Santa Monica Airport
Monthly Operations Report

February 2024

Report prepared by:

Stelios Makrides
Airport Director
stelios.makrides@santamonica.gov
310-458-8591

Diana Hernandez
Airport Operations Administrator
diana.hernandez@santamonica.gov
310-458-8692

Daniel Quezada
Airport Operations Analyst
daniel.quezada@santamonica.gov
310-458-8692

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

Table of Contents

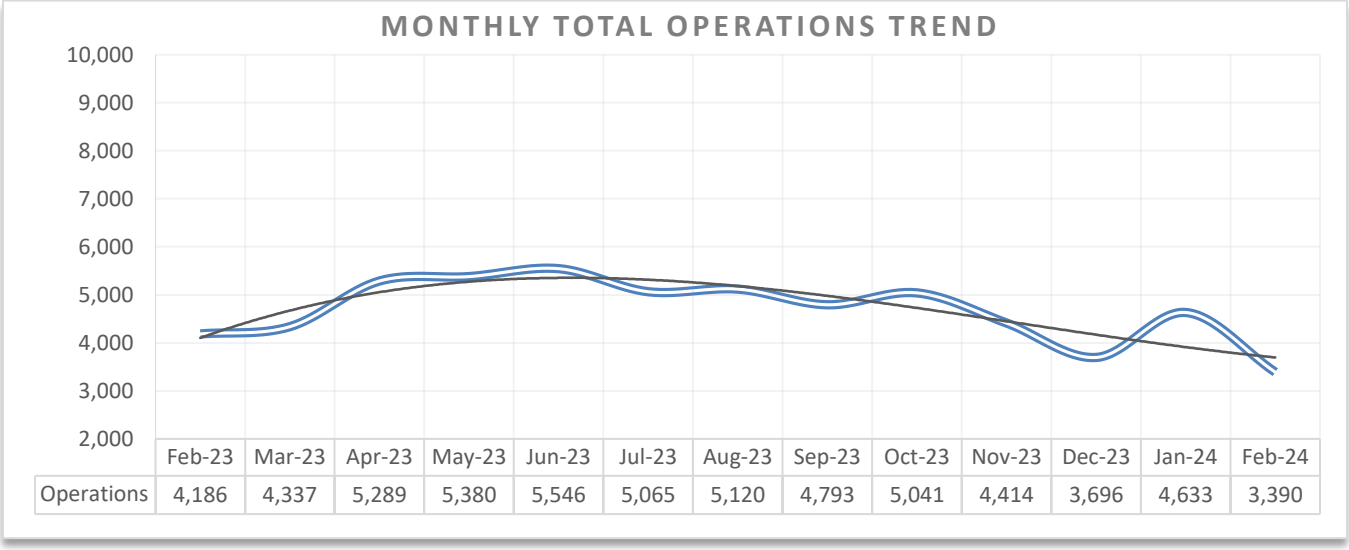
I. Introduction

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 February 2024.

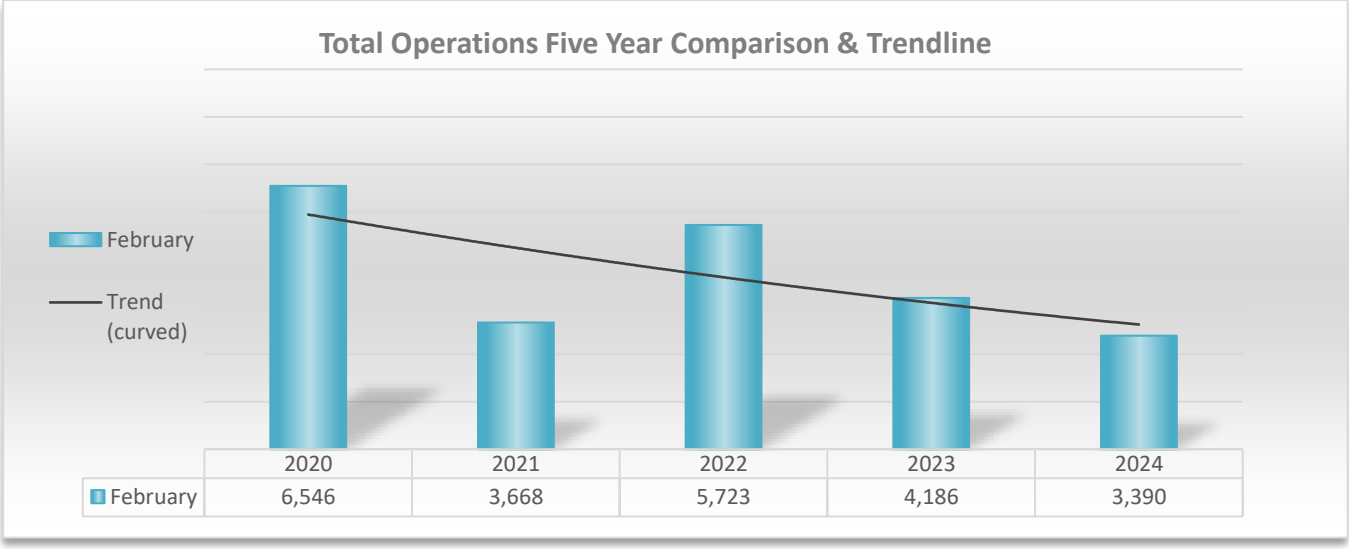
II. Aircraft Operations Data

The total number of aircraft operations recorded during the month of February 2024 was 3,390, which represents a 19% decrease from the 4,186 operations recorded during February 2023. Approximately 18% of the operations were instrument flights (IFR transient), 37% were local flights (VFR local operations), and 44% 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.



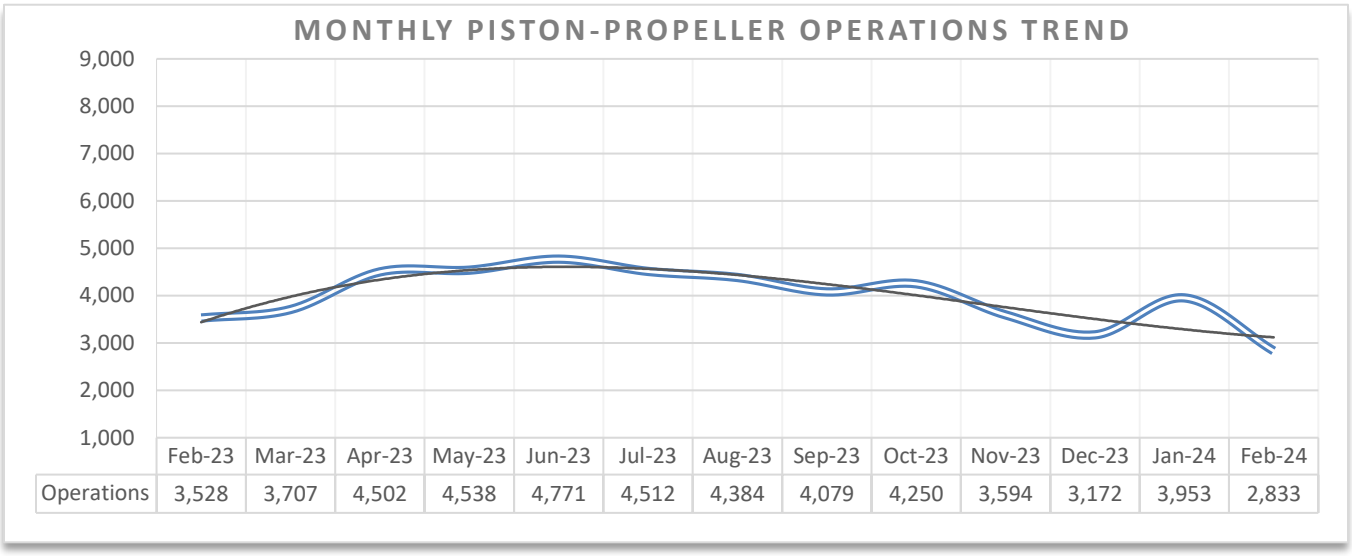
	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Operations	4,186	4,337	5,289	5,380	5,546	5,065	5,120	4,793	5,041	4,414	3,696	4,633	3,390



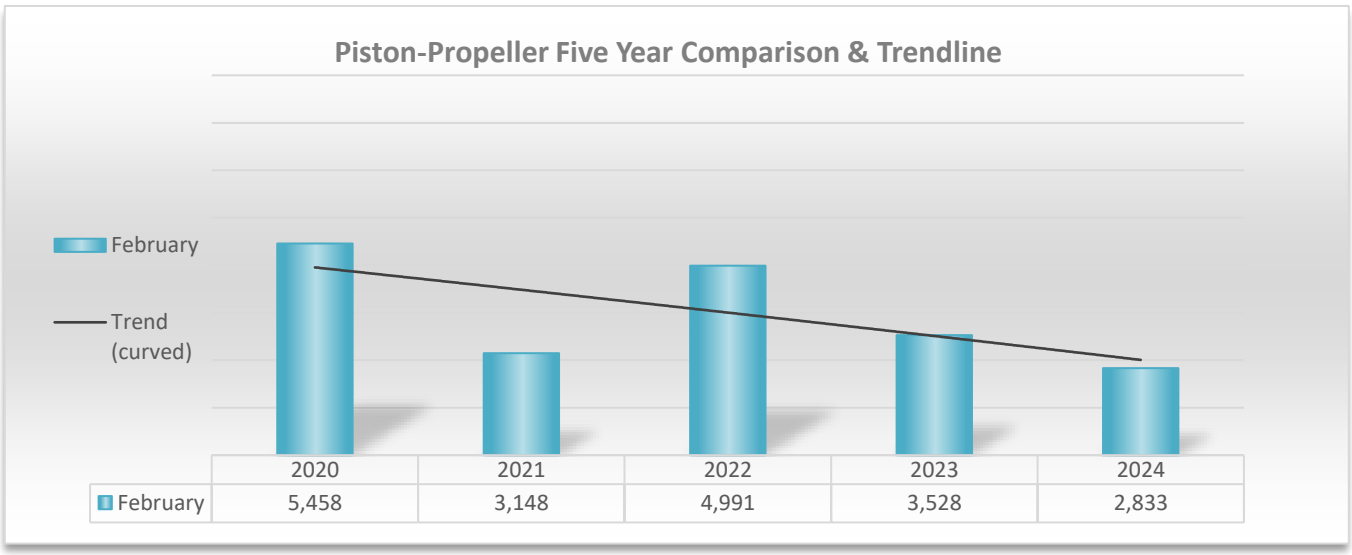
	2020	2021	2022	2023	2024
February	6,546	3,668	5,723	4,186	3,390

Piston-propeller Aircraft Operations

There were approximately 2,833 piston-propeller aircraft operations recorded, comprising about 84% of the total operations. Piston-propeller aircraft operations for February 2024 decreased 20% from the 3,528 piston-propeller aircraft operations recorded during February 2023.



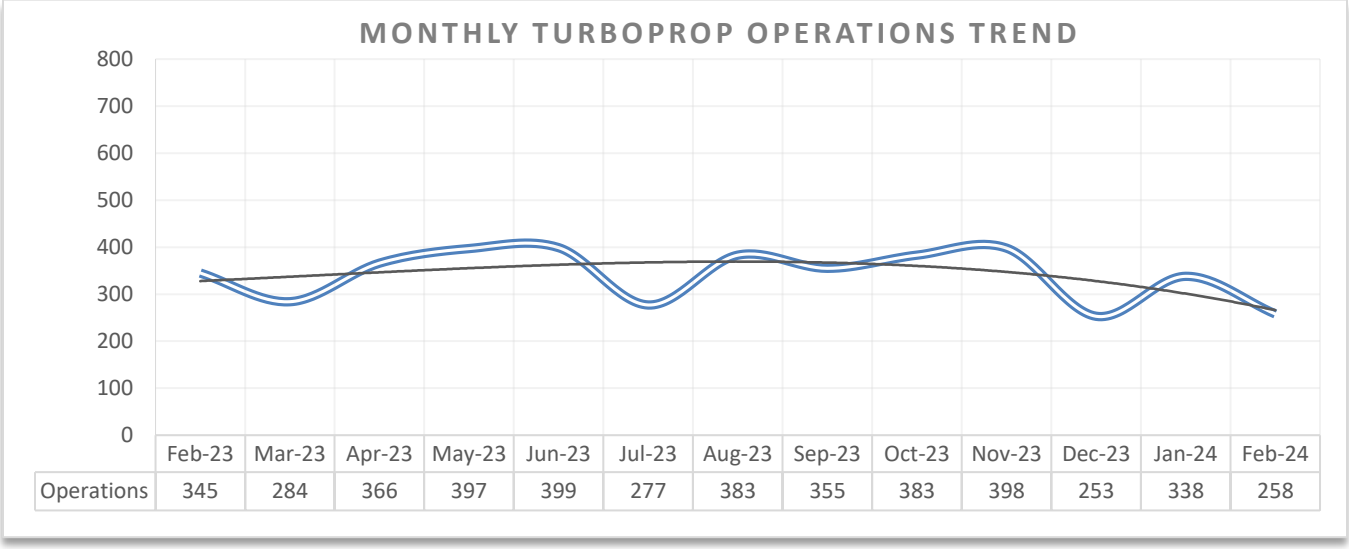
	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Operations	3,528	3,707	4,502	4,538	4,771	4,512	4,384	4,079	4,250	3,594	3,172	3,953	2,833



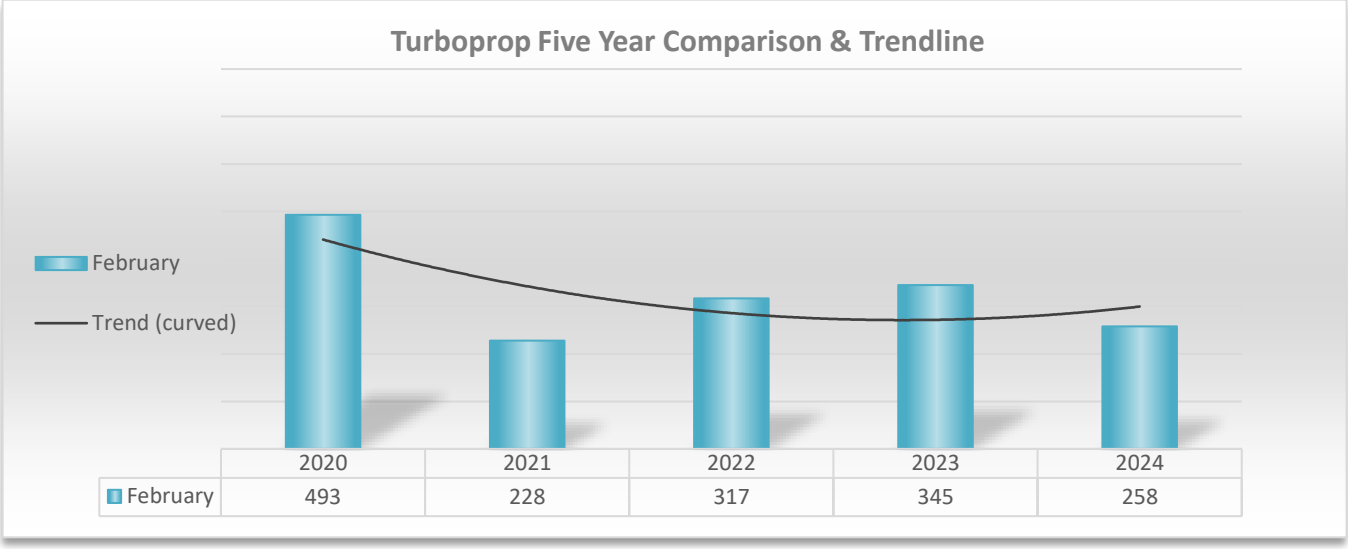
	2020	2021	2022	2023	2024
February	5,458	3,148	4,991	3,528	2,833

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 February 2024, approximately 258 were by turboprop aircraft, comprising around 8% of the total operations. Turboprop aircraft operations decreased by approximately 25% from the 345 operations recorded during February 2023.



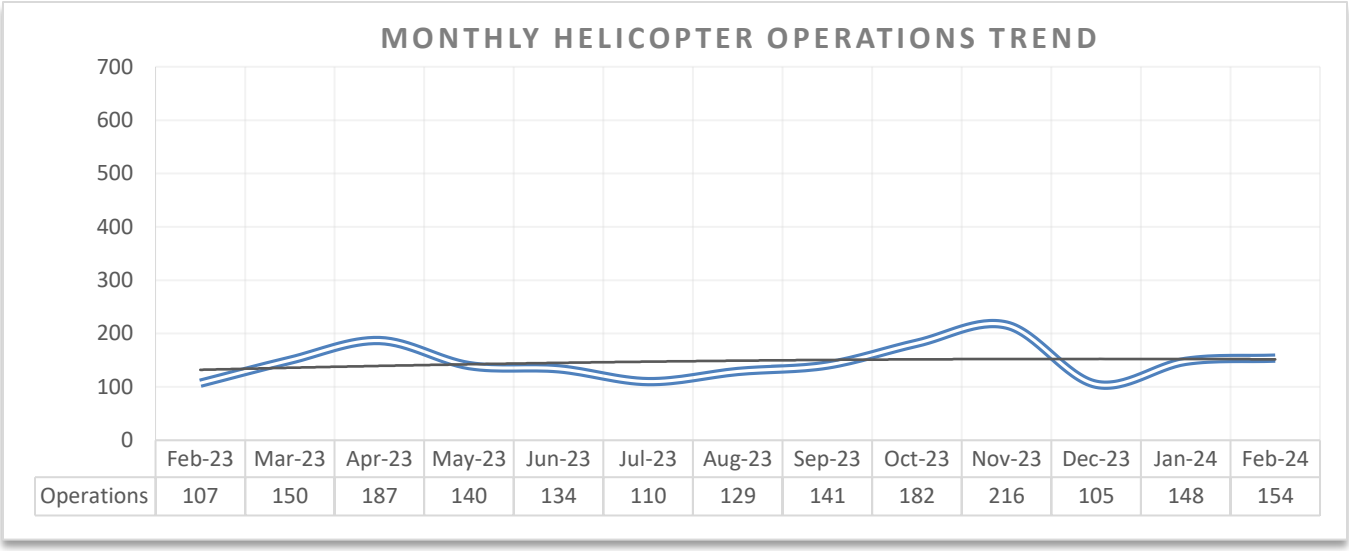
	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Operations	345	284	366	397	399	277	383	355	383	398	253	338	258



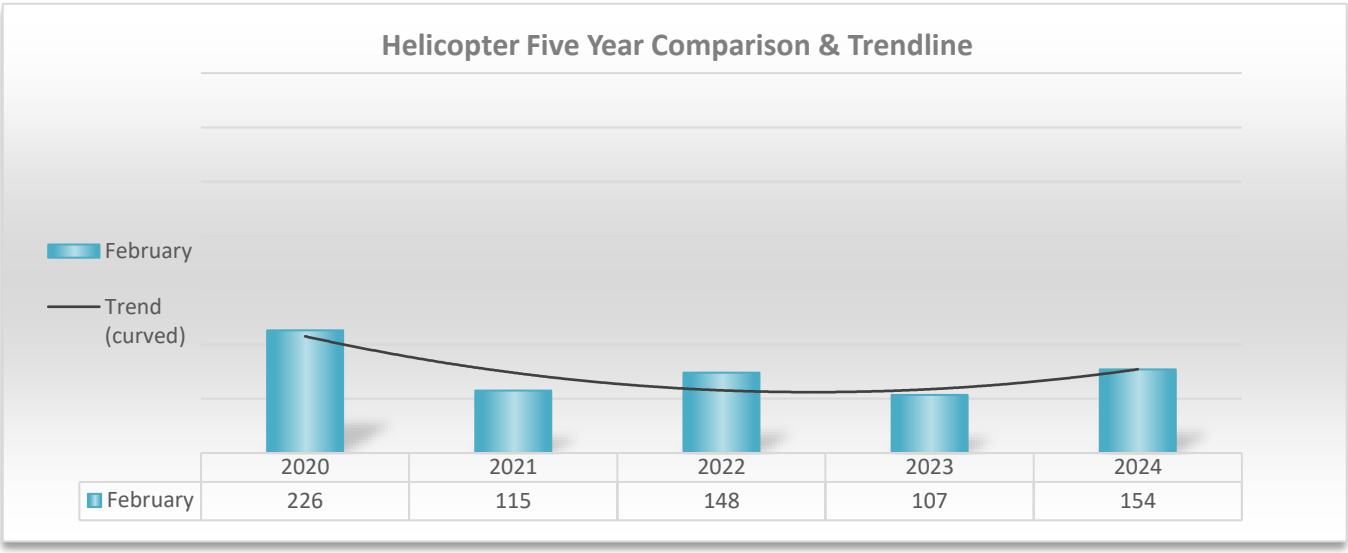
	2020	2021	2022	2023	2024
February	493	228	317	345	258

Helicopter Operations

Of the monthly aircraft operations for February 2024, approximately 158 operations are attributed to helicopters, comprising about 5% of the total operations. Helicopter operations during February 2024 increased by approximately 44% from the 107 helicopter operations recorded in February 2023.



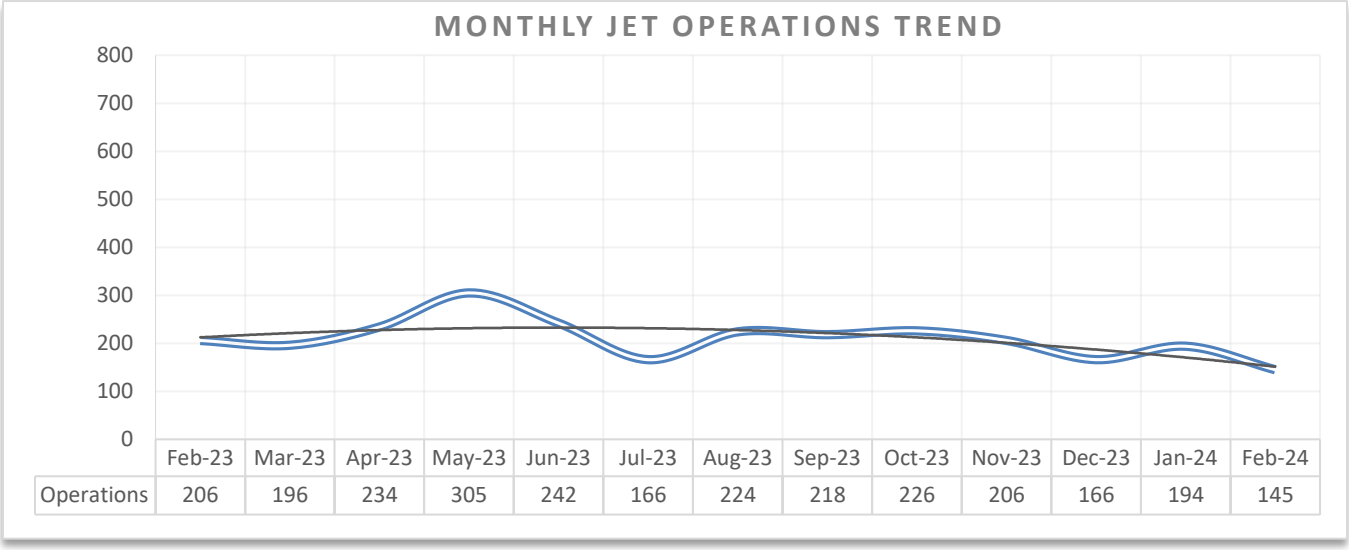
	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Operations	107	150	187	140	134	110	129	141	182	216	105	148	154



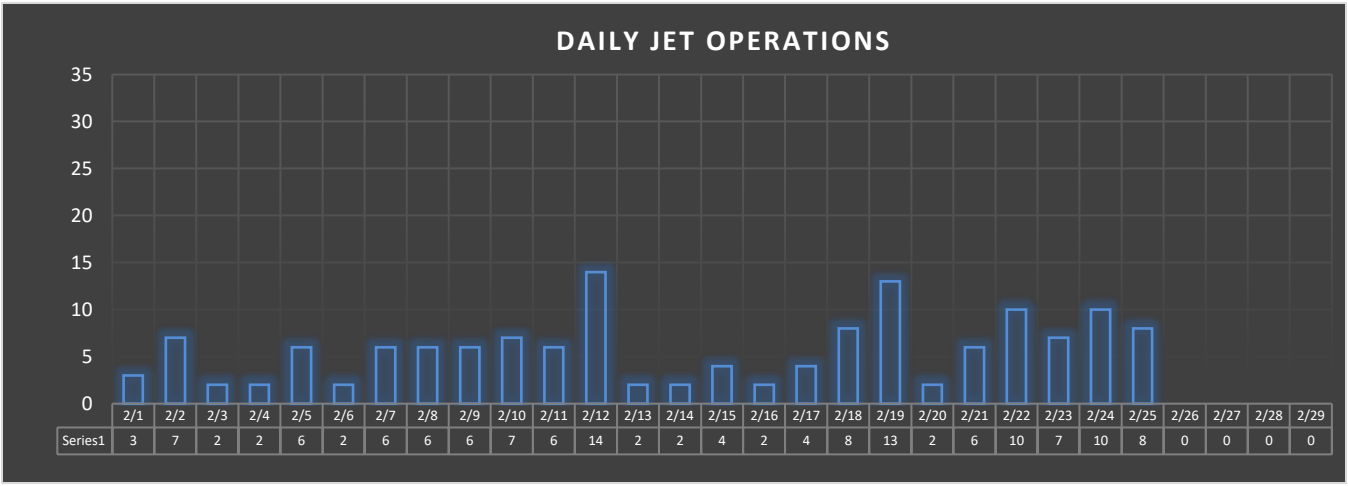
	2020	2021	2022	2023	2024
February	226	115	148	107	154

Jet Aircraft Operations

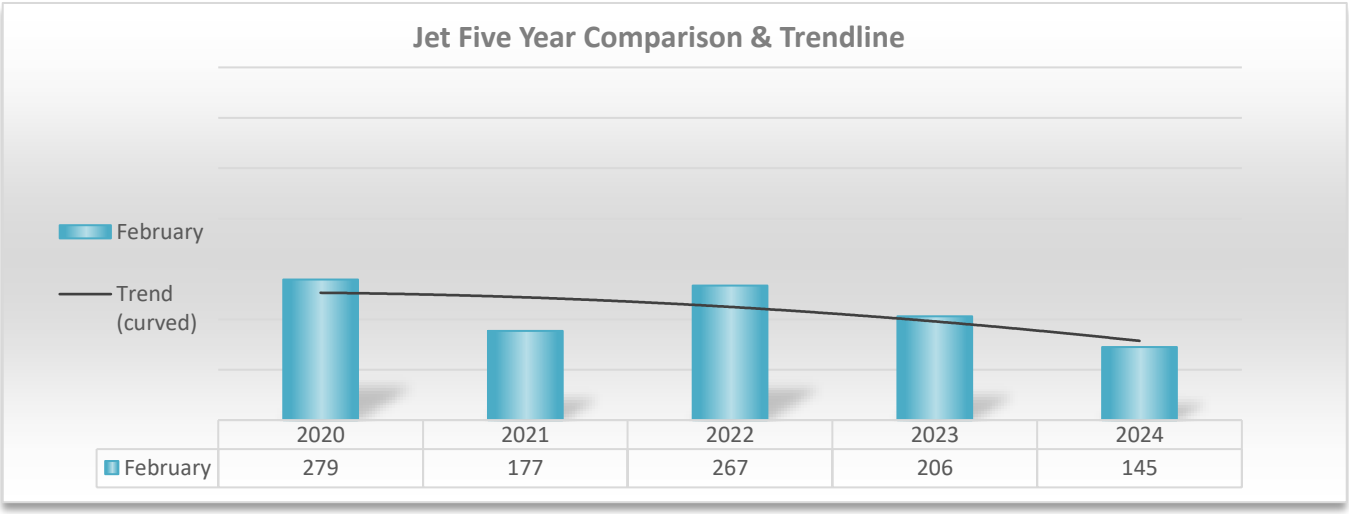
In February of 2024, there were approximately 145 jet operations recorded, encompassing around 4% of the total operations. Jet operations for February decreased by 30% from the 206 jet aircraft operations recorded during February 2023. Daily jet operations vary significantly day over day. During the month of February 2024, jet aircraft averaged 5 operations per day. The bar graph below represents the monthly and daily operations for jet-engine aircraft for the month of February 2024.



	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Operations	206	196	234	305	242	166	224	218	226	206	166	194	145



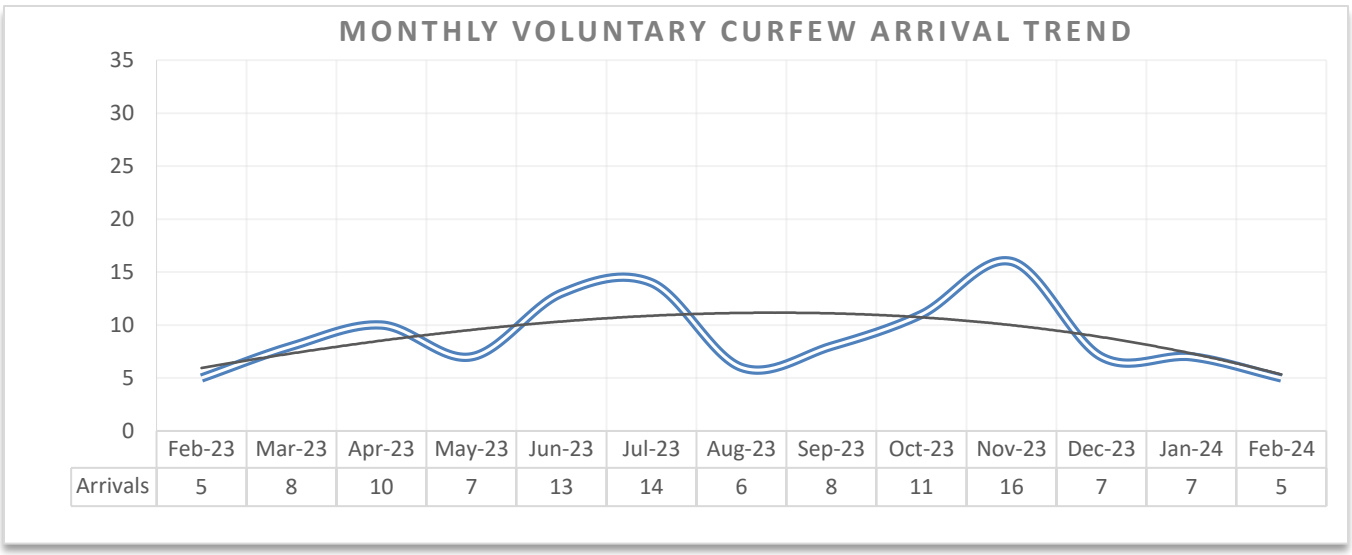
	2/1	2/2	2/3	2/4	2/5	2/6	2/7	2/8	2/9	2/10	2/11	2/12	2/13	2/14	2/15	2/16	2/17	2/18	2/19	2/20	2/21	2/22	2/23	2/24	2/25	2/26	2/27	2/28	2/29
Series1	3	7	2	2	6	2	6	6	6	7	6	14	2	2	4	2	4	8	13	2	6	10	7	10	8	0	0	0	0



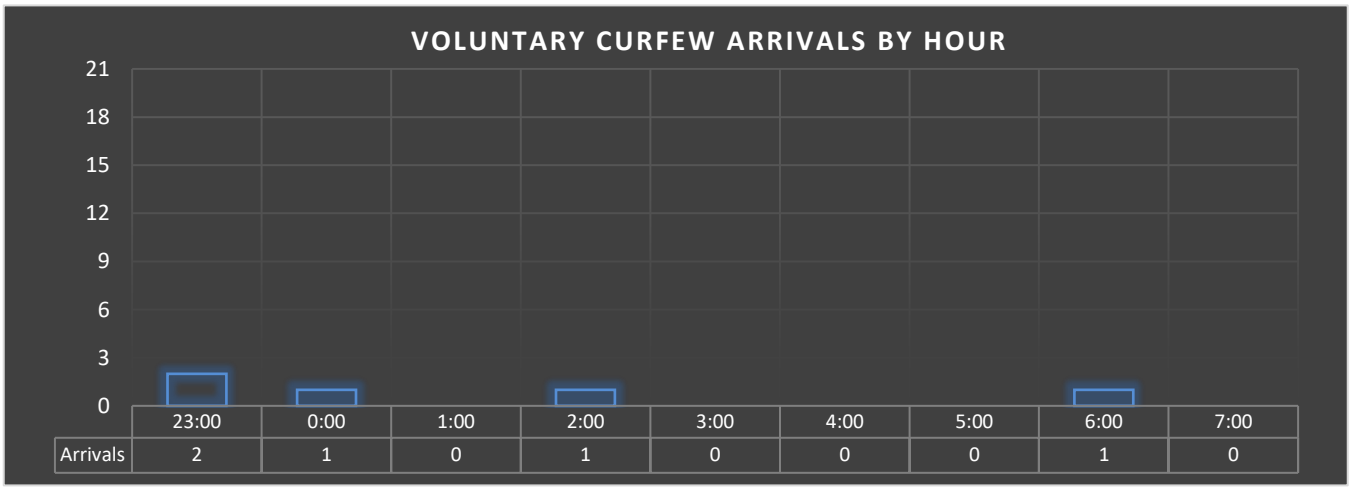
	2020	2021	2022	2023	2024
February	279	177	267	206	145

III. Voluntary Arrival Curfew

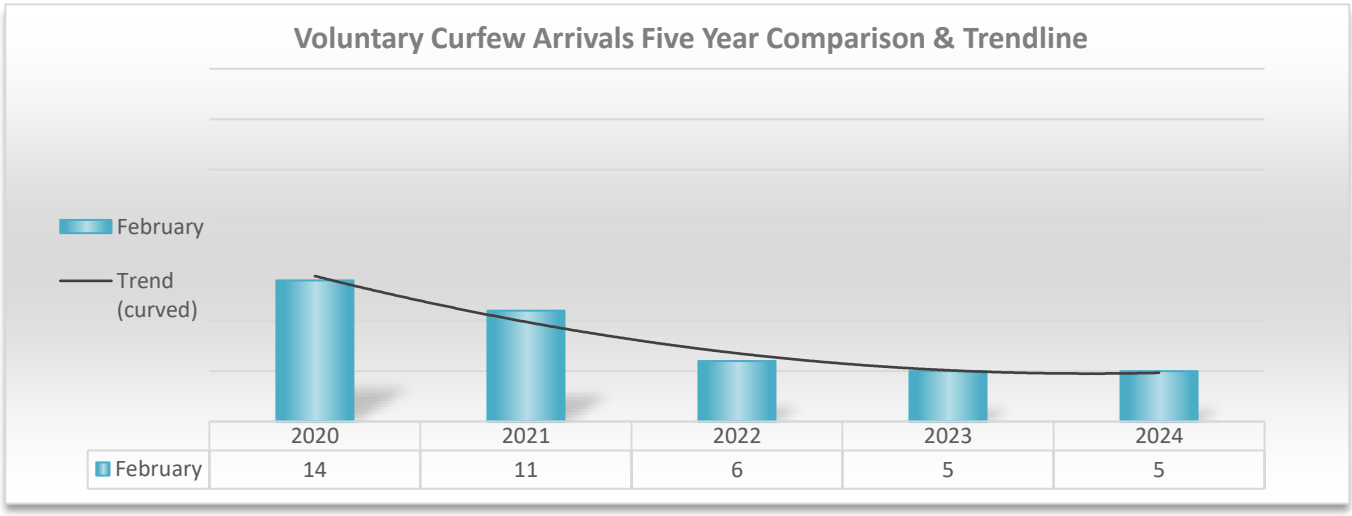
During the month of February 2024, Airport Staff logged a total of 5 aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals for each VAC hour during the month of February 2024. For a listing of aircraft arrivals during the night hours, see Attachment B.



	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24
Arrivals	5	8	10	7	13	14	6	8	11	16	7	7	5



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



	2020	2021	2022	2023	2024
February	14	11	6	5	5

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 February 2024, there were no 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 February 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.

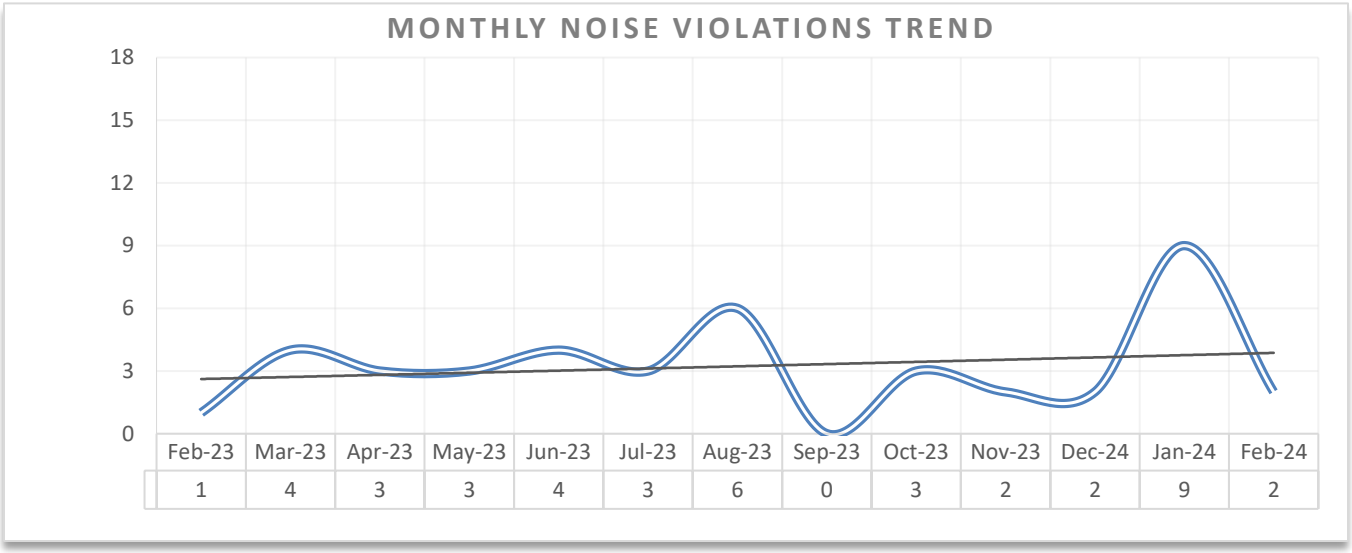
VII. Noise Violations

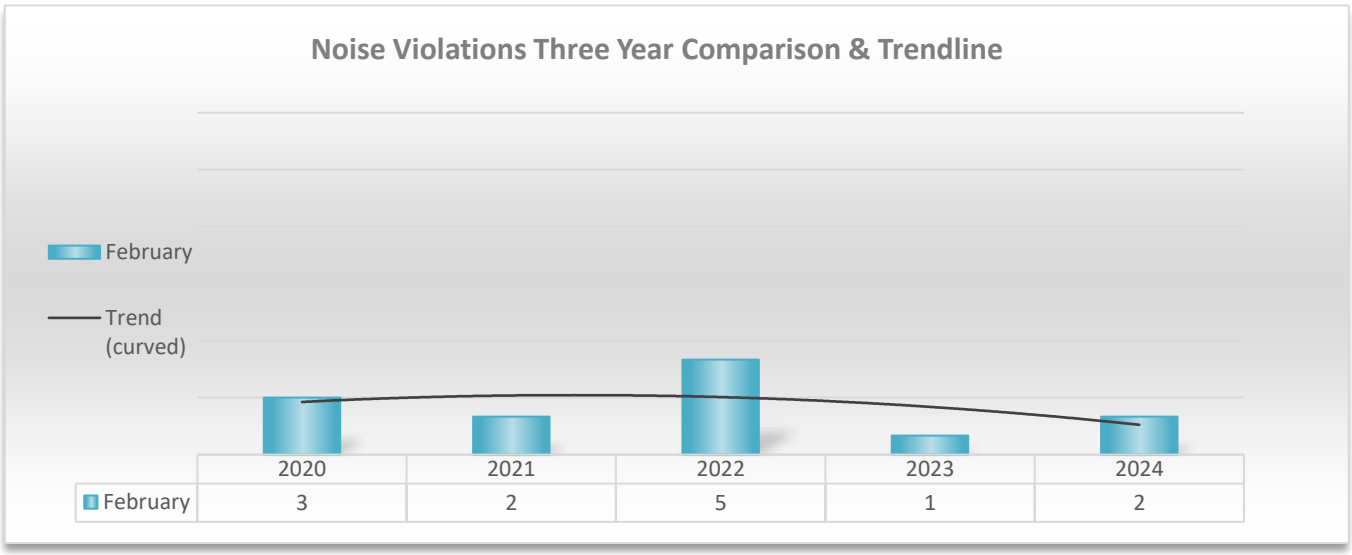
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that "No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing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

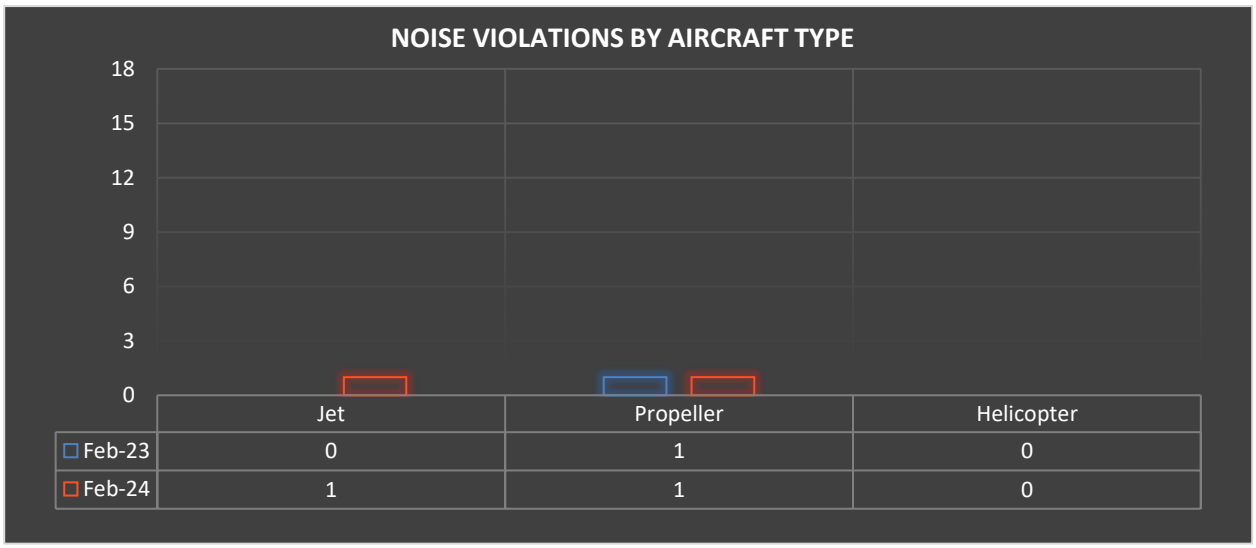
A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of February 2024, there were 2 noise violations recorded, a slight increase from the 1 noise violation recorded during February 2023. A summary of noise violations for February 2024 is listed in Attachment D. Of the 4,864 aircraft operations recorded during the month of February 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	0	1	0	0	0	0	0	1	50%
Propeller	1	0	0	0	0	0	0	1	50%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	1	1	0	0	0	0	0	2	
%	50%	50%	0%	0%	0%	0%	0%		100%

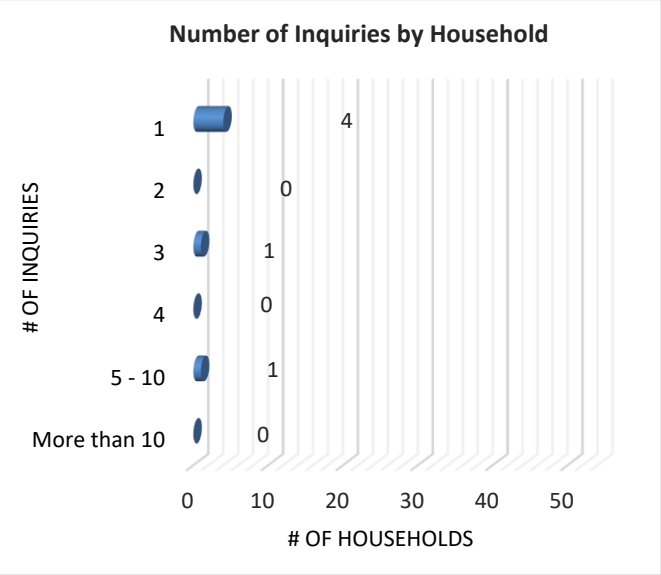

MONTHLY NOISE VIOLATIONS TREND
18
15
12
9
6
3
0
Feb-23 Mar-23 Apr-23 May-23 Jun-23 Jul-23 Aug-23 Sep-23 Oct-23 Nov-23 Dec-24 Jan-24 Feb-24
1 4 3 3 4 3 6 0 3 2 2 9 2

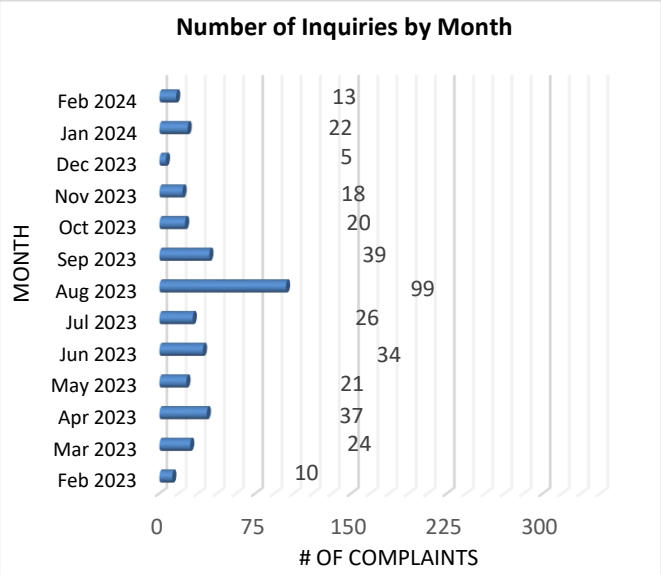

Noise Violations Three Year Comparison & Trendline
February
Trend (curved)
2020 2021 2022 2023 2024
February 3 2 5 1 2

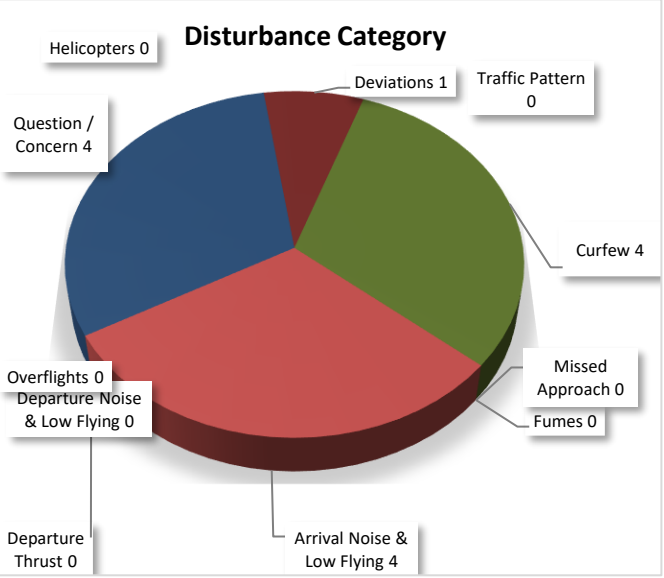

NOISE VIOLATIONS BY AIRCRAFT TYPE
18
15
12
9
6
3
0
Jet Propeller Helicopter
Feb-23 0 1 0
Feb-24 1 1 0

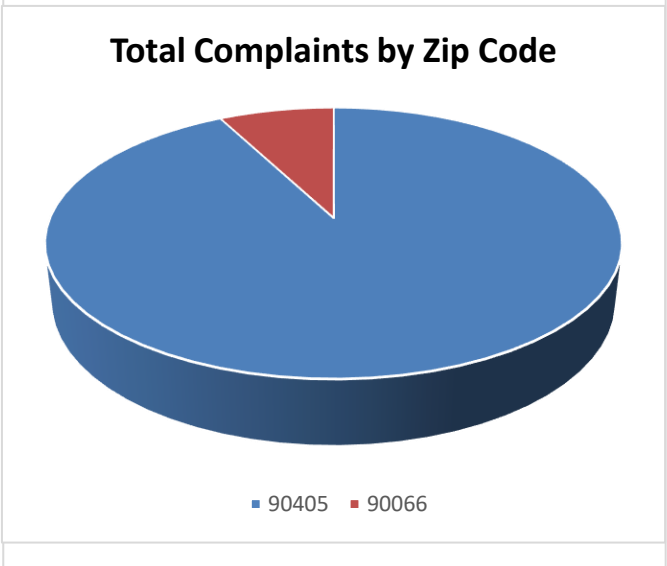
VIII. Aircraft Related Inquiries

During the month of February 2024, 6 individual households logged a total of 13 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 February 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) 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	4	12	0	16	0	0	0	16	16
2	0	10	87	0	97	72	0	72	169	185
3	0	1	60	1	62	38	3	41	103	288
4	0	0	10	0	10	0	0	0	10	298
5	0	1	5	0	6	0	0	0	6	304
6	0	1	16	0	17	0	0	0	17	321
7	0	5	51	0	56	14	0	14	70	391
8	0	6	91	0	97	59	0	59	156	547
9	0	2	100	0	102	48	0	48	150	697
10	0	9	81	0	90	38	0	38	128	825
11	0	13	101	0	114	22	0	22	136	961
12	0	11	104	0	115	62	0	62	177	1138
13	0	7	103	0	110	62	0	62	172	1310
14	0	7	90	0	97	64	0	64	161	1471
15	0	7	107	0	114	16	0	16	130	1601
16	0	2	96	0	98	84	0	84	182	1783
17	0	5	60	0	65	8	0	8	73	1856
18	0	2	46	0	48	50	0	50	98	1954
19	0	0	9	0	9	0	0	0	9	1963
20	0	2	8	0	10	0	0	0	10	1973
21	0	5	27	0	32	15	0	15	47	2020
22	0	7	101	0	108	73	0	73	181	2201
23	0	11	149	0	160	68	0	68	228	2429
24	0	2	150	0	152	36	0	36	188	2617
25	0	31	80	0	111	52	0	52	163	2780
26	0	7	51	0	58	58	0	58	116	2896
27	0	3	118	0	121	35	0	35	156	3052
28	0	6	117	0	123	50	0	50	173	3225
29	0	14	71	1	86	79	0	79	165	3390
30	0				0		0	0	0	3390
31	0				0		0	0	0	3390
TOTAL	0	181	2101	2	2284	1103	3	1106	3390	

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	4	10	0	(16-19)	14	
2	0	4	13	0	(20-23)	17	
3	0	1	6	0	(24-27)	7	
4	0	0	1	0	(28-31)	1	
5	0	1	5	0	(32-35)	6	
6	0	1	13	0	(36-39)	14	
7	0	0	10	0	(40-43)	10	
8	0	5	21	0	(44-47)	26	
9	0	1	14	0	(48-51)	15	
10	0	7	14	0	(52-55)	21	
11	0	7	11	0	(56-59)	18	
12	0	11	11	0	(60-63)	22	
13	0	8	11	0	(64-67)	19	
14	0	4	26	0	(68-71)	30	
15	0	3	36	0	(72-75)	39	
16	0	2	27	0	(76-79)	29	
						(14-2)	
17	0	4	45	0	(16-19)	49	
18	0	2	31	0	(20-23)	33	
19	0	0	8	0	(24-27)	8	
20	0	2	8	0	(28-31)	10	
21	0	3	5	0	(32-35)	8	
22	0	7	17	0	(36-39)	24	
23	0	9	18	0	(40-43)	27	
24	0	0	18	0	(44-47)	18	
25	0	4	18	0	(48-51)	22	
26	0	6	23	0	(52-55)	29	
27	0	4	28	0	(56-59)	32	
28	0	5	21	0	(60-63)	26	
29	0	9	44	0	(64-67)	53	
30	0			0	(68-71)	#VALUE!	
31	0			0	(72-75)	#VALUE!	
TOTAL	0	114	513	0		#VALUE!	
	(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
2/13/24	23:24	N258JS	SR20	21	71.1	2	National Biomechanics Institute LLC	P
2/14/24	0:05	N296KC	SLG2	21	72.2	6	Aviation Finacial Corp	P
2/19/24	2:35	N318RX	EC35	21	90.4	2	Reach Air Medical Services LLC	H
2/27/24	6:32	N302QS	E55P	21	87.1	2	Net Jets Sales Inc	J
2/27/24	23:04	N211AJ	C182	21	73.2	2	Steve Levisee	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

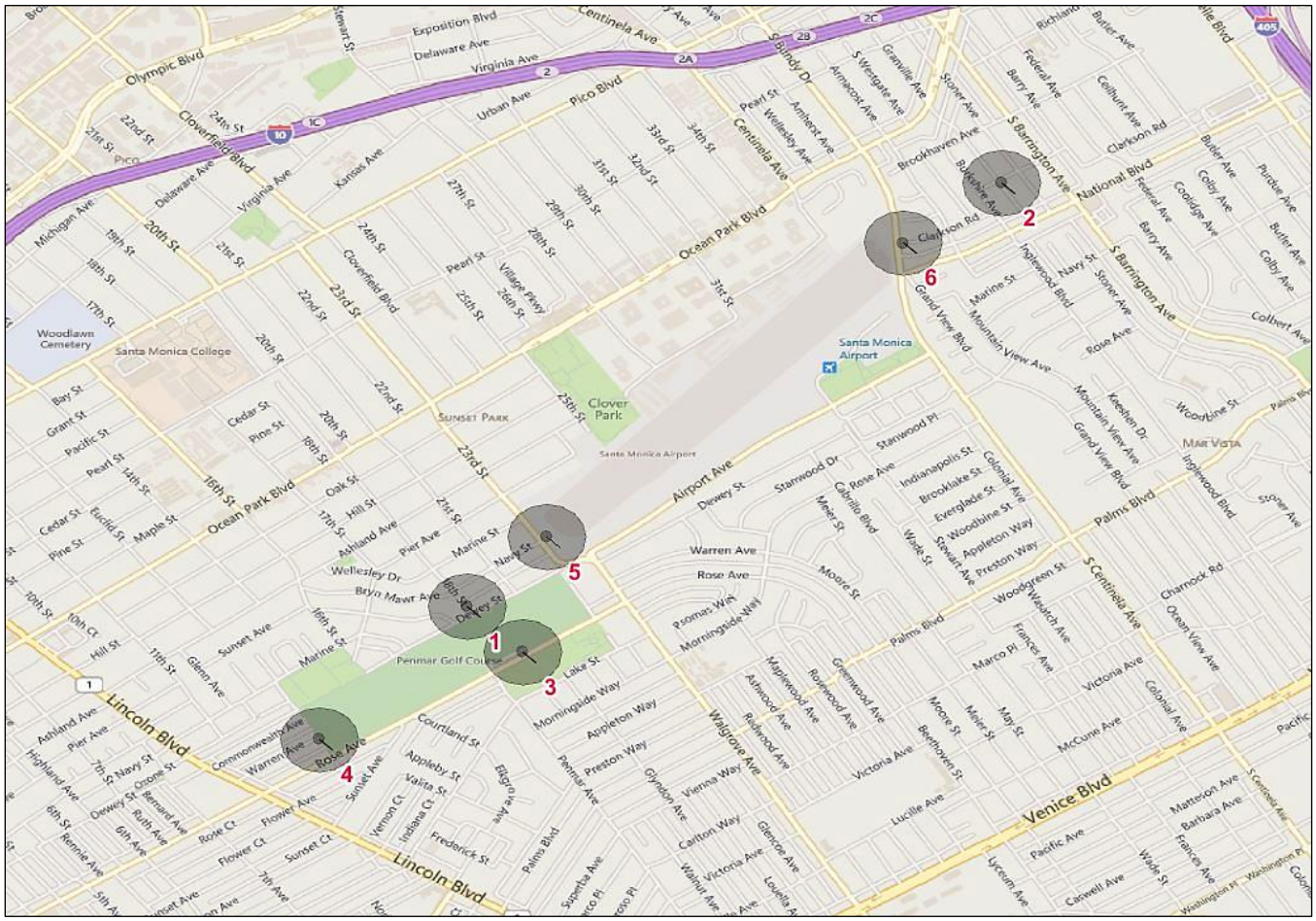
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
2/3/24	8:22	N9121Q	BE36	21	95.1	1	Newlander Thomas R	WARNING	P
2/6/24	20:35	N550GZ	C550	21	96.0	1	FLYBYNIGHT LLC	WARNING	J

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.

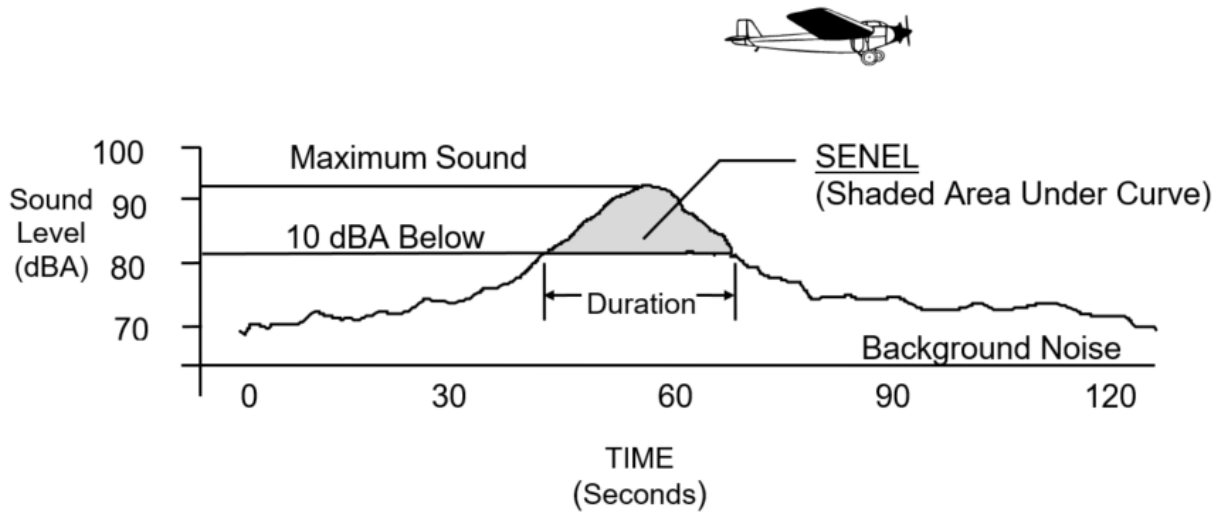
ATTACHMENT F
(Single Event Noise Exposure Level)

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.