# Santa Monica Airport
# Monthly Operations Report

January 2024


**Report prepared by:**

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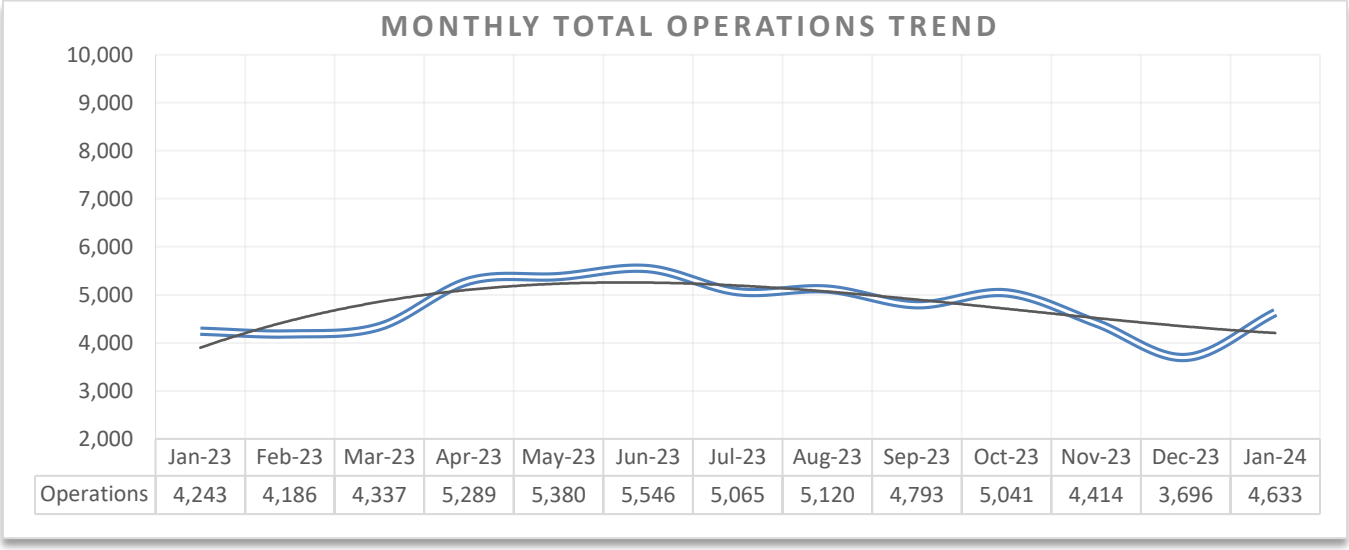
## I. Introduction

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 January 2024.

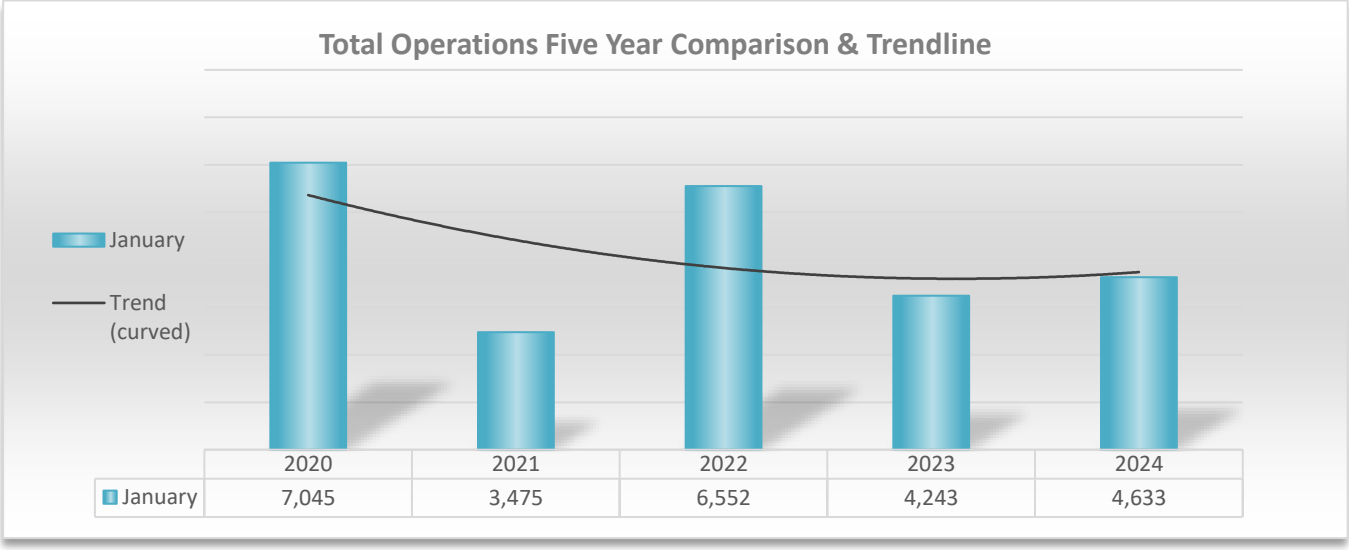
## II. Aircraft Operations Data

The total number of aircraft operations recorded during the month of January 2024 was 4,243, which represents a 9% increase from the 4,412 operations recorded during January 2024. Approximately 15% of the operations were instrument flights (IFR transient), 36% were local flights (VFR local operations), and 49% 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.



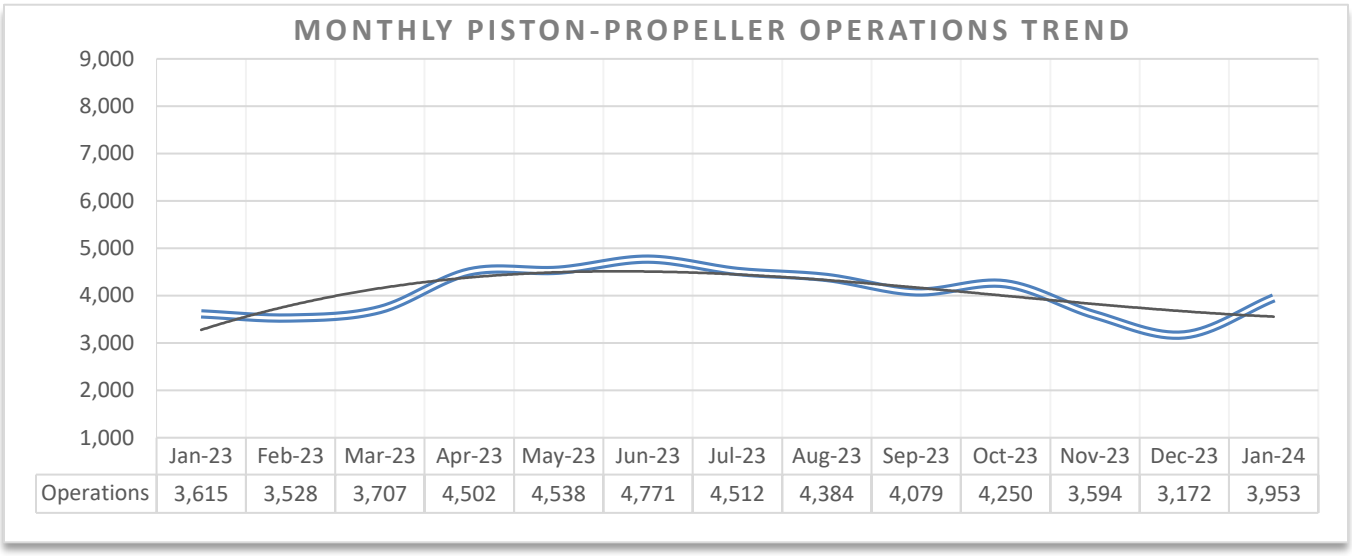

| | Jan-23 | Feb-23 | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Operations | 4,243 | 4,186 | 4,337 | 5,289 | 5,380 | 5,546 | 5,065 | 5,120 | 4,793 | 5,041 | 4,414 | 3,696 | 4,633 |



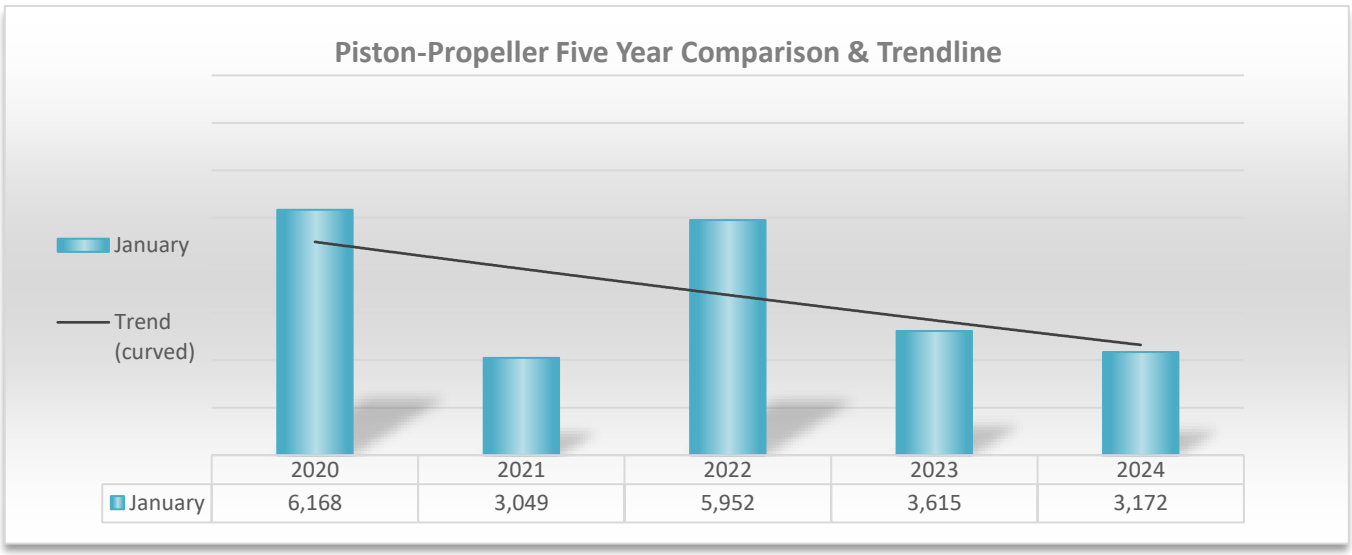

| | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| January | 7,045 | 3,475 | 6,552 | 4,243 | 4,633 |

***Piston-propeller Aircraft Operations***

There were approximately 3,953 piston-propeller aircraft operations recorded, comprising about 85% of the total operations. Piston-propeller aircraft operations for January 2024 increased 9% from the 3,615 piston-propeller aircraft operations recorded during January 2023.



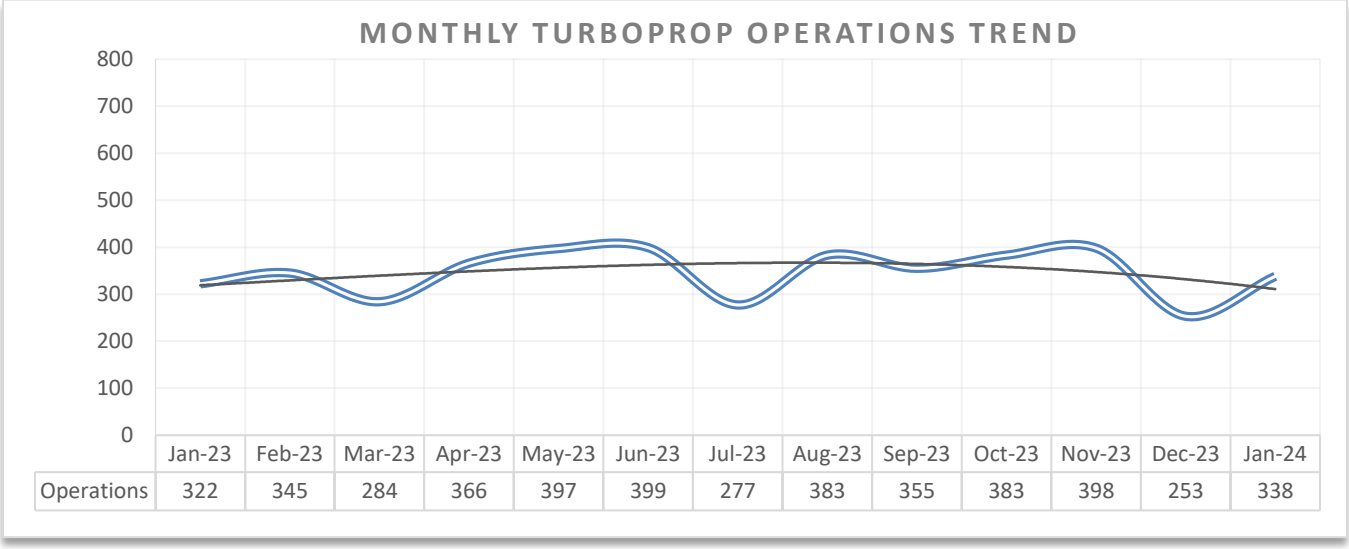

| | Jan-23 | Feb-23 | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Operations | 3,615 | 3,528 | 3,707 | 4,502 | 4,538 | 4,771 | 4,512 | 4,384 | 4,079 | 4,250 | 3,594 | 3,172 | 3,953 |



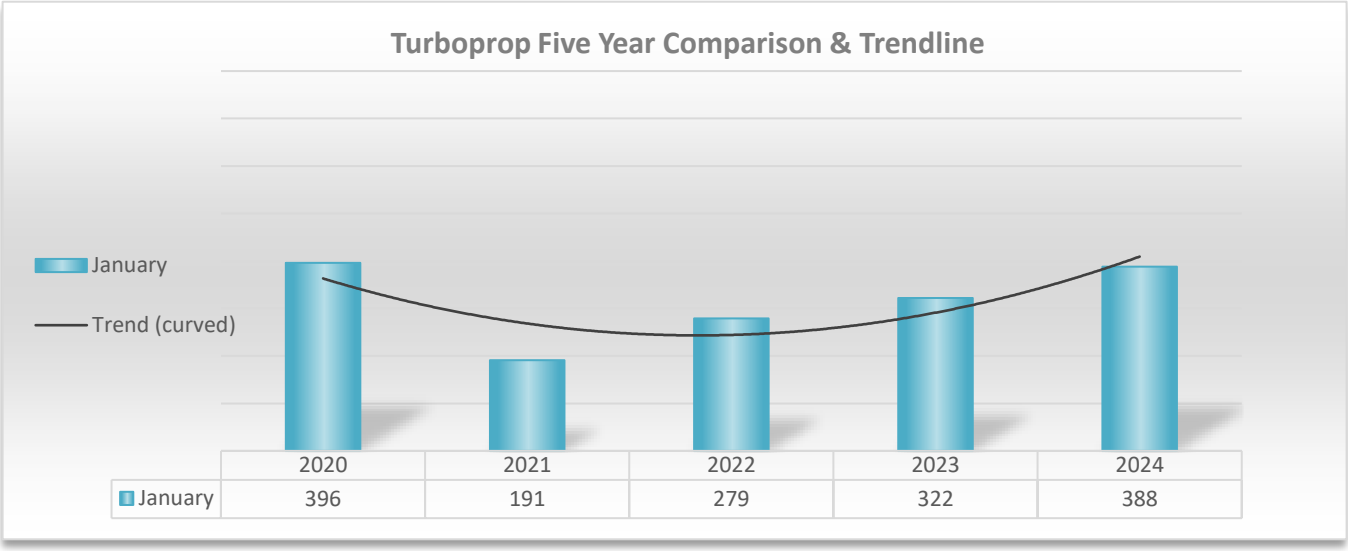

| | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| January | 6,168 | 3,049 | 5,952 | 3,615 | 3,172 |

***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 January 2024, approximately 338 were by turboprop aircraft, comprising around 7% of the total operations. Turboprop aircraft operations increased by approximately 5% from the 322 operations recorded during January 2023.



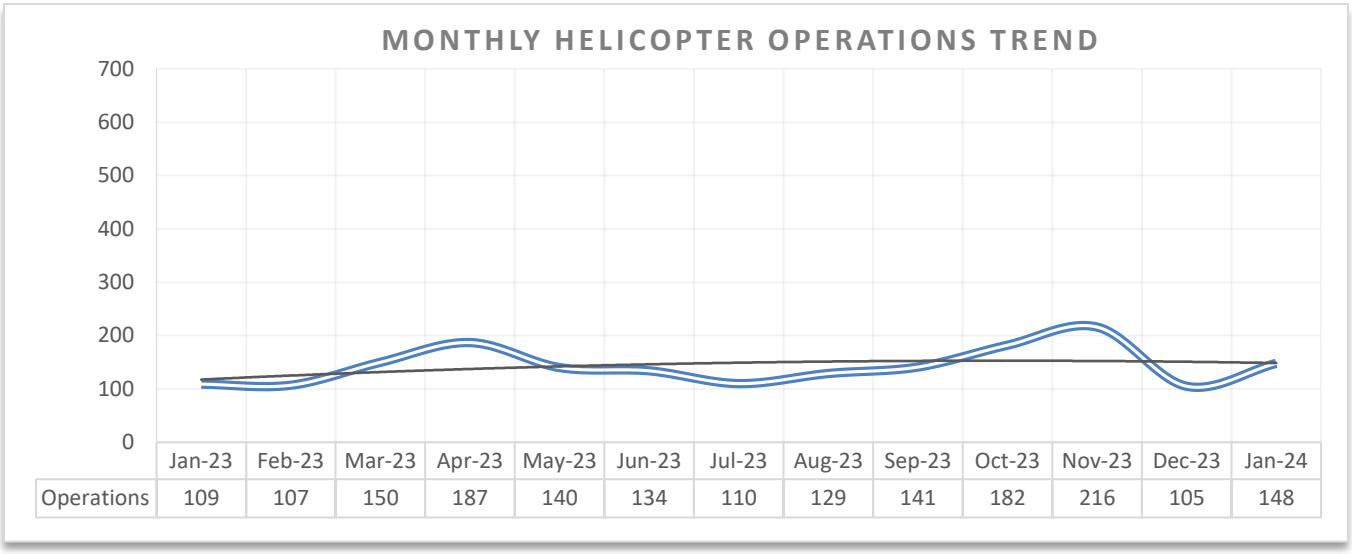

| | Jan-23 | Feb-23 | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Operations | 322 | 345 | 284 | 366 | 397 | 399 | 277 | 383 | 355 | 383 | 398 | 253 | 338 |



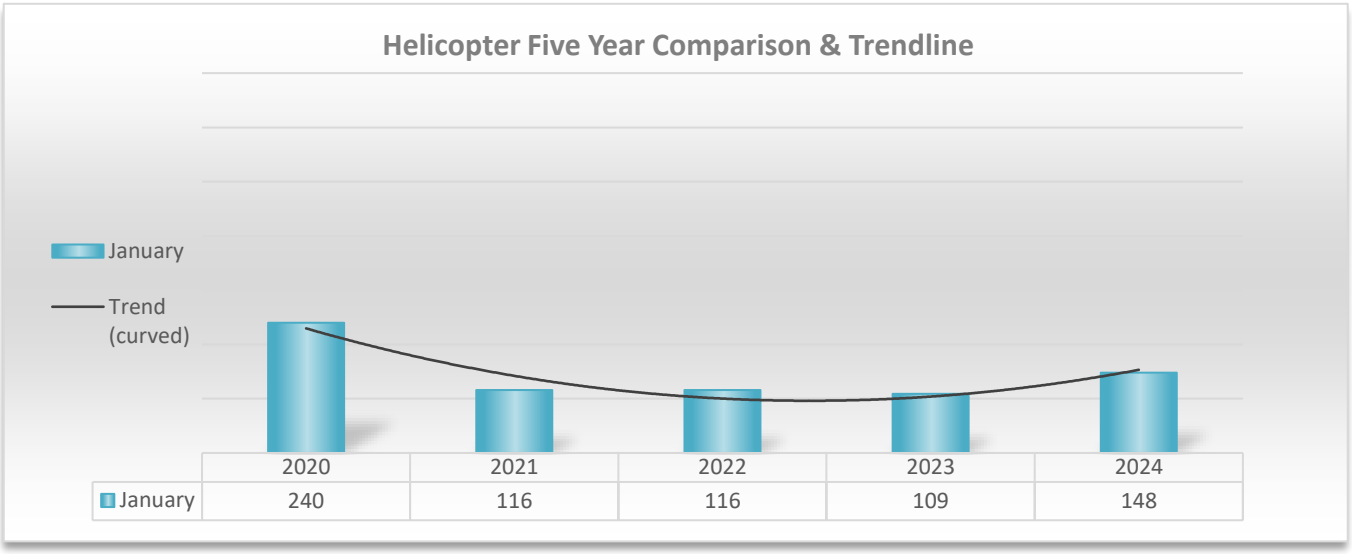

| | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| January | 396 | 191 | 279 | 322 | 388 |

### *Helicopter Operations*

Of the monthly aircraft operations for January 2024, approximately 148 operations are attributed to helicopters, comprising about 3% of the total operations. Helicopter operations during January 2024 increased by approximately 36% from the 109 helicopter operations recorded in January 2023.



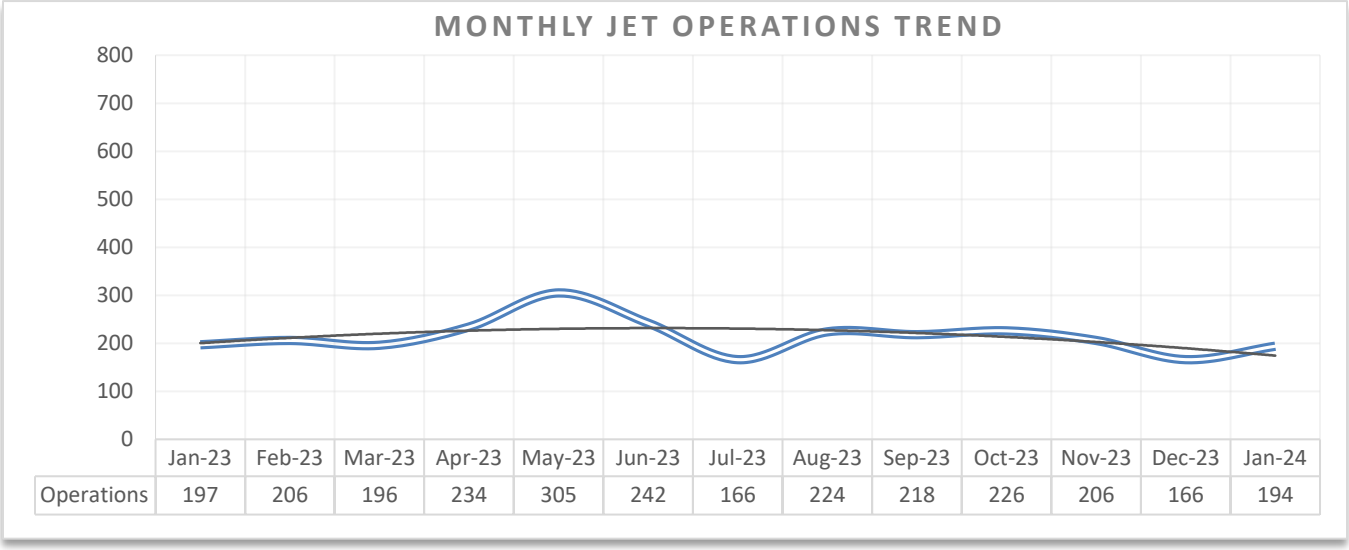

| | Jan-23 | Feb-23 | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Operations | 109 | 107 | 150 | 187 | 140 | 134 | 110 | 129 | 141 | 182 | 216 | 105 | 148 |



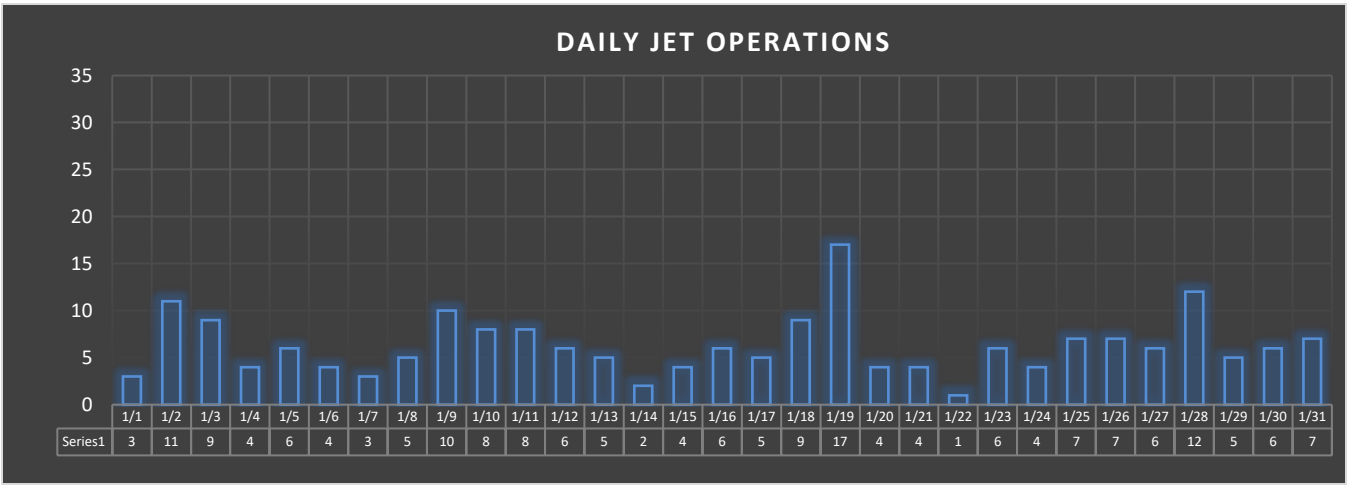

| | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| January | 240 | 116 | 116 | 109 | 148 |

### *Jet Aircraft Operations*

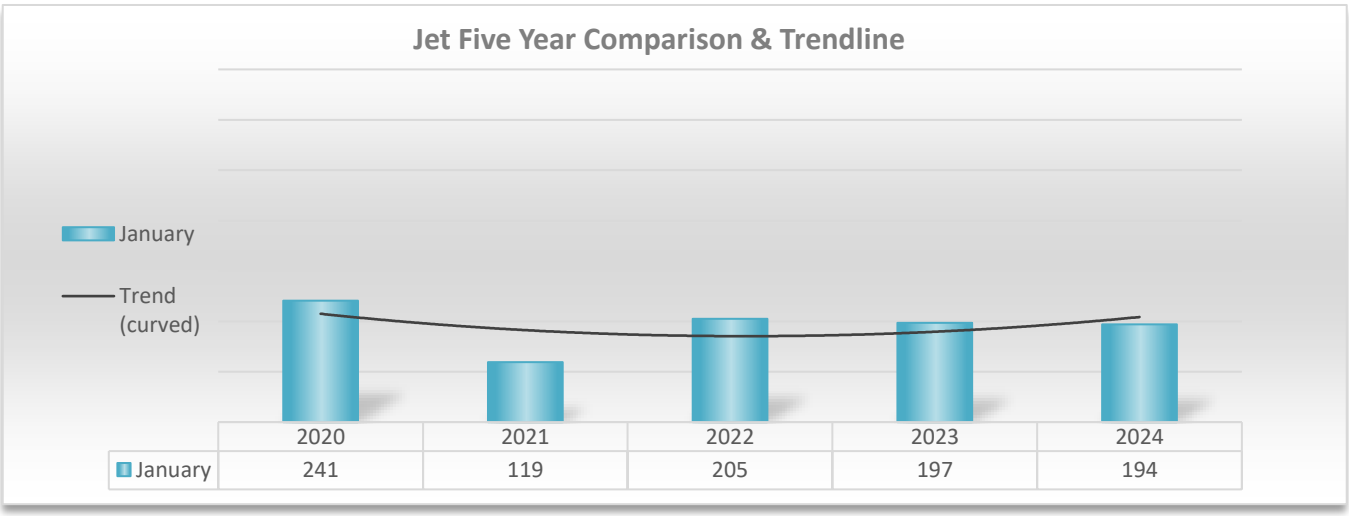
In January of 2024, there were approximately 194 jet operations recorded, encompassing around 4% of the total operations. Jet operations for January decreased by 2% from the 197 jet aircraft operations recorded during January 2023. Daily jet operations vary significantly day over day. During the month of January 2024, jet aircraft averaged 6 operations per day. The bar graph below represents the monthly and daily operations for jet-engine aircraft for the month of January 2024.




| | Jan-23 | Feb-23 | Mar-23 | Apr-23 | May-23 | Jun-23 | Jul-23 | Aug-23 | Sep-23 | Oct-23 | Nov-23 | Dec-23 | Jan-24 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Operations | 197 | 206 | 196 | 234 | 305 | 242 | 166 | 224 | 218 | 226 | 206 | 166 | 194 |



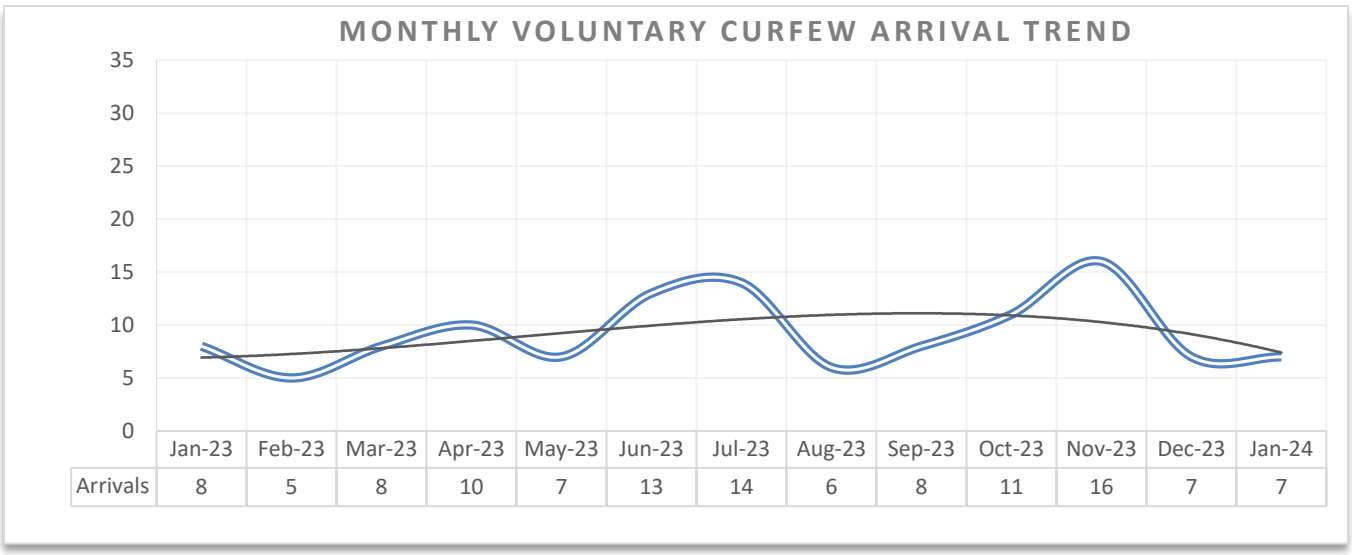

| | 1/1 | 1/2 | 1/3 | 1/4 | 1/5 | 1/6 | 1/7 | 1/8 | 1/9 | 1/10 | 1/11 | 1/12 | 1/13 | 1/14 | 1/15 | 1/16 | 1/17 | 1/18 | 1/19 | 1/20 | 1/21 | 1/22 | 1/23 | 1/24 | 1/25 | 1/26 | 1/27 | 1/28 | 1/29 | 1/30 | 1/31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|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



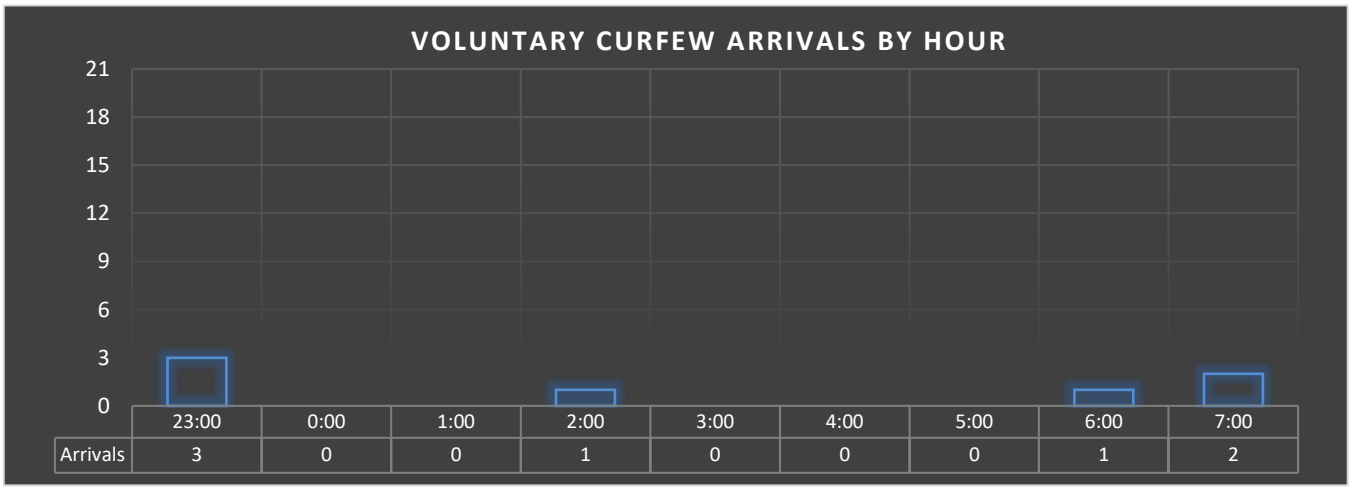

| | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| January | 241 | 119 | 205 | 197 | 194 |

## III. Voluntary Arrival Curfew

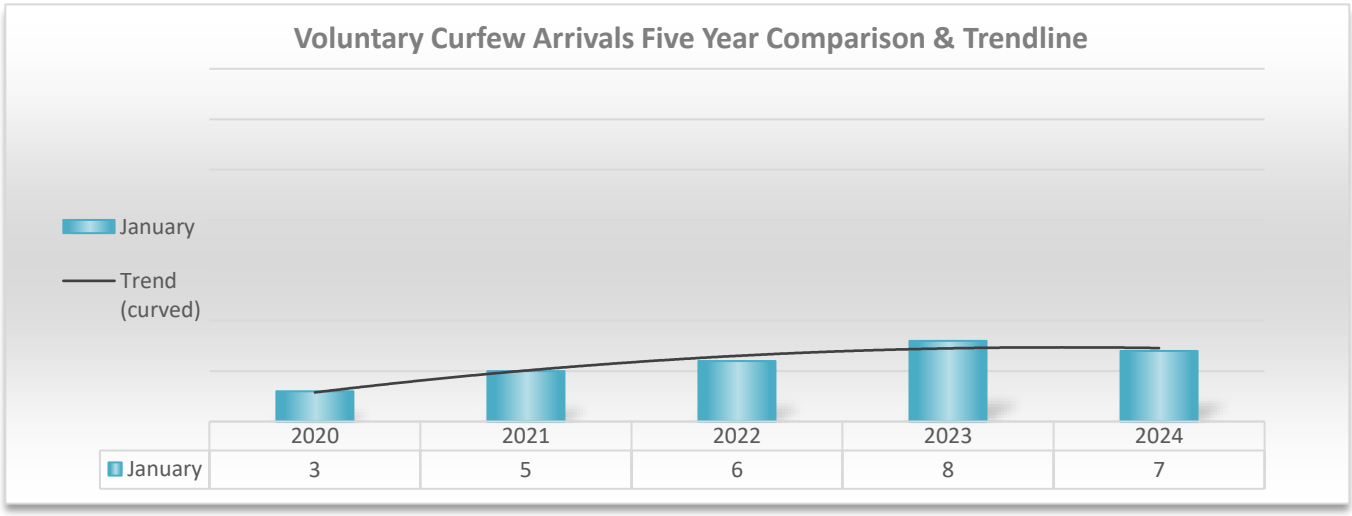
During the month of January 2024, Airport Staff logged a total of 7 aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals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




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




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




| | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|
| January | 3 | 5 | 6 | 8 | 7 |

## 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 January 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 January 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.

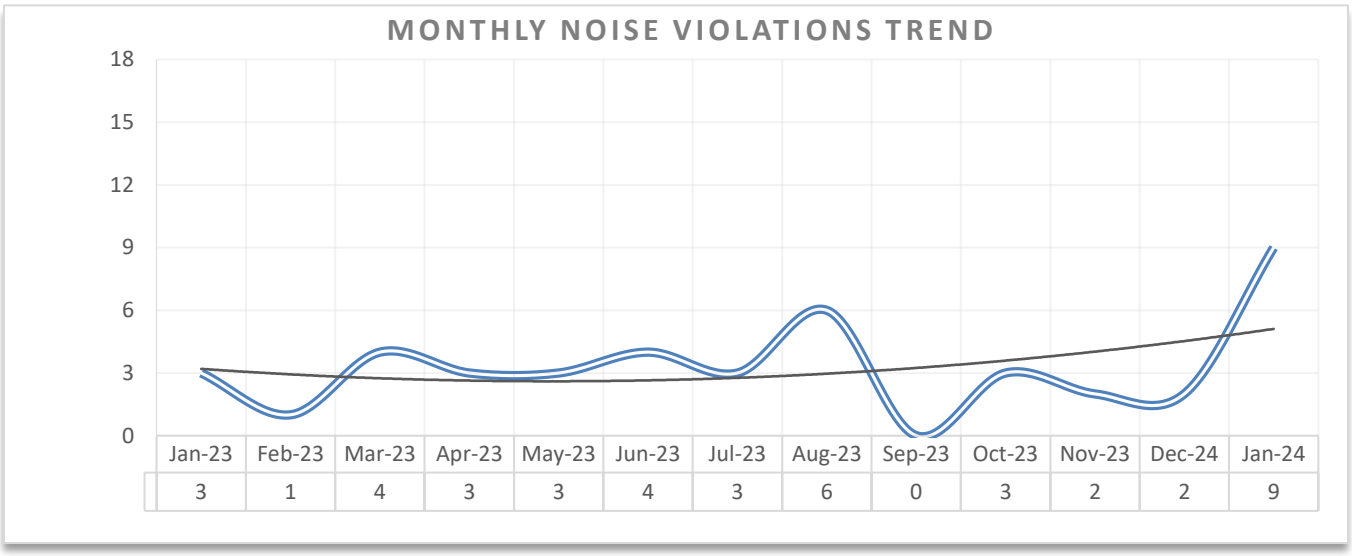
## VII. Noise Violations

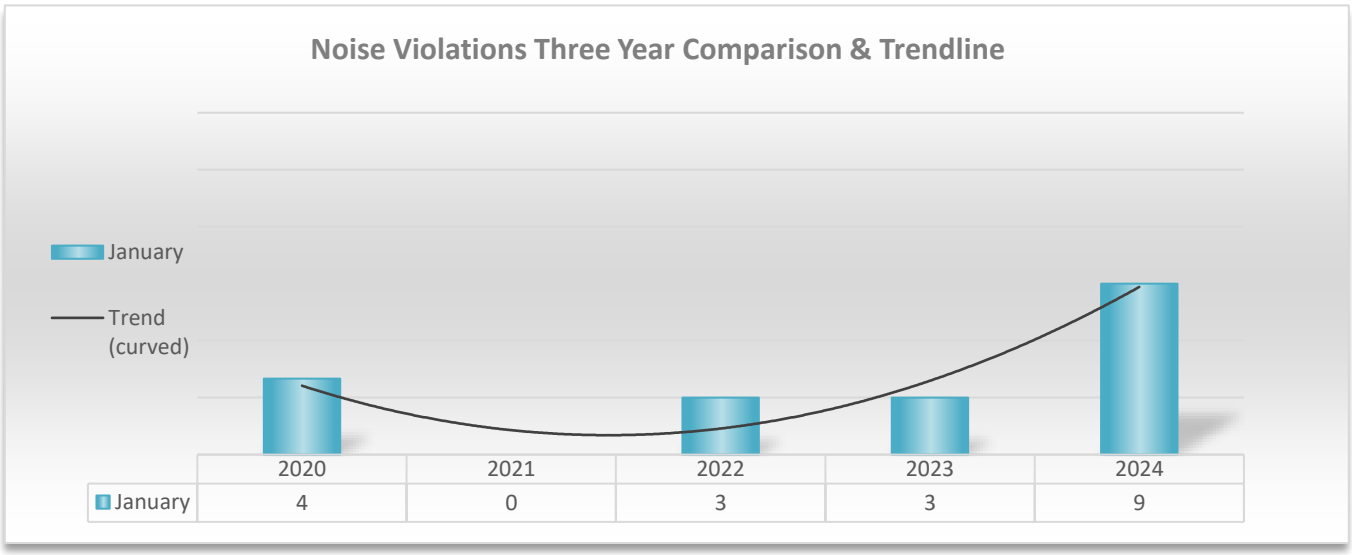
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that "No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing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

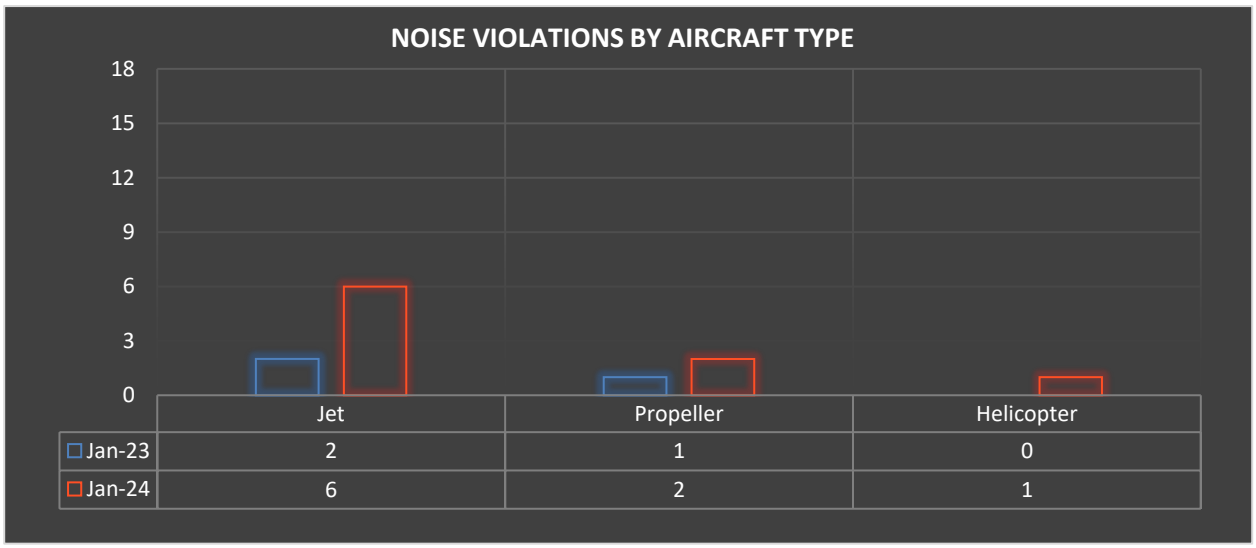
A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of January 2024, there were 9 noise violations recorded, a slight increase from the 3 noise violations recorded during January 2023. A summary of noise violations for January 2024 is listed in Attachment D. Of the 4,633 aircraft operations recorded during the month of January 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 | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 6 | 67% |
| Propeller | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 22% |
| Helicopter | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11% |
| Total: | 5 | 1 | 3 | 0 | 0 | 0 | 0 | 9 | |
| % | 56% | 11% | 33% | 0% | 0% | 0% | 0% | | 100% |

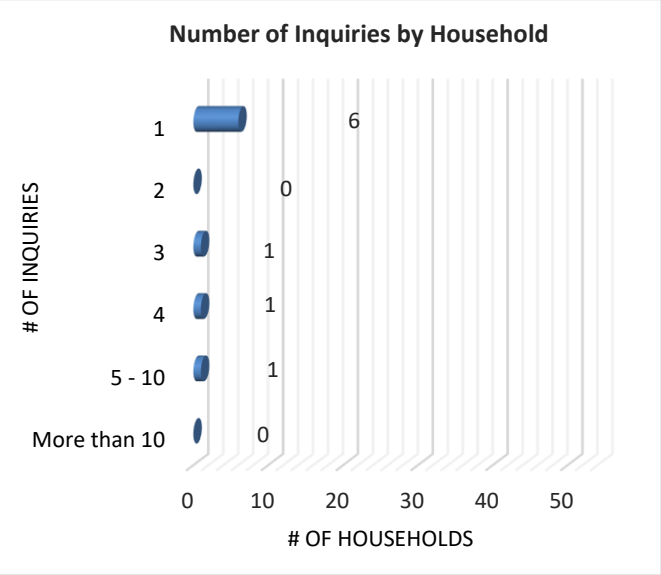

MONTHLY NOISE VIOLATIONS TREND
18
15
12
9
6
3
0
Jan-23 Feb-23 Mar-23 Apr-23 May-23 Jun-23 Jul-23 Aug-23 Sep-23 Oct-23 Nov-23 Dec-24 Jan-24
3 1 4 3 3 4 3 6 0 3 2 2 9

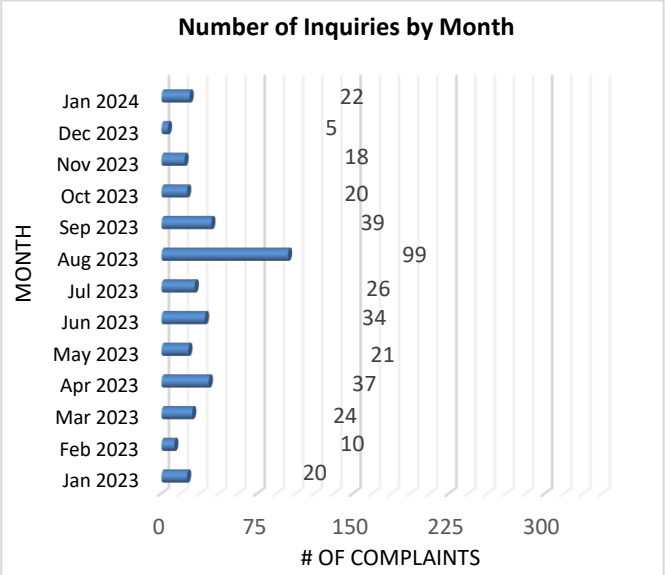

Noise Violations Three Year Comparison & Trendline
January
Trend (curved)
2020 2021 2022 2023 2024
January 4 0 3 3 9

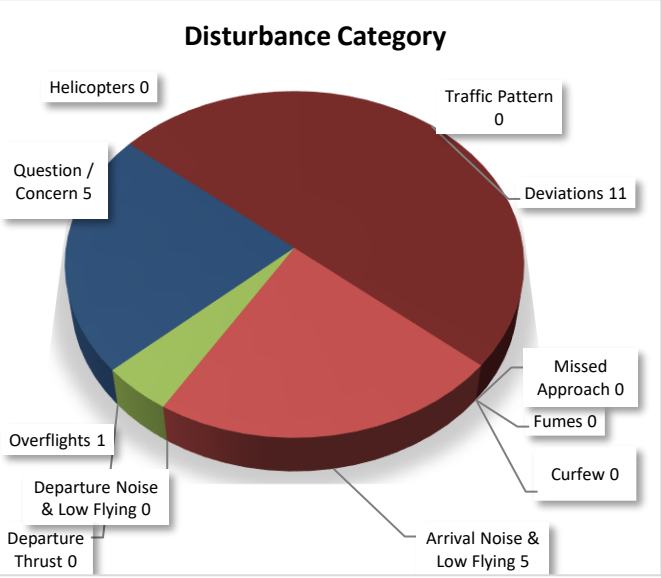

NOISE VIOLATIONS BY AIRCRAFT TYPE
18
15
12
9
6
3
0
Jet Propeller Helicopter
Jan-23 2 1 0
Jan-24 6 2 1

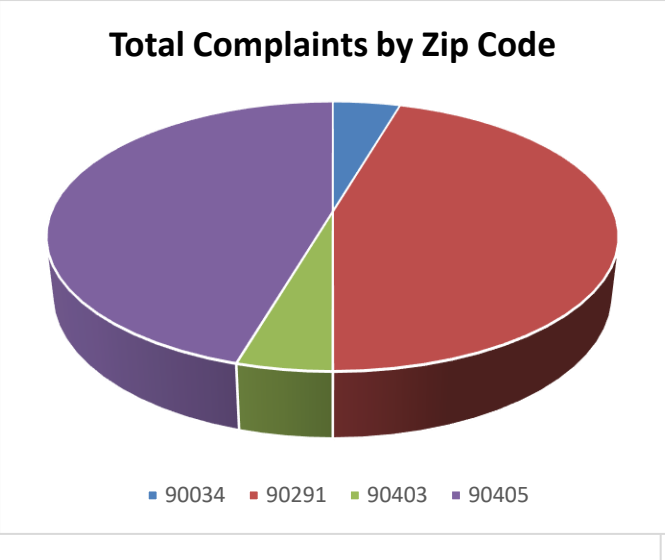
## VIII. Aircraft Related Inquiries

During the month of January 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 January 2024.



**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)

- [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 | 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 | 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

| *THIS SIDE*<br>*FOR USE BY VFR TOWERS ONLY*<br>(ALL Approach Control Terminals<br>MUST use FAA Form 7230-26) | *ALL VFR Towers recording Instrument Operations on this side MUST COMPLETE* → | /02<br>(1-2) (3-4)<br>MO. YR. | SMO<br>(5-9)<br>LOC ID | ADP<br>CONTROL<br>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 |
|---|---|---|---|---|---|---|---|---|
| 1/10/24 | 23::36 | N195PS | CRUZ | 21 | 82.2 | 6 | SANTA MONICA FLYERS | p |
| 1/12/24 | 0:26 | N39RX | EC35 | 21 | 87..1 | 6 | REACH MEDICAL SERVICES LLC | H |
| 1/12/24 | 6:31 | N924SD | B350 | 21 | 100.6 | 6 | GRIMMIUS AIR LLC | T |
| 1/15/24 | 23:03 | N2218L | BE19 | 21 | DNR | | DIAMOND AIRCRAFT SALES | P |
| 1/16/24 | 4:00 | N36RX | EC35 | 21 | 78.9 | 2 | REACH MEDICAL SERVICES LLC | H |
| 1/26/24 | 2:54 | N74143 | AA5 | 3 | 63.2 | 1 | ALEX IS FLYING AROUND LLC | P |
| 1/29/24 | 0:09 | N261JM | M20P | 21 | 65.6 | 2 | HUNDAL MEDICAL GROUP | 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

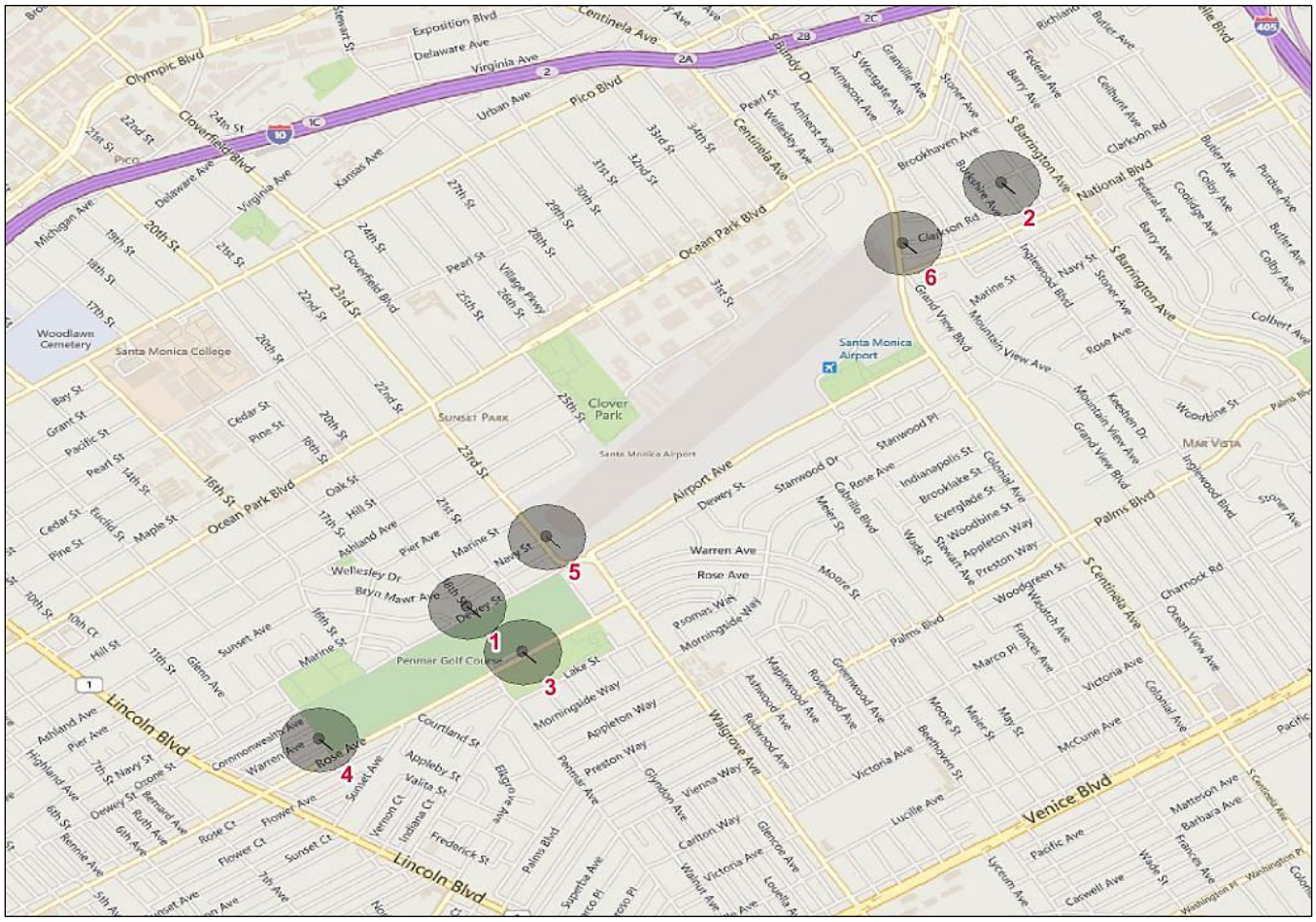
| DATE | TIME | NUMBER | TYPE | RWY | SENEL | RMS | COMPANY NAME | ACTION | ENGINE |
|---|---|---|---|---|---|---|---|---|---|
| 1/3/24 | 13:53 | N326QS | E55P | 21 | 95.1 | 1 | NETJETS AVIATION INC | $2,000 | J |
| 1/12/24 | 13:31 | N52NL | E300 | 21 | 97.7 | 2 | MARAUDER AVIATION LLC | WARNING | P |
| 1/16/24 | 16:11 | N353DS | BE58 | 21 | 95.3 | 1 | DAVID NOSRATI | $2,000 | P |
| 1/18/24 | 12:52 | N194PJ | PC24 | 21 | 95.9 | 1 | TVPX AIRCRAFT SOLUTIONS INC TRUSTEE | $2,000 | J |
| 1/19/24 | 16:36 | N15VX | FA50 | 21 | 96.2 | 1 | FLYNN RESTAURANT GROUP LOP | WARNING | J |
| 1/20/24 | 10:22 | N116DK | E55P | 21 | 97.5 | 1 | N116DK LLC Kyle B. Clark c/o Beta Technologies | WARNING | J |
| 1/23/24 | 19:15 | N955PS | PC24 | 3 | 97.0 | 2 | Steelman Aviation | WARNING | J |
| 1/30/24 | 19:27 | N313RX | EC35 | 21 | 95.6 | 2 | REACH AIR MED SERVS LLC | WAIVED | H |

## UNENFORCEABLE VIOLATIONS

| DATE | TIME | NUMBER | TYPE | RWY | SENEL | RMS | COMPANY NAME | ACTION | ENGINE |
|---|---|---|---|---|---|---|---|---|---|
| 1/20/24 | 13:15 | N955PS | PC24 | 3 | 95.8 | 2 | Steelman Aviation | UNENFORCEAB | J |

**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.

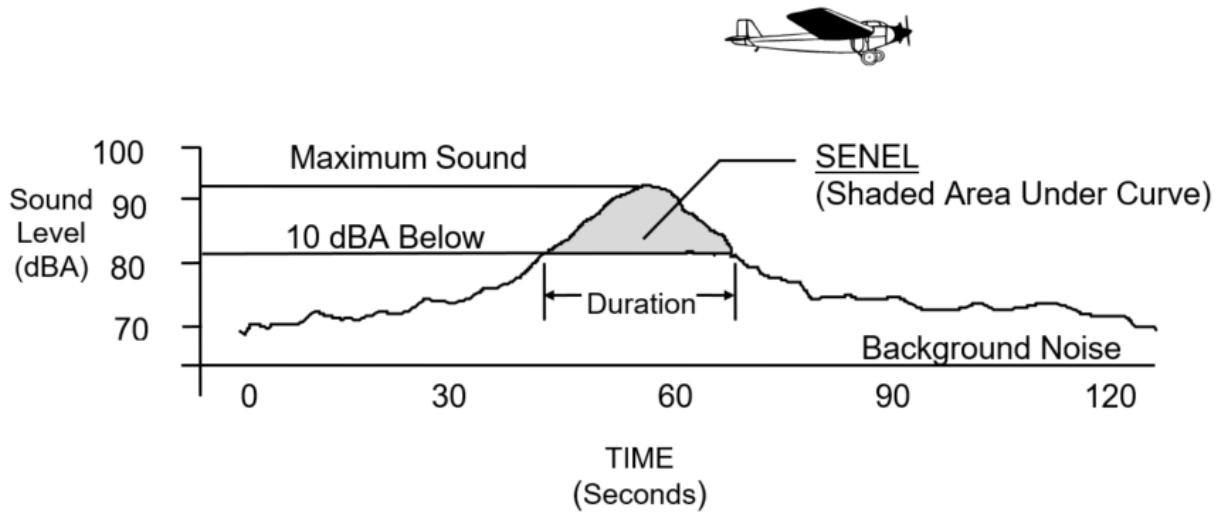
**ATTACHMENT F**
**(Single Event Noise Exposure Level)**

## 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.