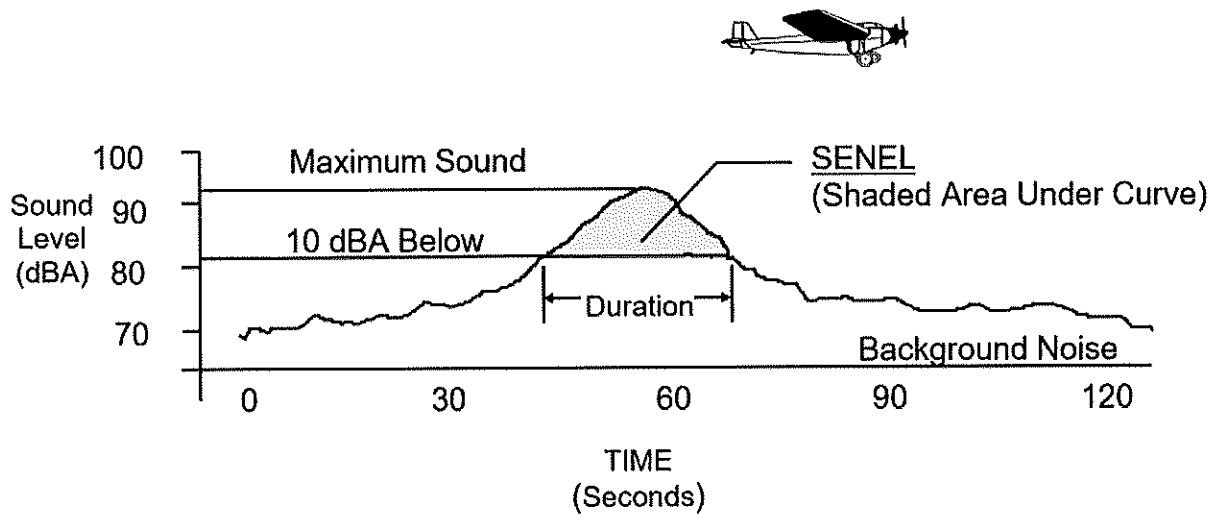
ATTACHMENT F
(Single Event Noise Exposure Level)

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.