City of Santa Monica

Santa Monica Airport
Monthly Operations Report

September 2026

Report prepared by:

Stelios Makrides
Public Works Chief Operations Officer/Airport Director
stelios.makrides@santamonica.gov
310-458-8591

Diana Hernandez
Facilities Asset and Airport Manager
diana.hernandez@santamonica.gov
310-458-8692

Leo Iniguez
Airport Operations Administrator
leo.iniguez@santamonica.gov
310-458-8692

Santa Monica Airport
3223 Donald Douglas Loop South
Santa Monica, CA 90405
Airport.mailbox@santamonica.gov • www.santamonicaairport.org

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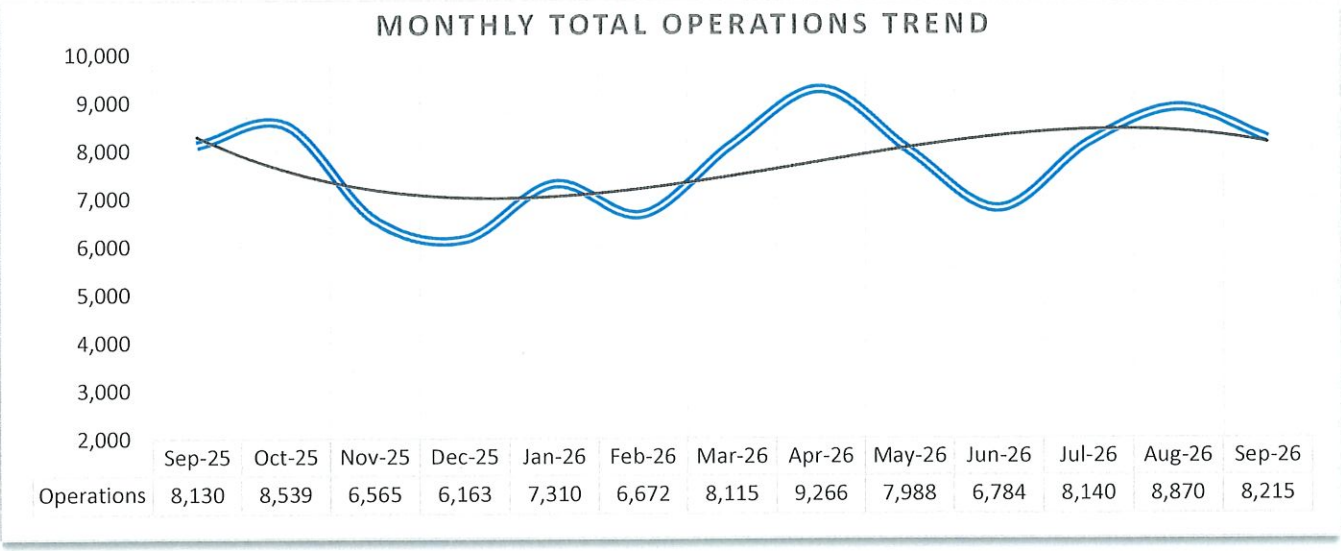
I. Introduction

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 **September 2026**.

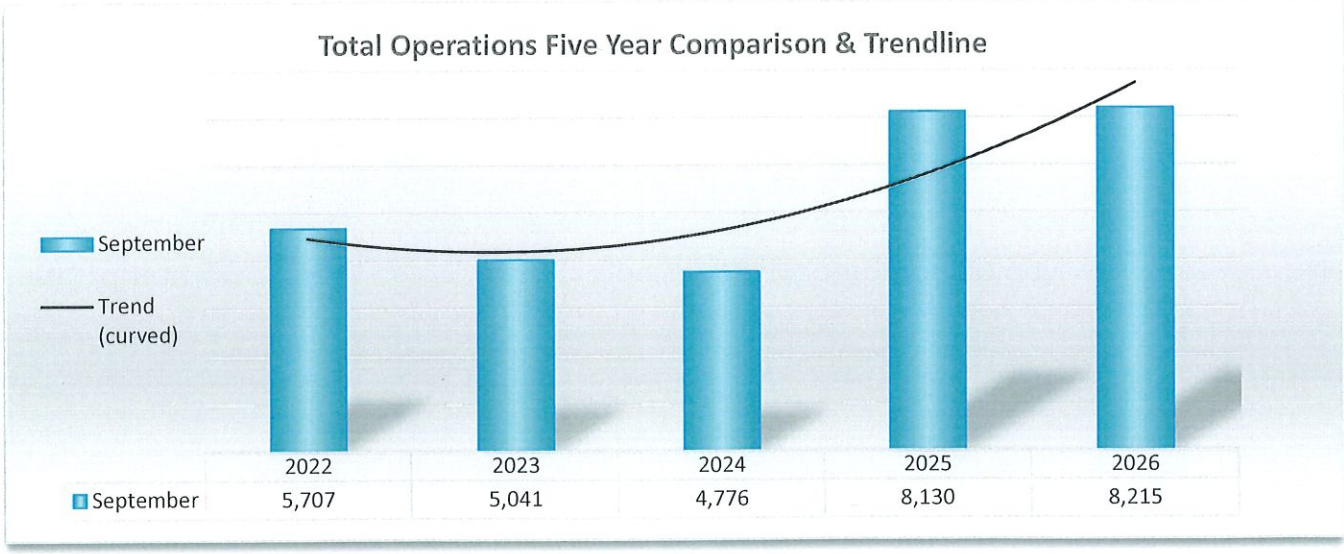
II. Aircraft Operations Data

The total number of aircraft operations recorded during the month of **September 2026** was **8,215**, which represents a **1%** increase from the **8,130** operations recorded during **September 2025**. Approximately **13%** of the operations were instrument flights (IFR transient), **51%** 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.



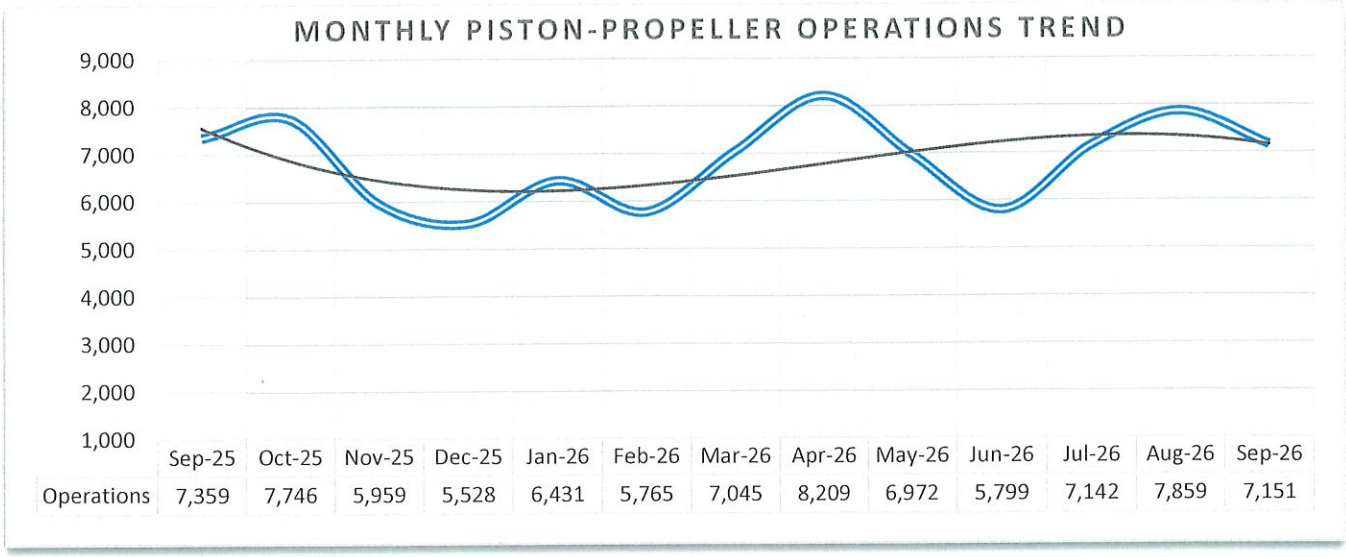
	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
Operations	8,130	8,539	6,565	6,163	7,310	6,672	8,115	9,266	7,988	6,784	8,140	8,870	8,215



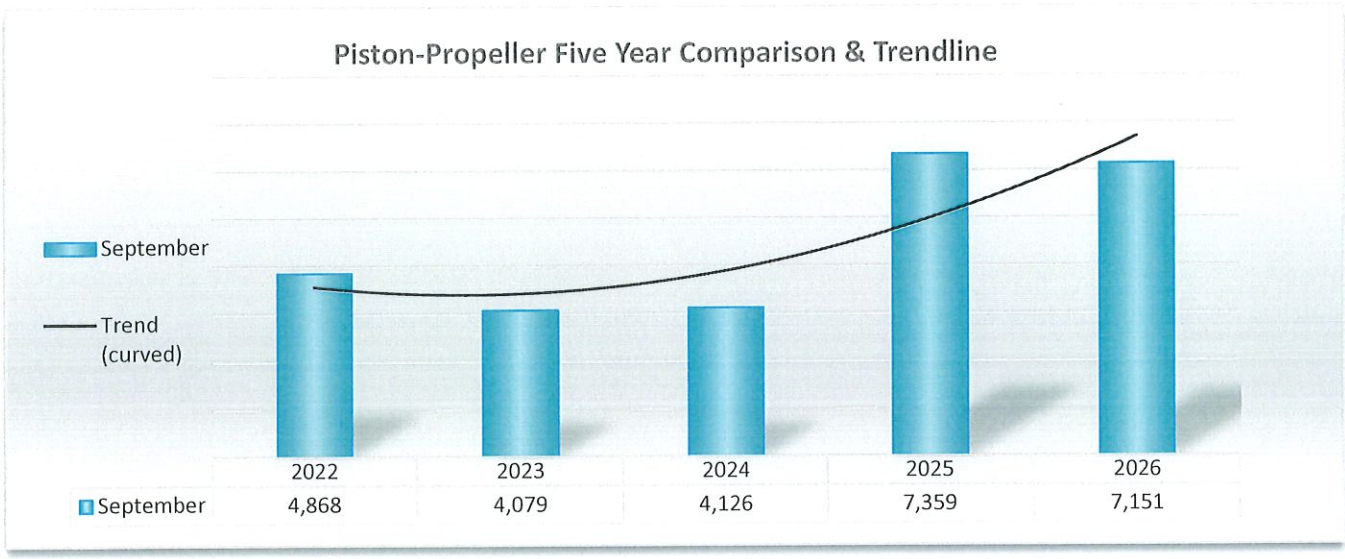
	2022	2023	2024	2025	2026
September	5,707	5,041	4,776	8,130	8,215

Piston-propeller Aircraft Operations

There were approximately **7,151** piston-propeller aircraft operations recorded, comprising about **87%** of the total operations. Piston-propeller aircraft operations for **September 2026** decreased **-3%** from the **7,359** piston-propeller aircraft operations recorded during **September 2025**.



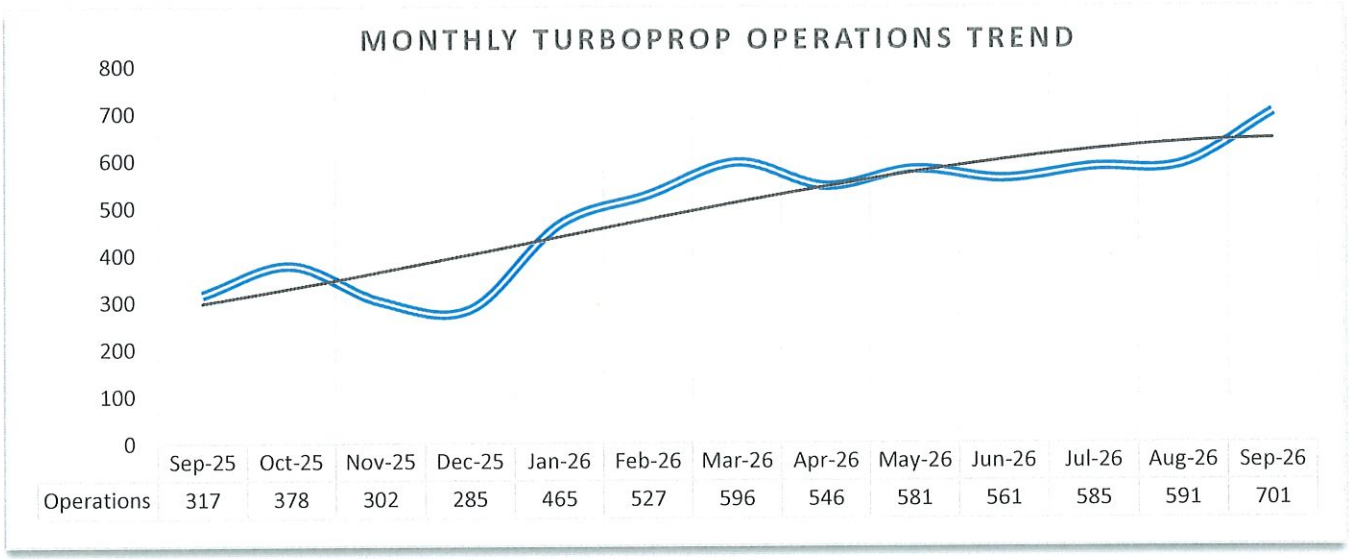
	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
Operations	7,359	7,746	5,959	5,528	6,431	5,765	7,045	8,209	6,972	5,799	7,142	7,859	7,151



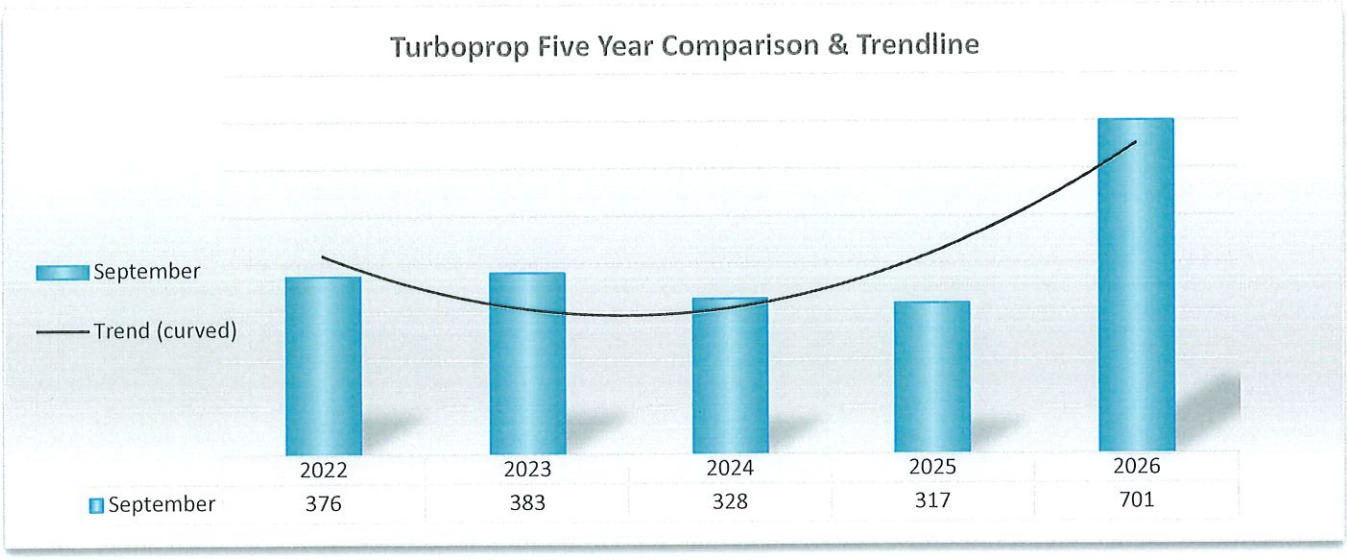
	2022	2023	2024	2025	2026
September	4,868	4,079	4,126	7,359	7,151

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 **September 2026**, approximately **701** were by turboprop aircraft, comprising around **9%** of the total operations. Turboprop aircraft operations increased by approximately **121%** from the **317** operations recorded during **September 2025**.



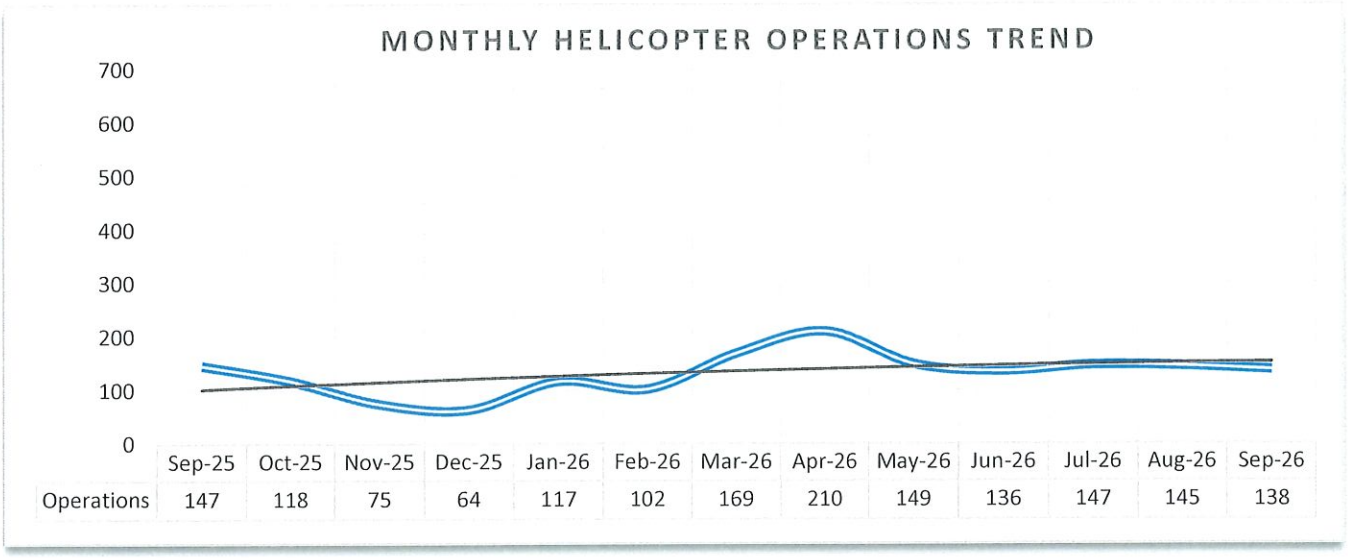
	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
Operations	317	378	302	285	465	527	596	546	581	561	585	591	701



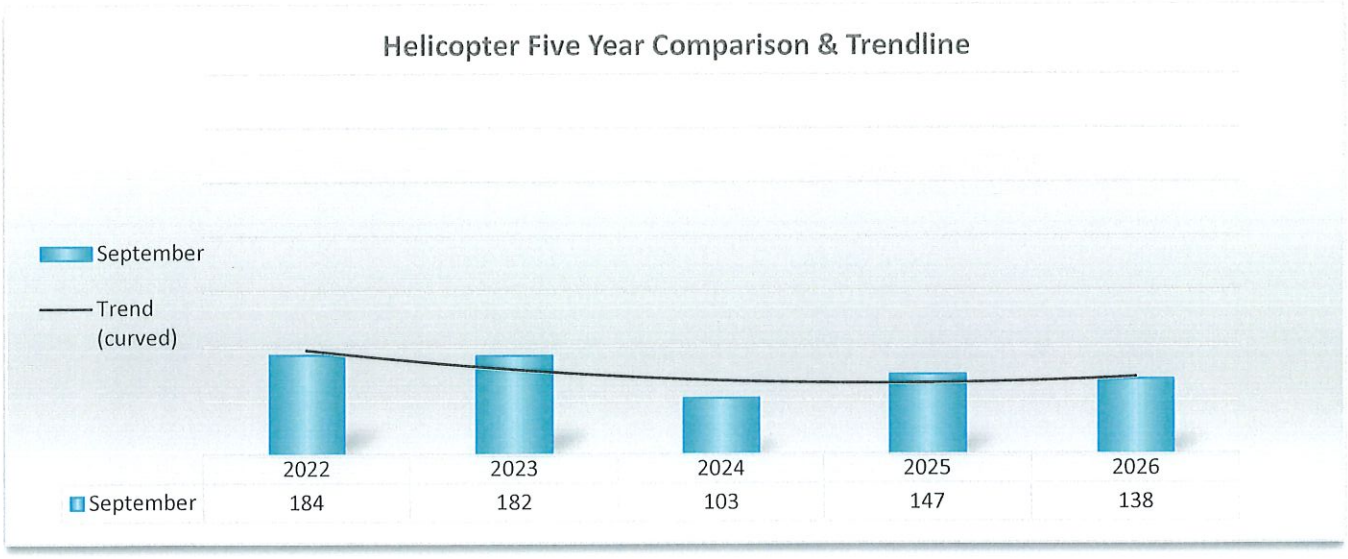
	2022	2023	2024	2025	2026
September	376	383	328	317	701

Helicopter Operations

Of the monthly aircraft operations for **September 2026**, approximately **138** operations are attributed to helicopters, comprising about **2%** of the total operations. Helicopter operations during **September 2026** decreased by approximately **-6%** from the **147** helicopter operations recorded in **September 2025**.



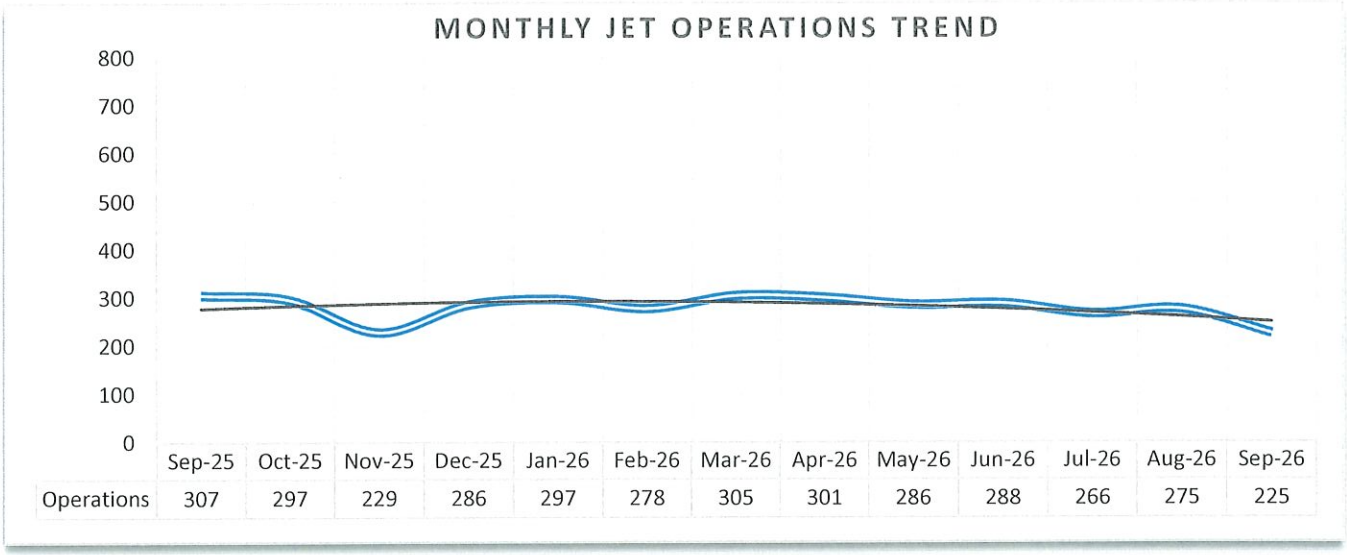
	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
Operations	147	118	75	64	117	102	169	210	149	136	147	145	138



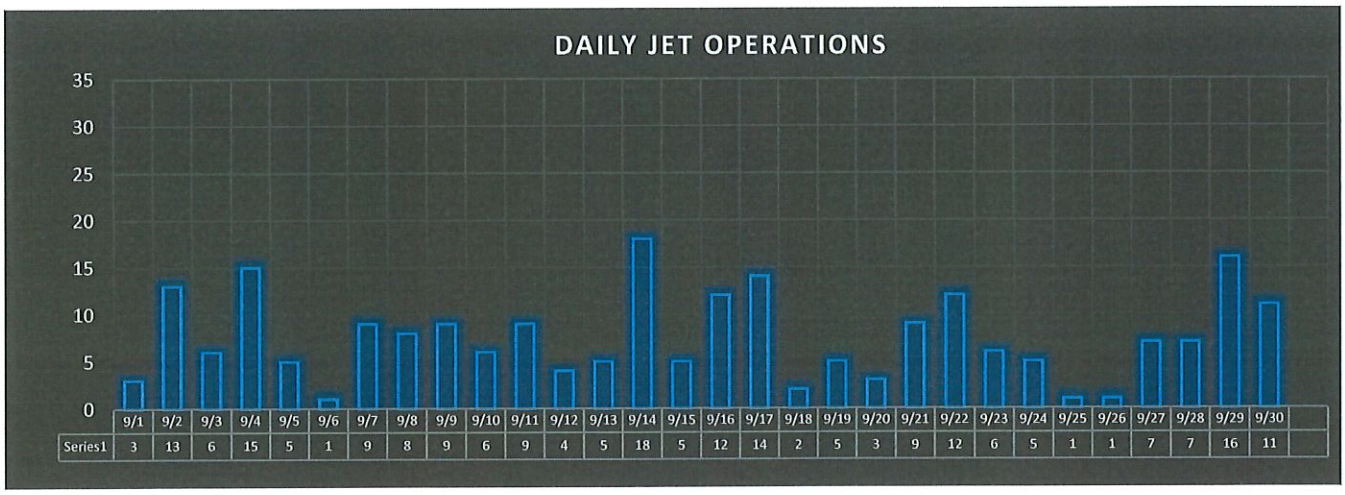
	2022	2023	2024	2025	2026
September	184	182	103	147	138

Jet Aircraft Operations

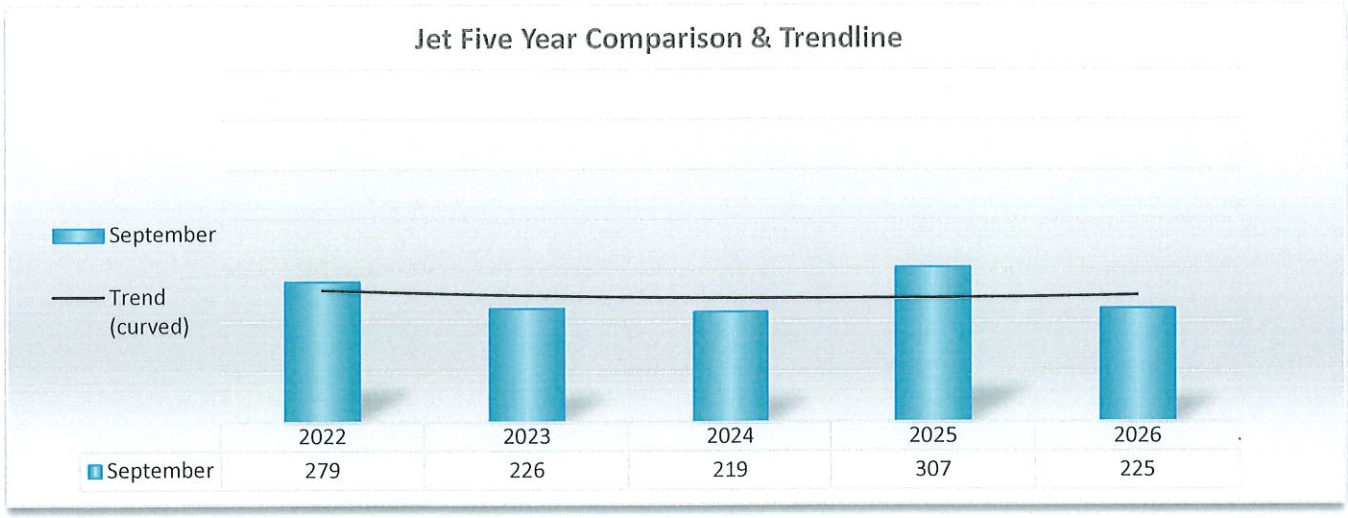
In **September of 2026**, there were approximately **225** jet operations recorded, encompassing around **3%** of the total operations. Jet operations for **September 2026** decreased by **-27%** from the **307** jet aircraft operations recorded during **September 2025**. Daily jet operations vary significantly day to day. During the month of **September 2026**, jet aircraft averaged **8** operations per day. The bar graph below represents the monthly and daily operations for jet-engine aircraft for the month of **September 2026**.



	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
Operations	307	297	229	286	297	278	305	301	286	288	266	275	225



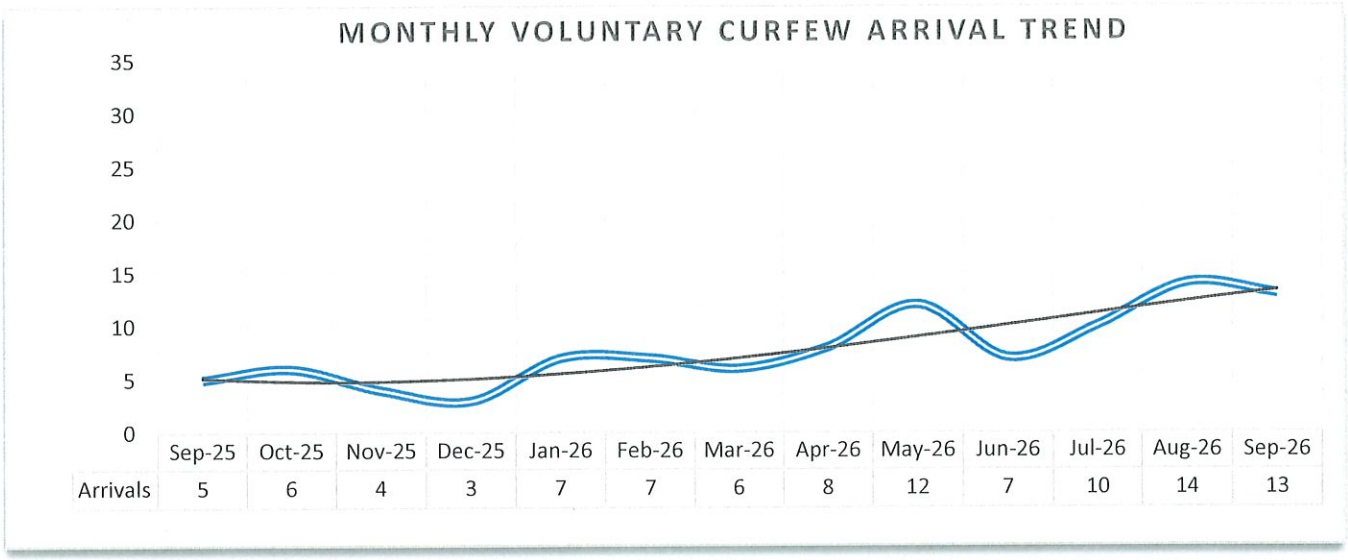
	9/1	9/2	9/3	9/4	9/5	9/6	9/7	9/8	9/9	9/10	9/11	9/12	9/13	9/14	9/15	9/16	9/17	9/18	9/19	9/20	9/21	9/22	9/23	9/24	9/25	9/26	9/27	9/28	9/29	9/30
Series1	3	13	6	15	5	1	9	8	9	6	9	4	5	18	5	12	14	2	5	3	9	12	6	5	1	1	7	7	16	11



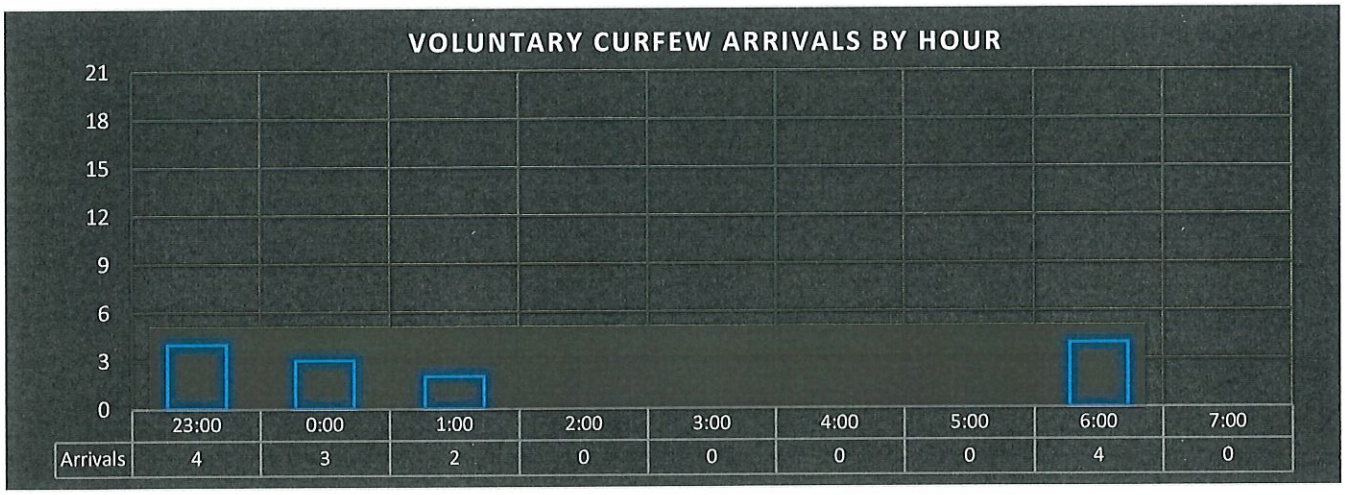
	2022	2023	2024	2025	2026
September	279	226	219	307	225

III. Voluntary Arrival Curfew

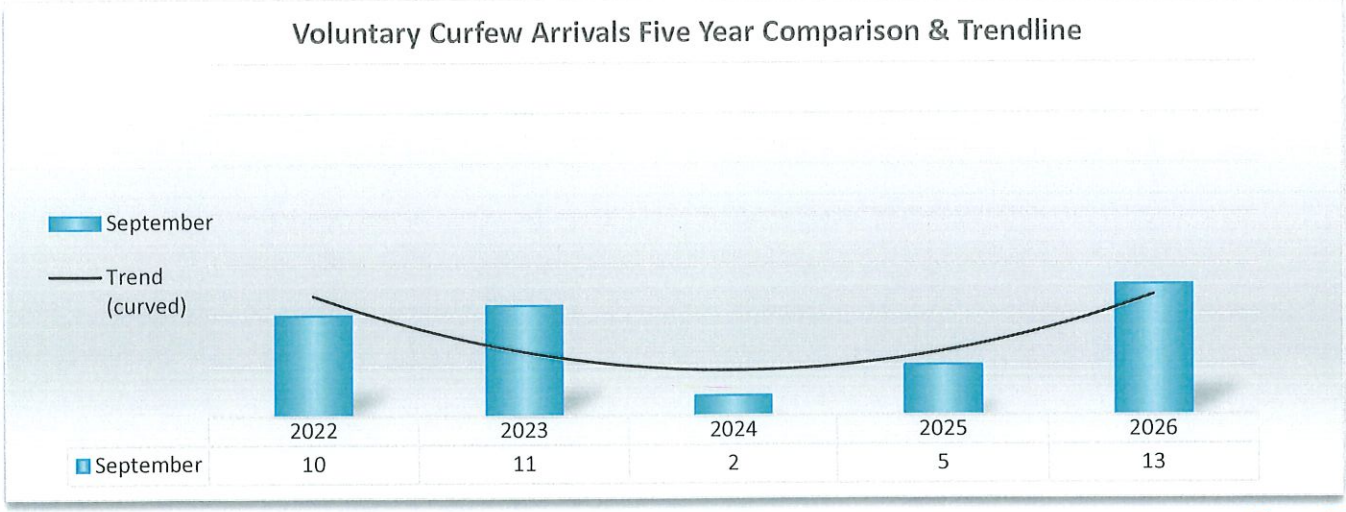
During the month of **September 2026**, Airport Staff logged a total of **13** aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals for each VAC hour during the month of **September 2026**. For a listing of aircraft arrivals during the night hours, see Attachment B.



	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26
Arrivals	5	6	4	3	7	7	6	8	12	7	10	14	13



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



	2022	2023	2024	2025	2026
September	10	11	2	5	13

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 **September 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 **September 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.

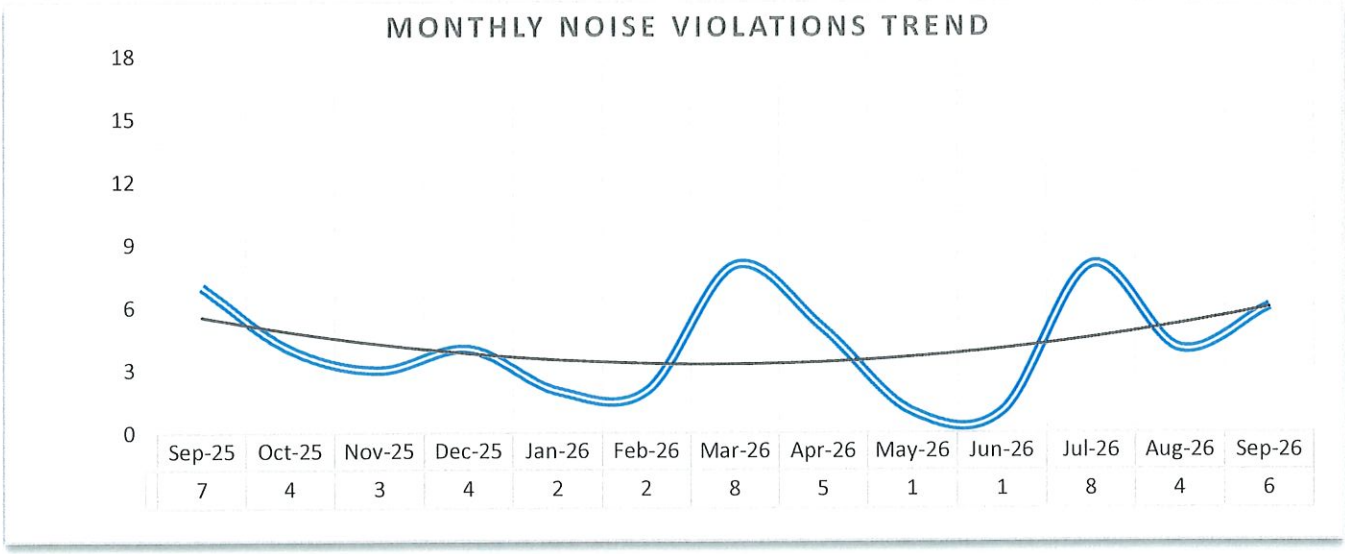
VII. Noise Violations

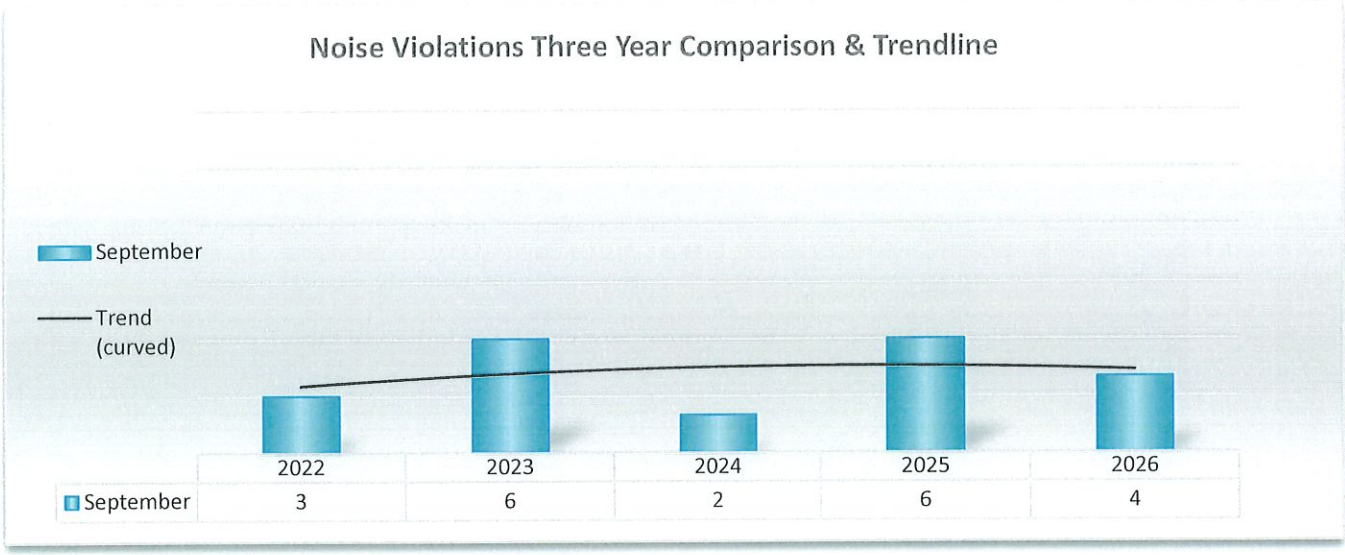
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that "No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing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

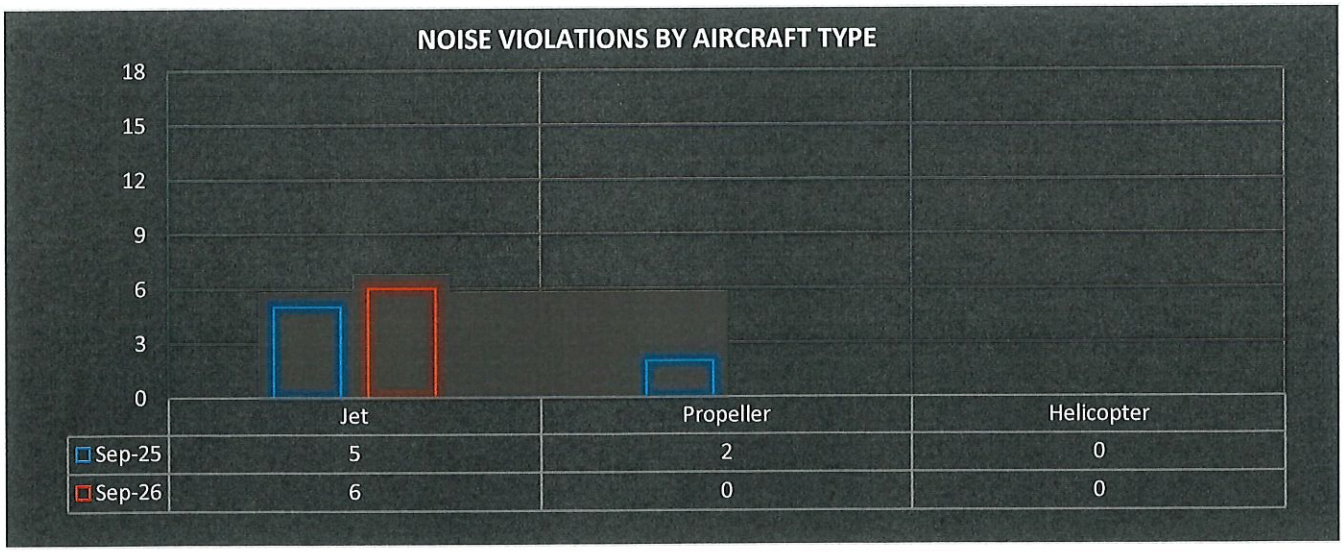
A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of **September 2026**, there were **6** noise violations recorded, a **-14%** decrease compared to the **7** noise violations recorded during **September 2025**. A summary of noise violations for **September 2026** is listed in Attachment D. Of the **8,215** aircraft operations recorded during the month of **September 2026**, **99.93%** 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	0	1	2	0	0	0	6	100%
Propeller	0	0	0	0	0	0	0	0	0%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	3	0	1	2	0	0	0	6	
%	50%	0%	17%	33%	0%	0%	0%		100%

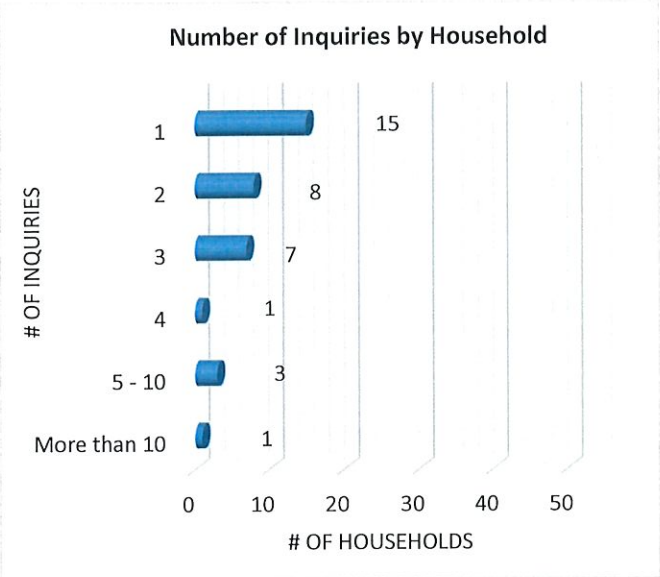

MONTHLY NOISE VIOLATIONS TREND
18
15
12
9
6
3
0
Sep-25 Oct-25 Nov-25 Dec-25 Jan-26 Feb-26 Mar-26 Apr-26 May-26 Jun-26 Jul-26 Aug-26 Sep-26
7 4 3 4 2 2 8 5 1 1 8 4 6

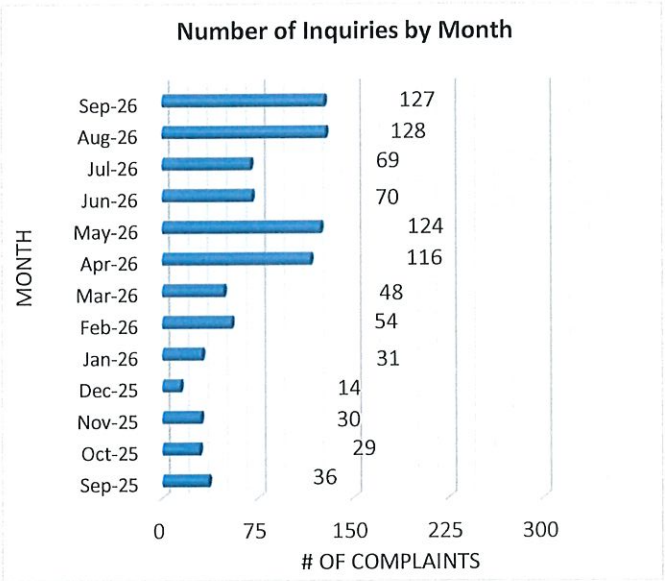

Noise Violations Three Year Comparison & Trendline
September
Trend (curved)
2022 2023 2024 2025 2026
September 3 6 2 6 4

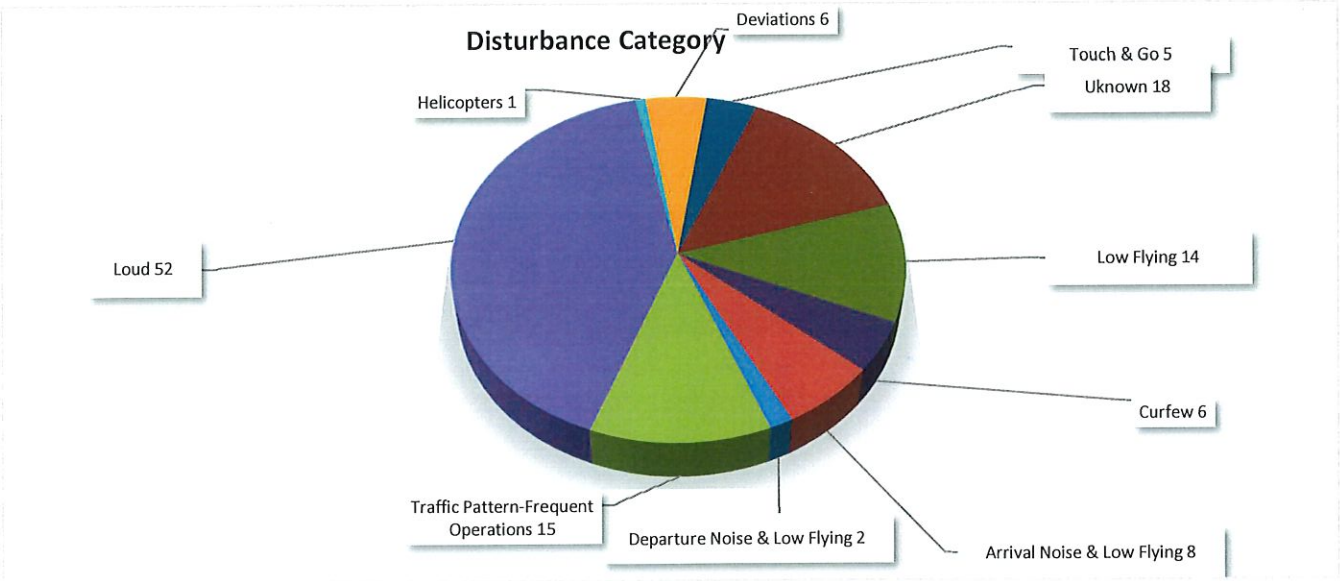

NOISE VIOLATIONS BY AIRCRAFT TYPE
18
15
12
9
6
3
0
Jet Propeller Helicopter
Sep-25 5 2 0
Sep-26 6 0 0

VIII. Aircraft Related Inquiries

During the month of **September 2026**, **35** individual households logged a total of **127** 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 **September 2026**







ATTACHMENT A

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

☒ 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	18	127		145	114	0	114	259	259
2	0	16	127		143	213	0	213	356	615
3	0	13	137		150	201	0	201	351	966
4	0	19	136		155	187	0	187	342	1308
5	0	13	113		126	39	0	39	165	1473
6	0	10	17		27	11	0	11	38	1511
7	0	16	120		136	103	0	103	239	1750
8	0	14	69		83	166	0	166	249	1999
9	0	16	106		122	145	0	145	267	2266
10	0	18	137		155	185	0	185	340	2606
11	0	17	136		153	223	0	223	376	2982
12	0	16	95		111	57	0	57	168	3150
13	0	14	94		108	38	0	38	146	3296
14	0	26	107		133	94	0	94	227	3523
15	0	18	95		113	191	0	191	304	3827
16	0	25	124		149	199	0	199	348	4175
17	0	27	134		161	303	0	303	464	4639
18	0	20	133		153	239	0	239	392	5031
19	0	18	111		129	125	0	125	254	5285
20	0	15	105		120	45	0	45	165	5450
21	0	19	111		130	254	0	254	384	5834
22	0	21	135		156	155	0	155	311	6145
23	0	16	137		153	202	0	202	355	6500
24	0	23	85		108	95	0	95	203	6703
25	0	15	128		143	32	0	32	175	6878
26	0	12	137		149	56	0	56	205	7083
27	0	26	121		147	108	0	108	255	7338
28	0	17	123		140	151	0	151	291	7629
29	0	24	127		151	159	0	159	310	7939
30	0	19	120		139	137	0	137	276	8215
31	0				0		0	0	0	8215
TOTAL	0	541	3447	0	3988	4227	0	4227	8215	

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
9/2/26	6:04	N4947G	C172	21	DNR		Riya Aviation LLC	P
9/2/26	23:17	N81BV	SLG2	21	DNR		Airplane Factory Inc	P
9/9/26	6:59	N234HK	SR22	21	73.5	2	Explore Aviation LLC	P
9/10/26	23:45	N444EB	SLG2	21	DNR		Airplane Factory Inc	P
9/13/26	0:56	N5594P	PA24	21	74.3	2	Bombo Aviation LLC	P
9/14/26	0:21	N88EJ	E55P	21	85.8	2	Oscar Mike Ventures LLC	J
9/14/26	23:08	N401JX	AT46	21	93.2	2	Delux Public Charter LLC	T
9/19/26	1:15	N84347	C172	21	DNR		Giovannini Marco	P
9/20/26	23:59	N402JX	AT46	21	93.1	2	Delux Public Charter LLC	T
9/21/26	1:08	N7879W	P28A	21	75.1	2	Flyhome One LLC	P
9/23/26	6:45	N886W	E55P	21	75.1	2	Pacific Coast Jet LLC	P
9/23/26	6:50	N456H	NAVI	21	71.8	2	Westwind Inc	P
9/26/26	0:01	N400JX	AT46	21	92.9	2	Delux Public Charter LLC	T

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

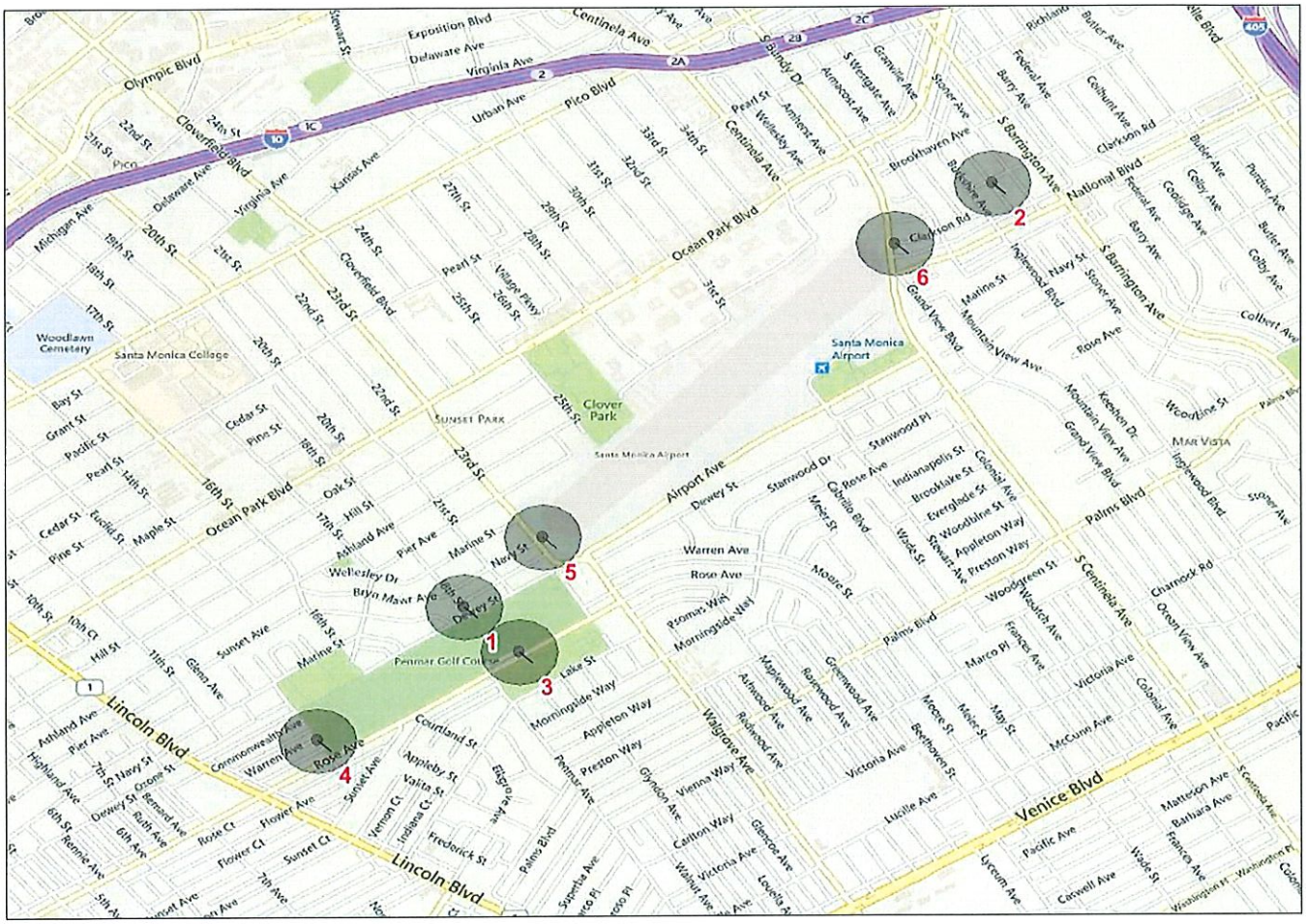
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
9/5/26	9:57	N310QS	E55P	21	95.3	1	NETJETS AVIATION INC	$2,000	J
9/9/26	8:39	N402QS	E55P	21	95.1	1	NETJETS AVIATION INC	$2,000	J
9/14/26	7:28	N299AF	PC24	21	98.4	1	PLANESENSE INC	$2,000	J
9/14/26	16:00	N299AF	PC24	21	97.6	1	PLANESENSE INC	$5,000	J
9/21/26	20:56	N110AP	E55P	21	95.7	1	RCR Aviaiton LLC	WARNING	J
9/27/26	10:48	N33G	PC24	21	98.7	1	Green Circle Projects Logistics LLC	WARNING	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.

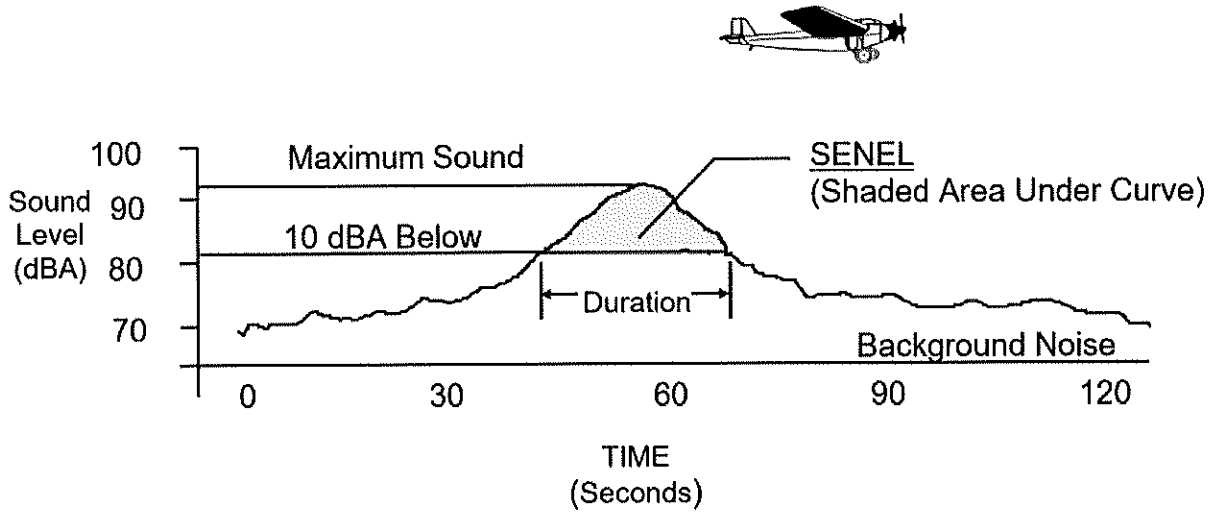
ATTACHMENT F
(Single Event Noise Exposure Level)

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.