



Santa Monica Airport Monthly Operations Report

March 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

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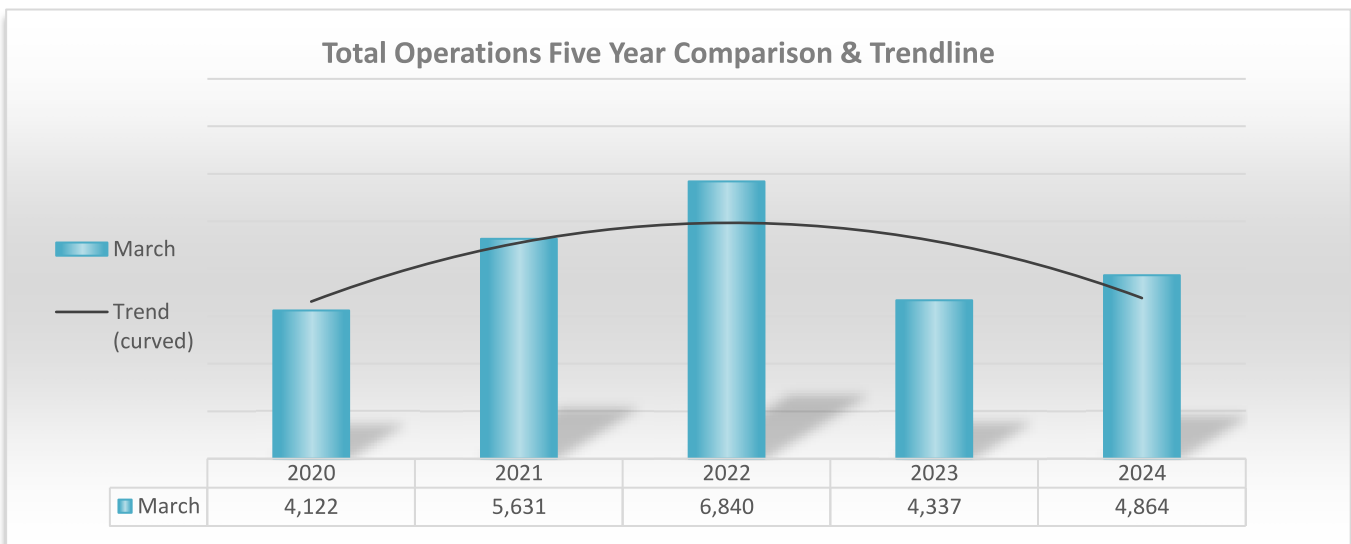
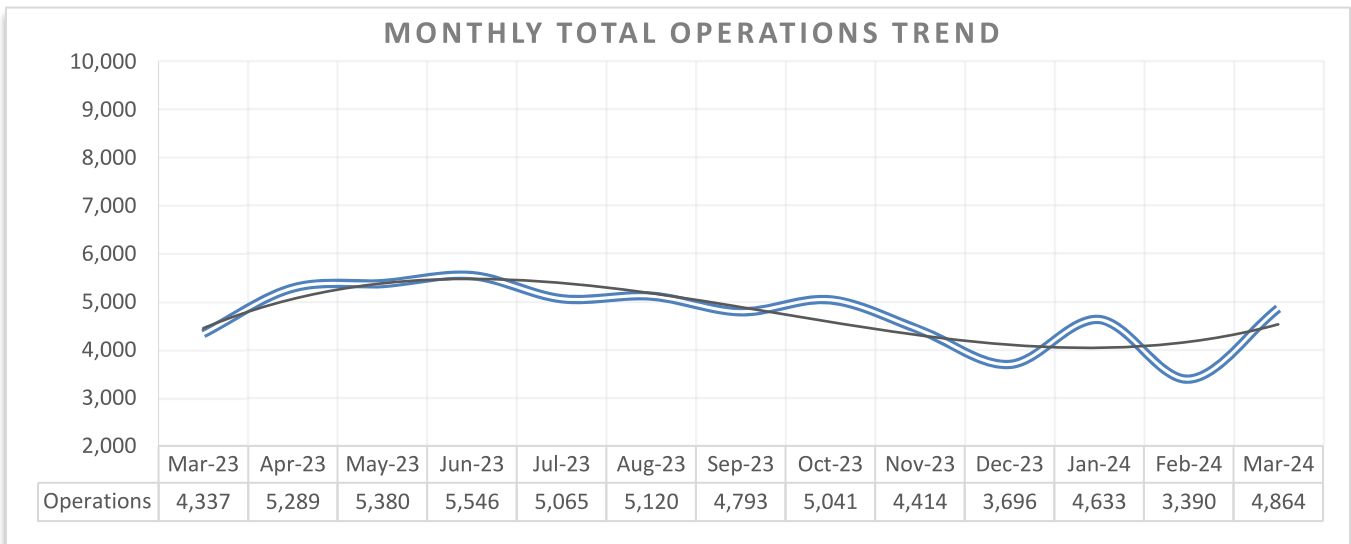
I. Introduction

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 March 2024.

II. Aircraft Operations Data

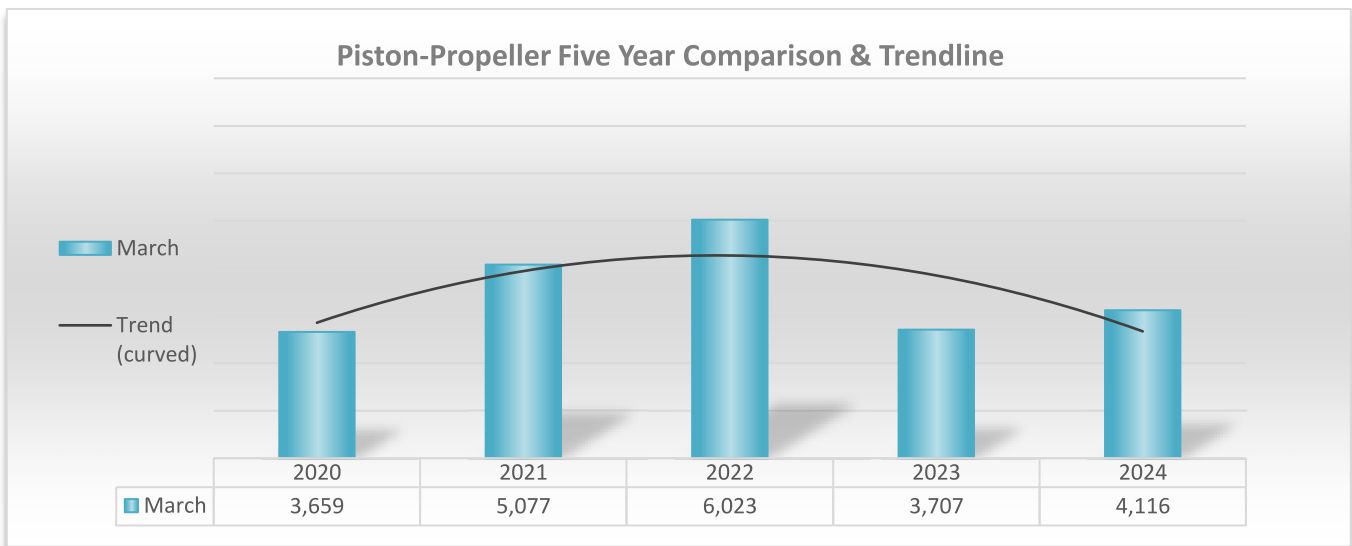
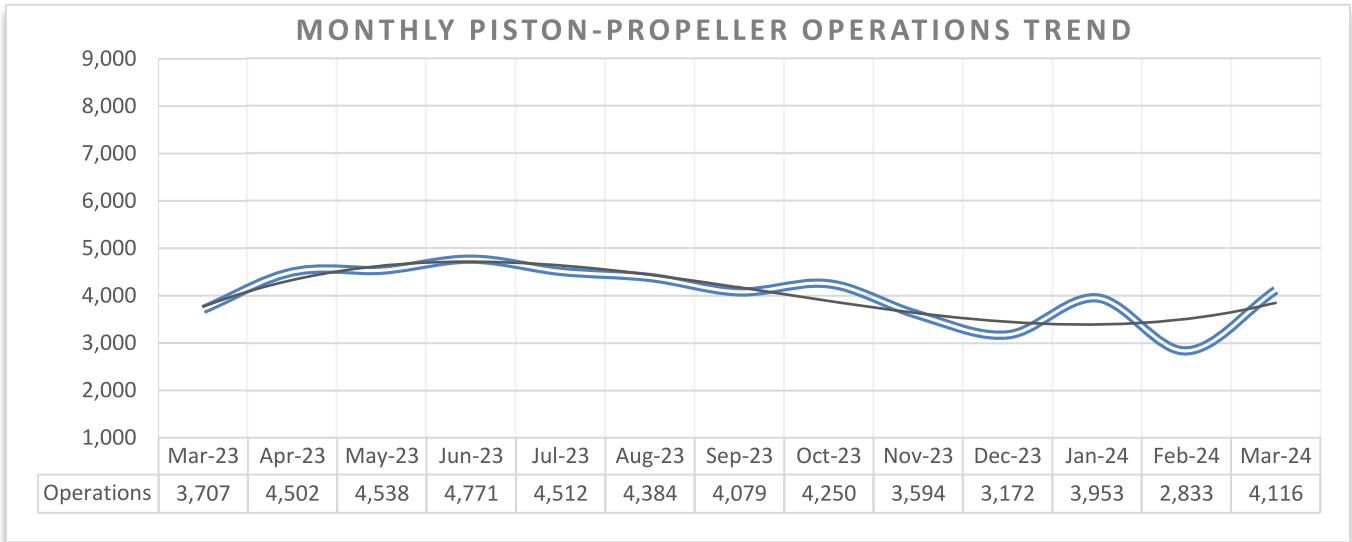
The total number of aircraft operations recorded during the month of March 2024 was 4,864, which represents a 12% increase from the 4,337 operations recorded during March 2023. Approximately 13% of the operations were instrument flights (IFR transient), 41% were local flights (VFR local operations), and 46% 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.



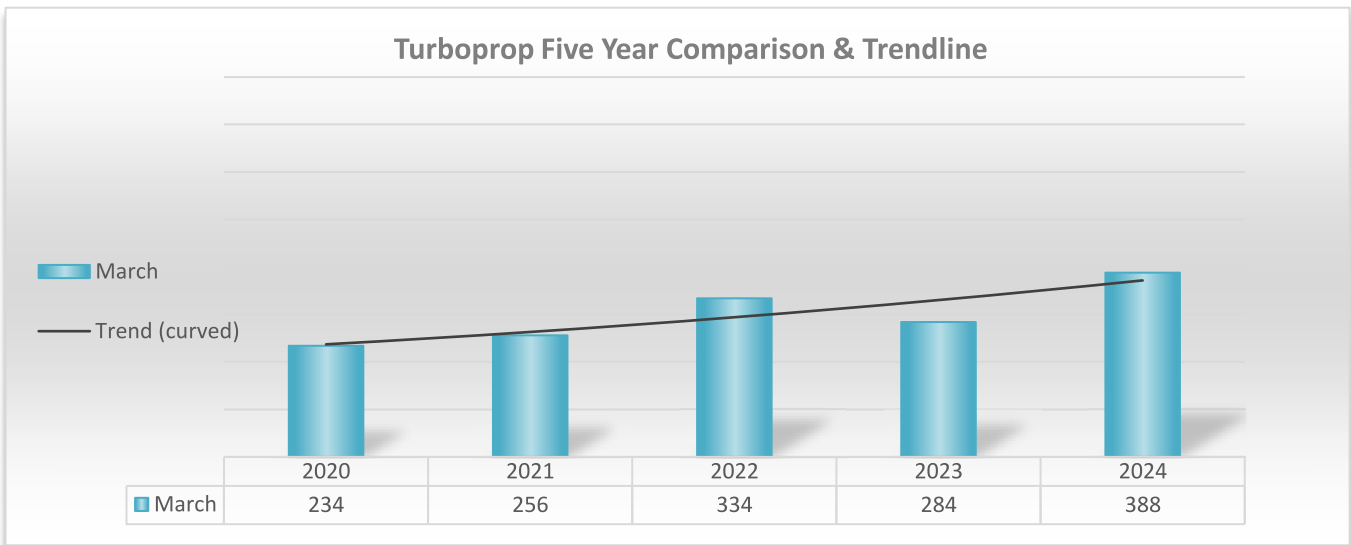
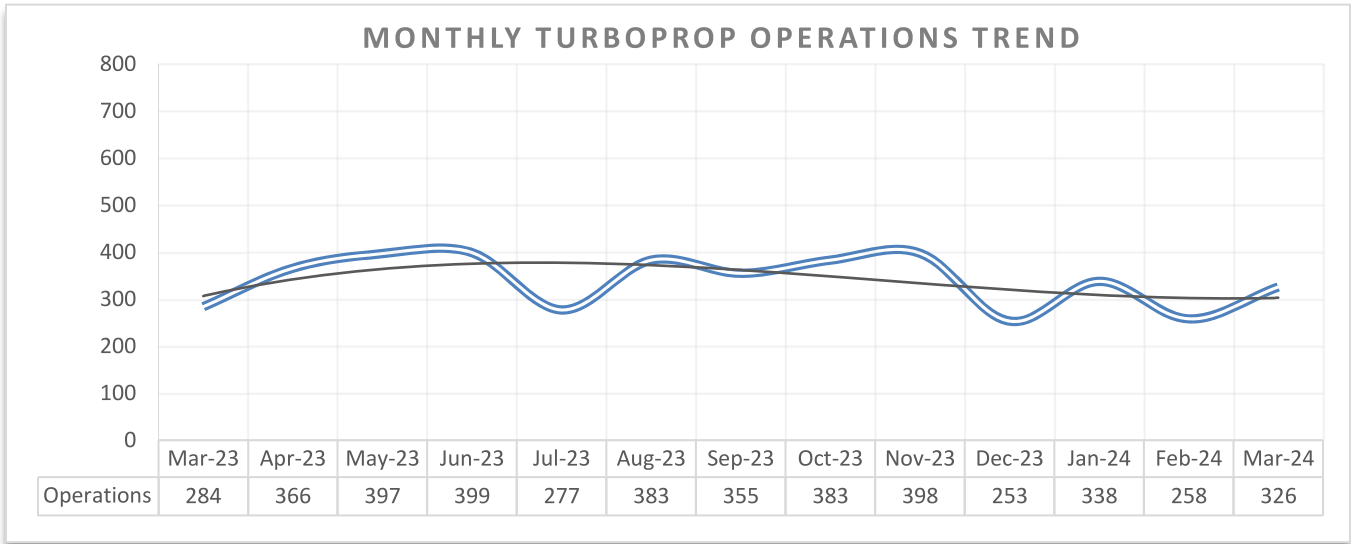
Piston-propeller Aircraft Operations

There were approximately 4,116 piston-propeller aircraft operations recorded, comprising about 85% of the total operations. Piston-propeller aircraft operations for March 2024 increased 11% from the 3,707 piston-propeller aircraft operations recorded during March 2023.



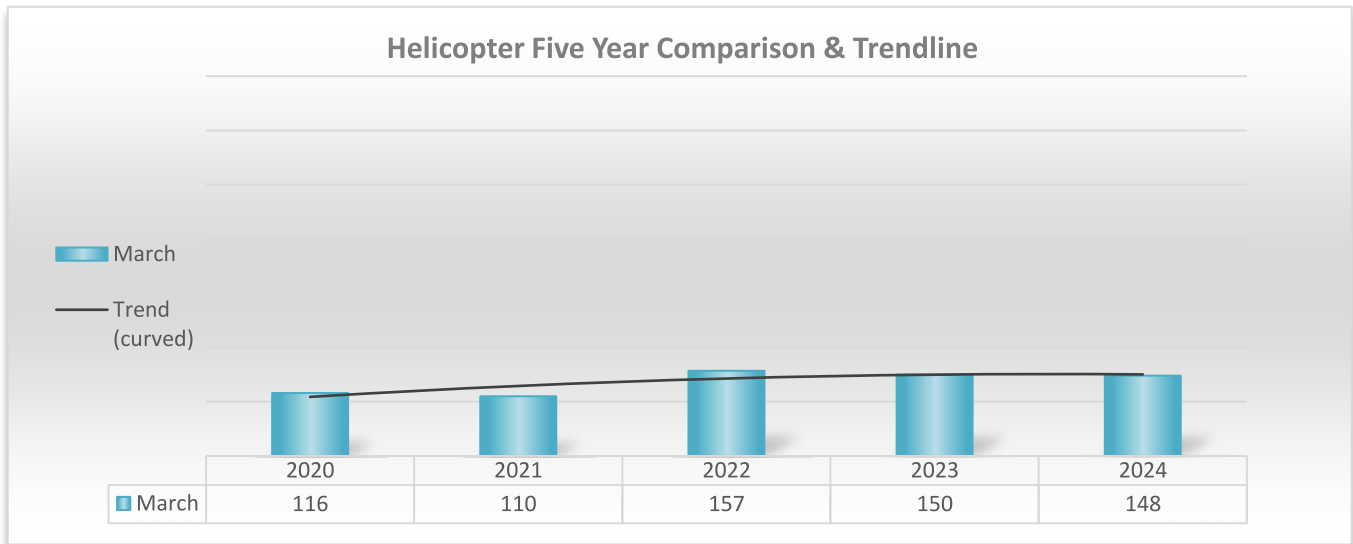
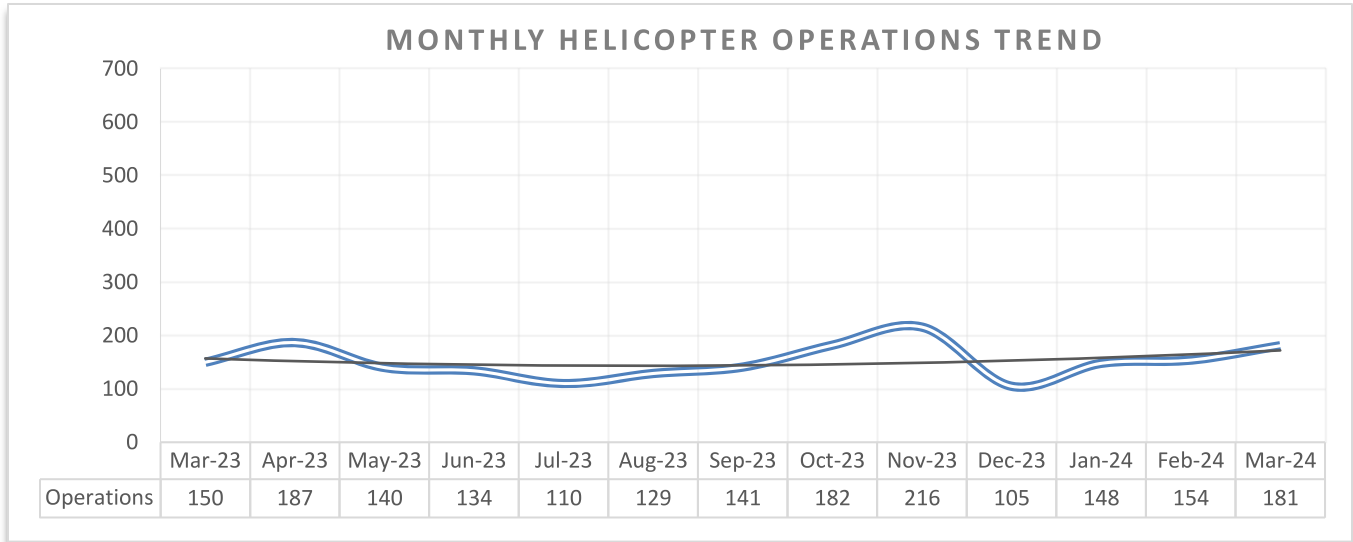
Turboprop Operations

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 March 2024, approximately 326 were by turboprop aircraft, comprising around 7% of the total operations. Turboprop aircraft operations increased by approximately 15% from the 284 operations recorded during March 2023.



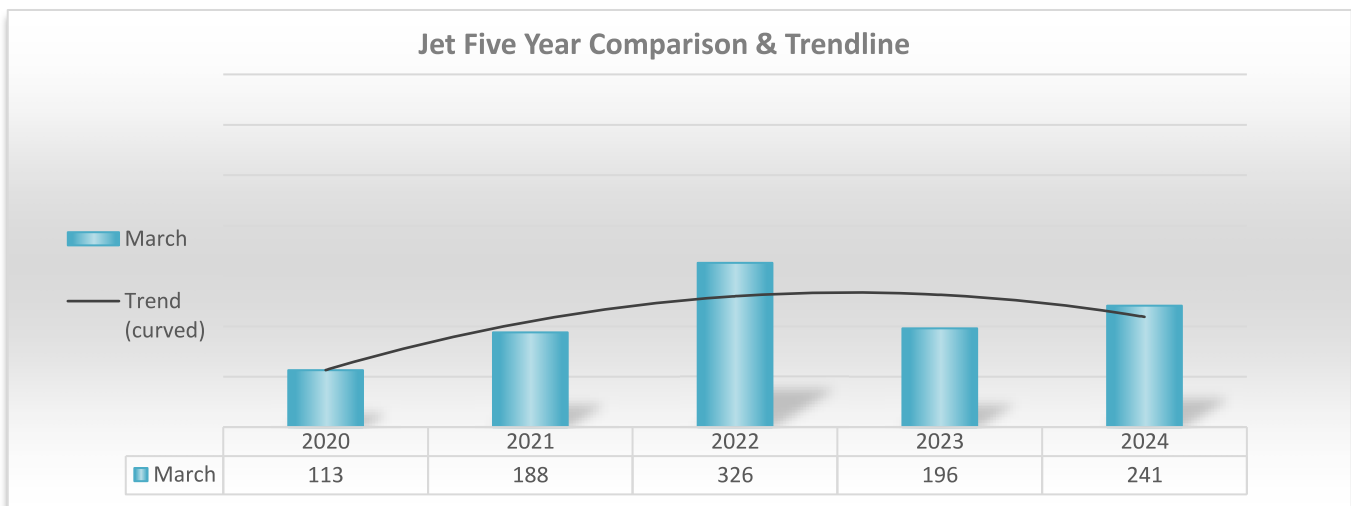
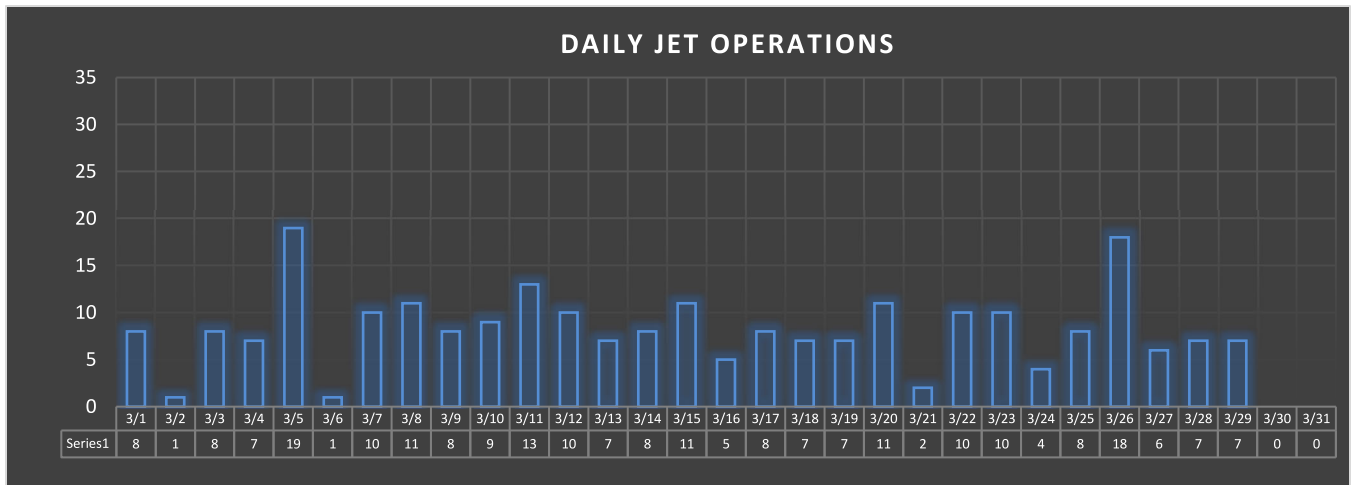
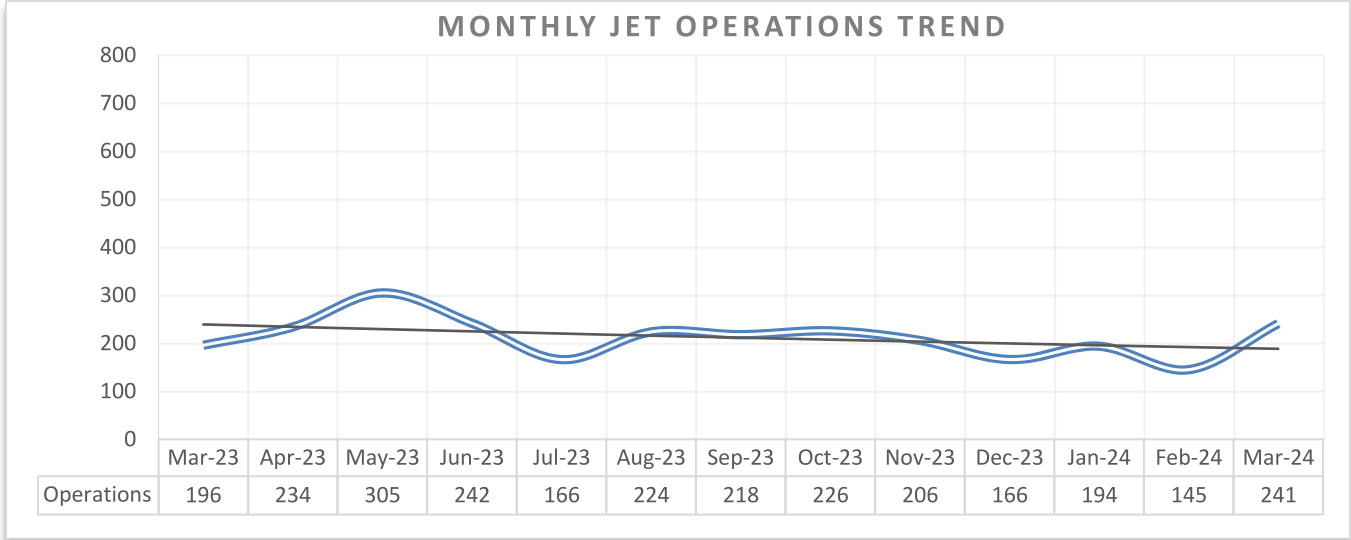
Helicopter Operations

Of the monthly aircraft operations for March 2024, approximately 181 operations are attributed to helicopters, comprising about 4% of the total operations. Helicopter operations during March 2024 increased by approximately 21% from the 150 helicopter operations recorded in March 2023.



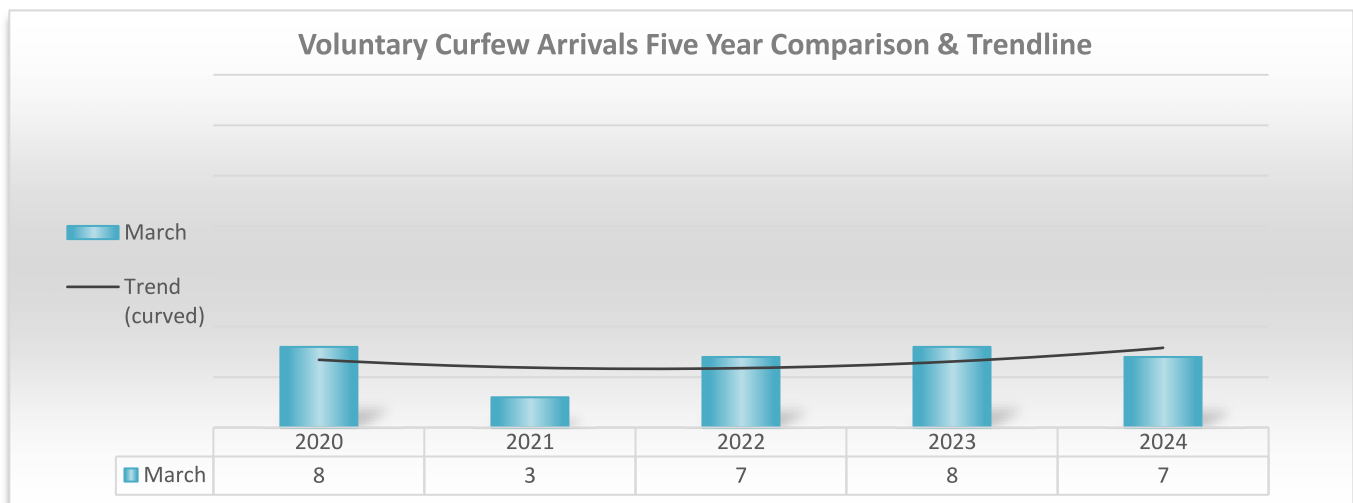
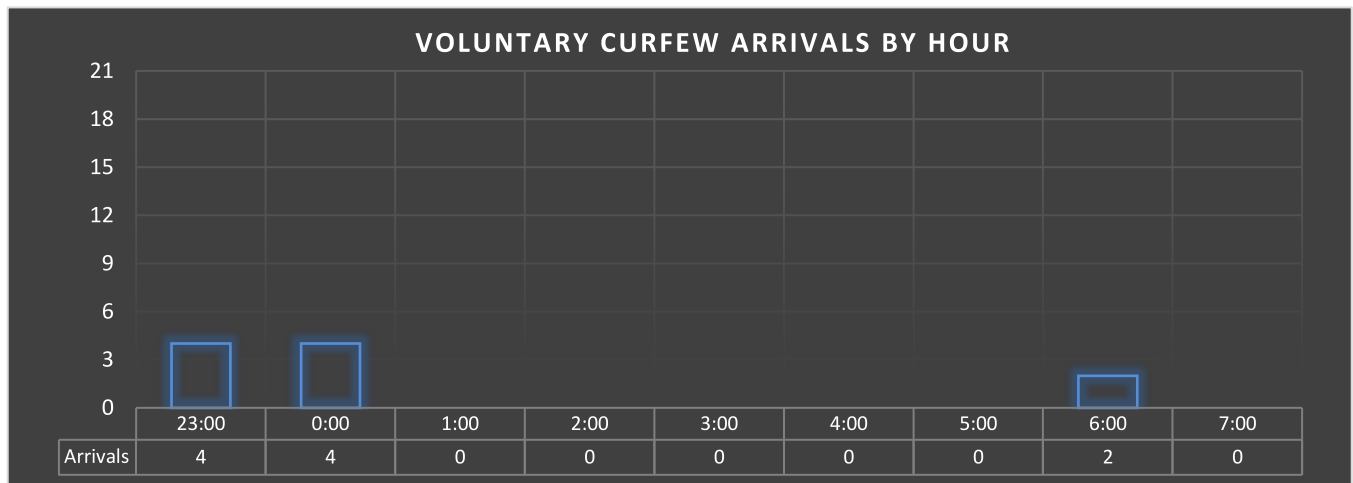
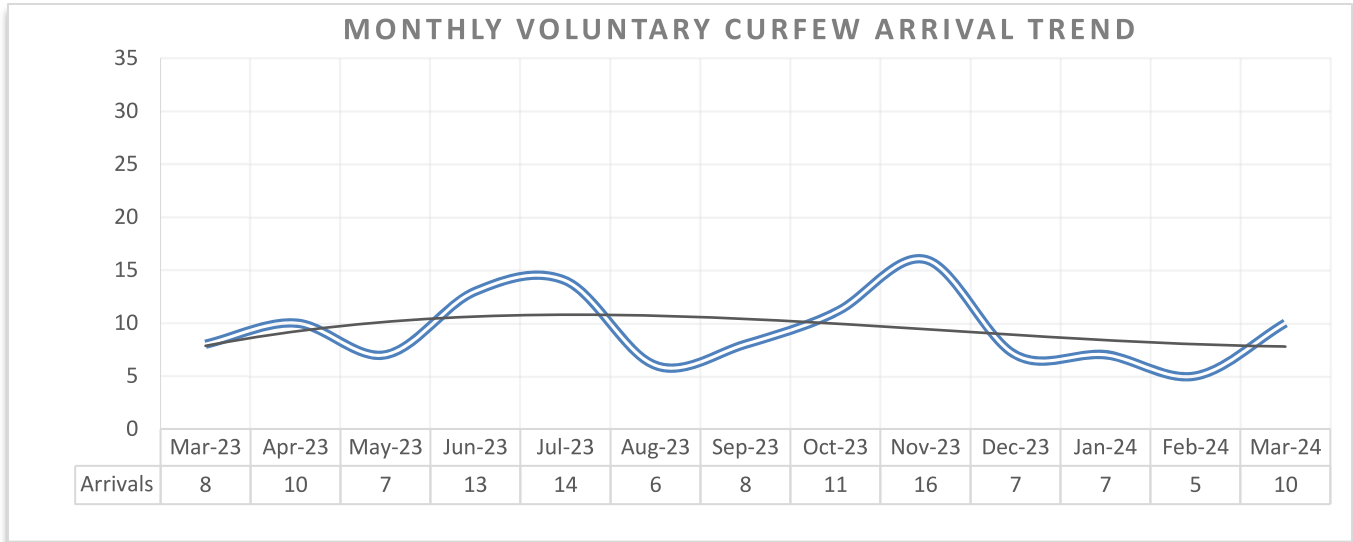
Jet Aircraft Operations

In March of 2024, there were approximately 241 jet operations recorded, encompassing around 5% of the total operations. Jet operations for March increased by 23% from the 196 jet aircraft operations recorded during March 2023. Daily jet operations vary significantly day over day. During the month of March 2024, 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 March 2024.



III. Voluntary Arrival Curfew

During the month of March 2024, 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 March 2024. For a listing of aircraft arrivals during the night hours, see Attachment B.



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 March 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 March 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

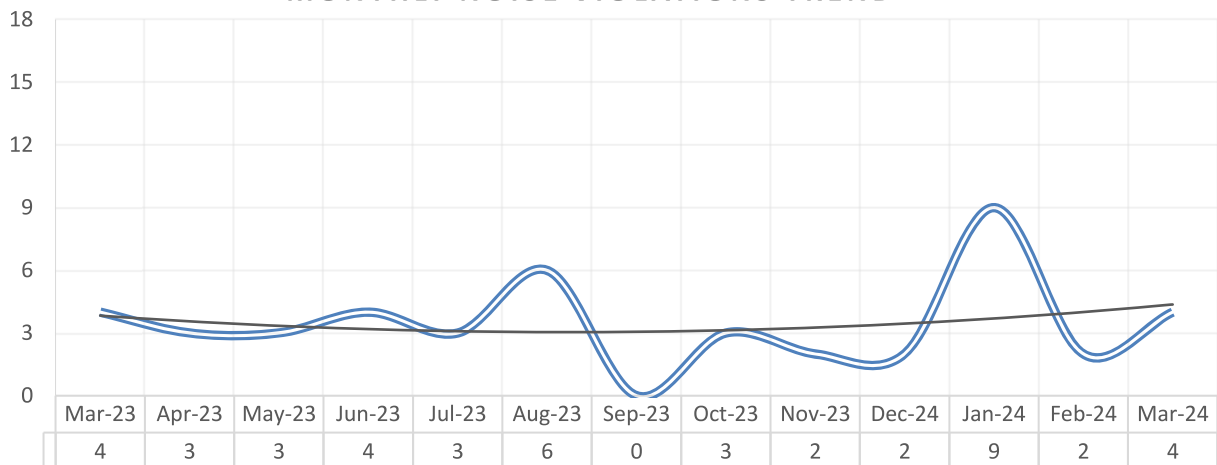
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that “No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing 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 March 2024, there were 4 noise violations recorded, no change from the 4 noise violations recorded during March 2023. A summary of noise violations for March 2024 is listed in Attachment D. Of the 4,864 aircraft operations recorded during the month of March 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.

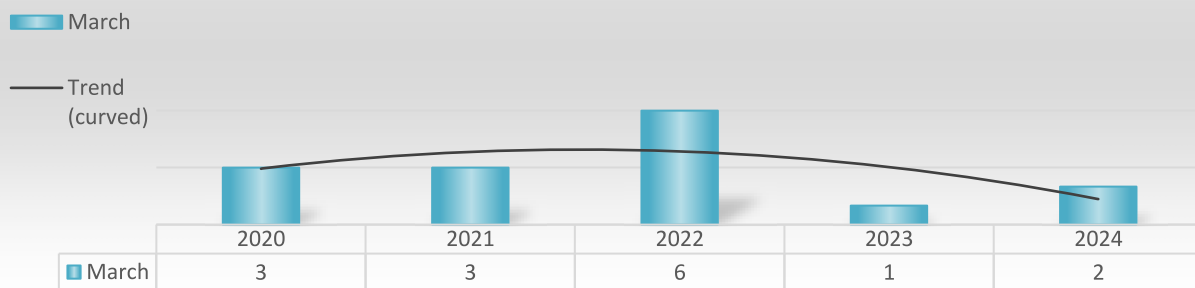
Violations Breakdown by Decibel Level

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	1	0	0	1	0	0	0	2	50%
Propeller	1	1	0	0	0	0	0	2	50%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	2	1	0	1	0	0	0	4	
%	50%	25%	0%	25%	0%	0%	0%		100%

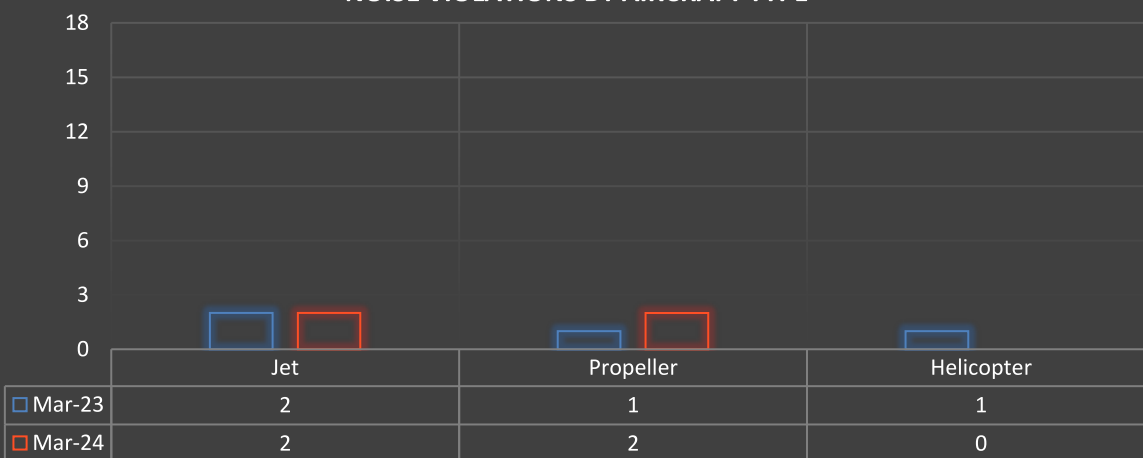
MONTHLY NOISE VIOLATIONS TREND



Noise Violations Three Year Comparison & Trendline

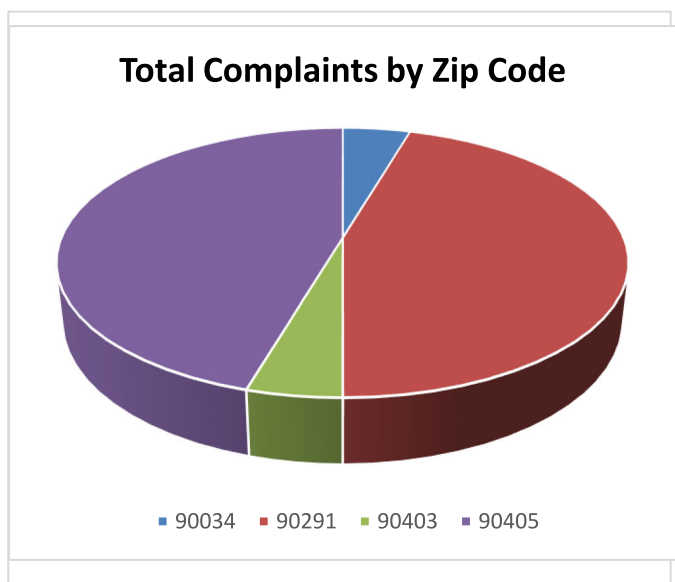
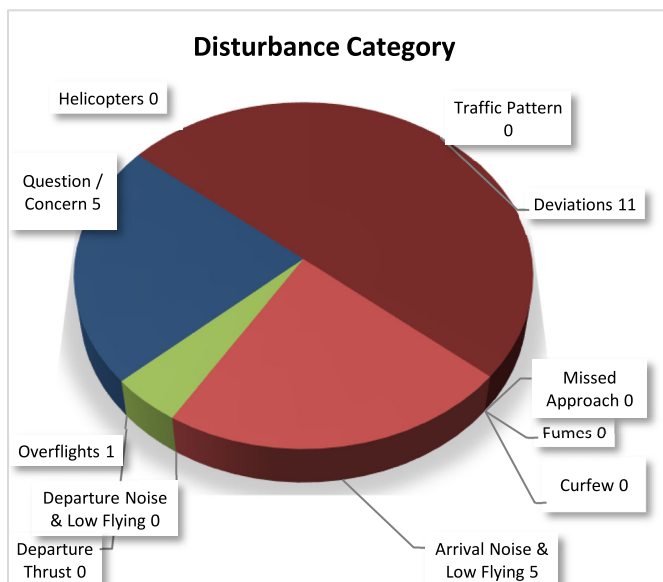
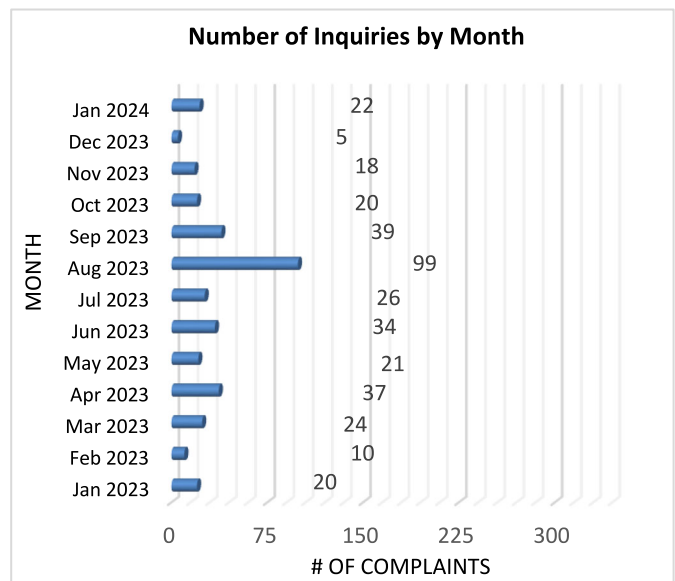
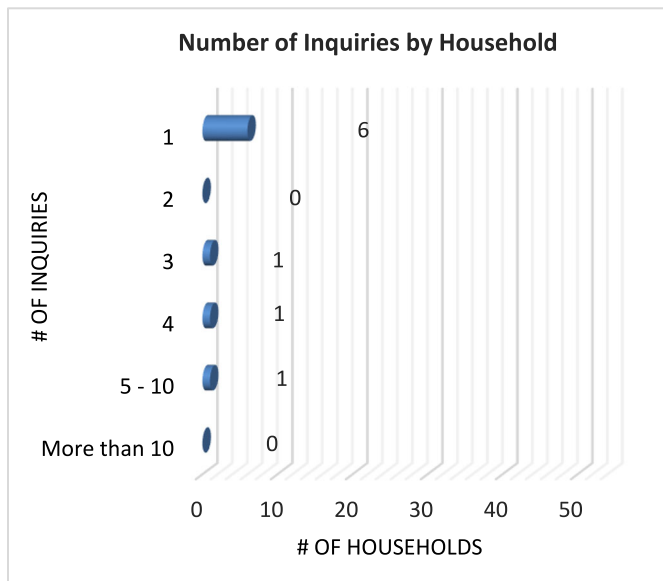


NOISE VIOLATIONS BY AIRCRAFT TYPE



VIII. Aircraft Related Inquiries

During the month of March 2024, 9 individual households logged a total of 22 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 March 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) (5-9) MO. YR. LOC ID
(10-1) (11)	FACILITY TYPE ("X" ONE) APPROACH CONTROL TOWERS } <input type="checkbox"/> B. RADAR <input type="checkbox"/> C. LIMITED RADAR <input type="checkbox"/> D. NON-RADAR (also submit FAA Form 7230-26)	<input checked="" type="checkbox"/> E. VFR TOWER <input type="checkbox"/> G. CONTRACT TOWER (Continue on reverse)	FACILITY TYPE CHANGED (12) <input type="checkbox"/> YES	IF DAILY HOURS OF OPERATION HAVE CHANGED, ENTER NEW HOURS HRS. 10THS → (77-78) (79)

AIRPORT OPERATIONS COUNT

DAY (15-16)	ITINERANT					LOCAL			TOTAL OPERATIONS	SPECIAL USE (47-51)
	AC (17-21)	AT (22-26)	GA (27-31)	MIL (32-36)	TOTAL ITINERANT	CIVIL (37-41)	MILITARY (42-46)	TOTAL LOCAL		
1	0	5	69	0	74	20	0	20	94	94
2	0	10	54	0	64	63	0	63	127	221
3	0	5	55	0	60	25	0	25	85	306
4	0	7	46	0	53	12	0	12	65	371
5	0	19	116	3	138	104	0	104	242	613
6	0	12	111	0	123	34	0	34	157	770
7	0	3	61	0	64	18	0	18	82	852
8	0	6	108	0	114	66	0	66	180	1032
9	0	14	109	1	124	87	0	87	211	1243
10	0	10	82	0	92	65	0	65	157	1400
11	0	6	41	0	47	6	0	6	53	1453
12	0	12	127	0	139	60	0	60	199	1652
13	0	7	129	0	136	70	0	70	206	1858
14	0	2	105	0	107	66	0	66	173	2031
15	0	6	140	0	146	116	0	116	262	2293
16	0	4	114	0	118	102	0	102	220	2513
17	0	3	48	0	51	9	0	9	60	2573
18	0	9	102	0	111	36	0	36	147	2720
19	0	10	93	0	103	40	0	40	143	2863
20	0	4	20	0	24	0	0	0	24	2887
21	0	6	42	1	49	10	0	10	59	2946
22	0	1	12	0	13	0	0	0	13	2959
23	0	6	106	0	112	46	0	46	158	3117
24	0	2	82	0	84	110	0	110	194	3311
25	0	8	68	0	76	59	0	59	135	3446
26	0	7	138	0	145	101	0	101	246	3692
27	0	5	112	0	117	66	0	66	183	3875
28	0	12	96	0	108	59	0	59	167	4042
29	0	8	145	0	153	99	0	99	252	4294
30	0	6	139	0	145	69	0	69	214	4508
31	0	2	82	10	94	31	0	31	125	4633
TOTAL	0	217	2752	15	2984	1649	0	1649	4633	

ATTACHMENT A

<i>THIS SIDE</i> FOR USE BY VFR TOWERS ONLY (ALL Approach Control Terminals MUST use FAA Form 7230-26)					<i>ALL VFR Towers recording Instrument Operations on this side</i> 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	5	2	0	(16-19)	7			
2	0	6	14	0	(20-23)	20			
3	0	5	13	0	(24-27)	18			
4	0	7	8	0	(28-31)	15			
5	0	16	18	0	(32-35)	34			
6	0	7	14	0	(36-39)	21			
7	0	1	13	0	(40-43)	14			
8	0	2	13	0	(44-47)	15			
9	0	8	6	0	(48-51)	14			
10	0	10	22	0	(52-55)	32			
11	0	6	10	0	(56-59)	16			
12	0	11	15	0	(60-63)	26			
13	0	7	13	0	(64-67)	20			
14	0	2	15	0	(68-71)	17			
15	0	6	19	0	(72-75)	25			
16	0	6	26	0	(76-79)	32			
(14-2)									
17	0	3	31	0	(16-19)	34			
18	0	7	25	0	(20-23)	32			
19	0	9	23	0	(24-27)	32			
20	0	4	21	0	(28-31)	25			
21	0	4	0	1	(32-35)	5			
22	0	0	6	0	(36-39)	6			
23	0	3	21	0	(40-43)	24			
24	0	1	36	0	(44-47)	37			
25	0	8	21	0	(48-51)	29			
26	0	4	31	0	(52-55)	35			
27	0	5	16	0	(56-59)	21			
28	0	8	7	0	(60-63)	15			
29	0	4	13	0	(64-67)	17			
30	0	5	20	0	(68-71)	25			
31	0	2	27	0	(72-75)	29			
TOTAL	0	172	519	1		692			
		(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
3/5/24	23:42	N32169	PA28	21	80.7	6	AIRLEASING LLC	P
3/5/24	23:52	N2150Y	PA28	21	66.8	2	Lulays Aviaton LLC	P
3/12/24	0:33	N319QS	E55P	21	91.6	6	NetJets Sales Inc	J
3/13/24	6:36	N15708	PA32	21	74.7	2	Lanza Thomas N	P
3/14/24	0:55	N245WP	SR22	21	72.5	2	EBERHARD AIR LLC	P
3/18/24	6:45	N602AV	PC12	21	89.5	2	SENSEI AG HOLDINGS INC	T
3/21/24	0:08	N114CN	SR22	21	74.5	2	GLENDYIE AIRCRAFT LLC	P
3/21/24	23:27	N5148V	C172	21	79.2	6	AYRES AVIATION LLC	P
3/25/24	0:01	N46KC	PA46	21	84.5	2	SANDBOX HOLDINGS LLC	P
3/26/24	23:21	N947TA	C172	21	DNR		UNK/FAA NOT UPDATED	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

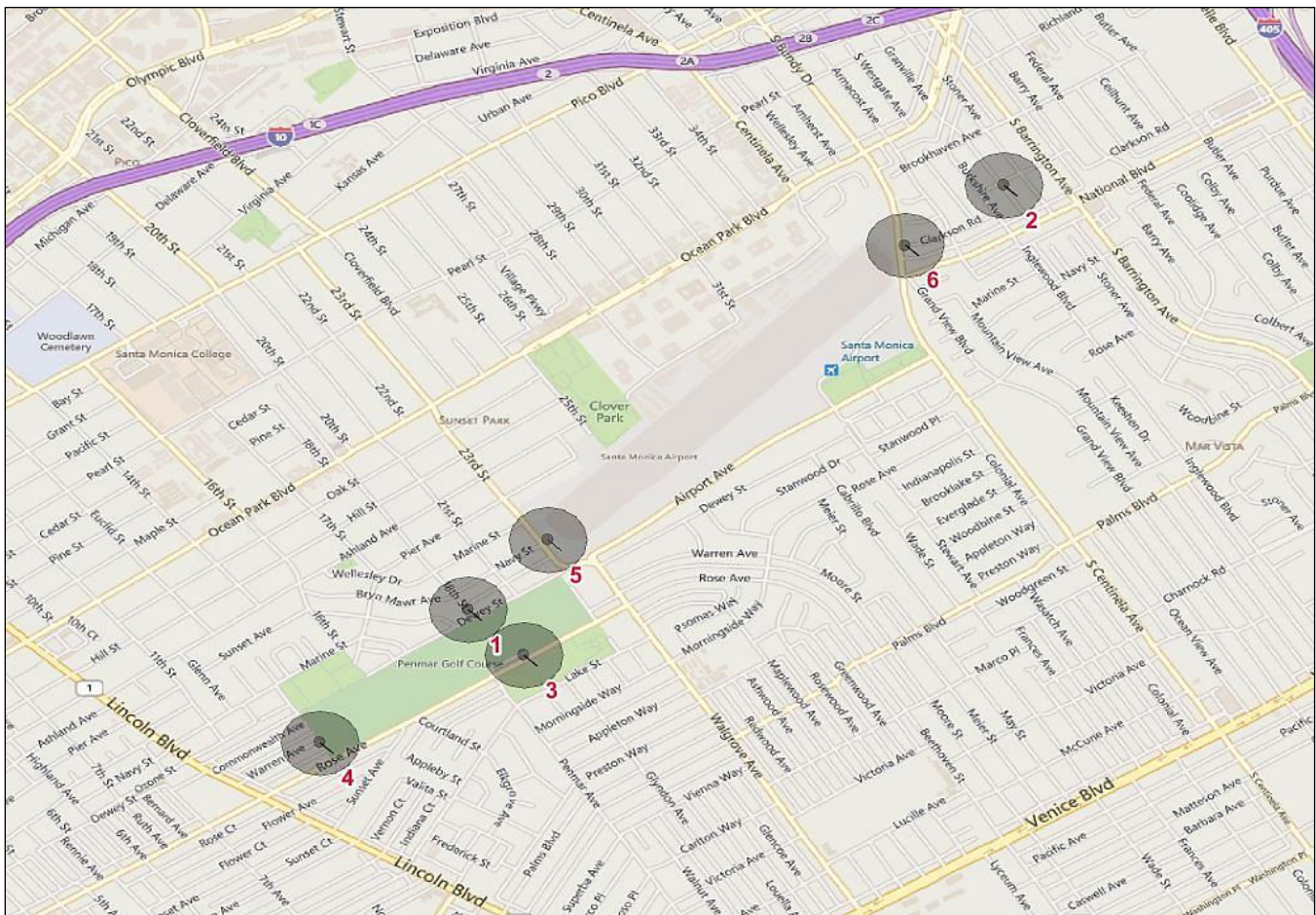
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
3/14/24	16:17	N999DM	C421	3	95.6	1	Caine, Timothy W- Trustee	WAIVED	P
3/17/24	12:40	N999DM	C421	21	96.8	1	Caine, Timothy W- Trustee	WARNING	P
3/22/24	16:24	N443QS	E55P	21	95.3	1	NETJETS AVIATION INC	\$2,000	J
3/28/24	8:36	N129DG	C25B	21	98.9	1	JM Aviation	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.

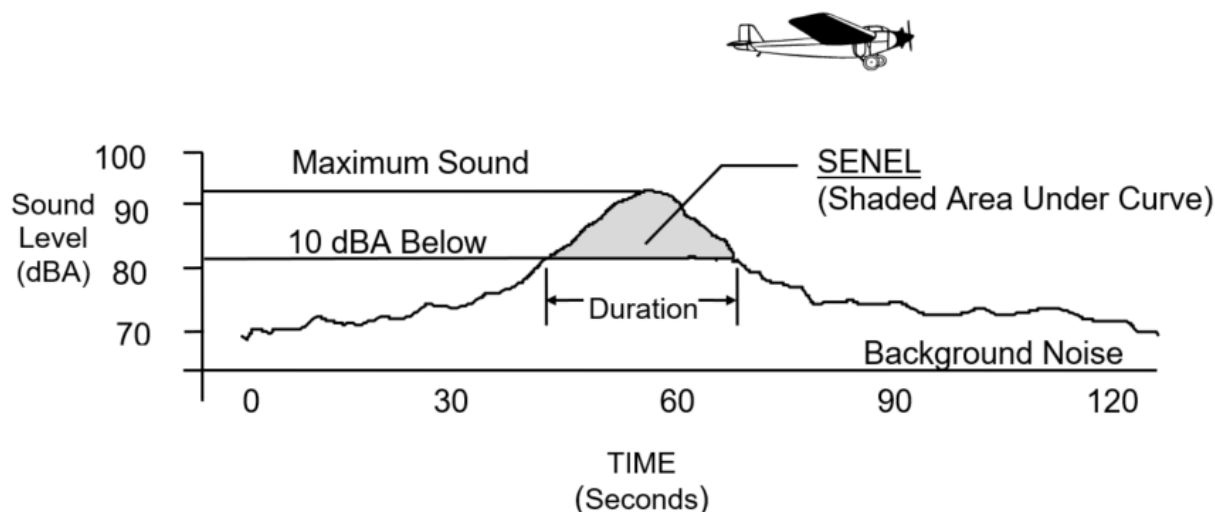
ATTACHMENT F (Single Event Noise Exposure Level)

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.

