Santa Monica Airport
Monthly Operations Report

December 2023

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Table of Contents

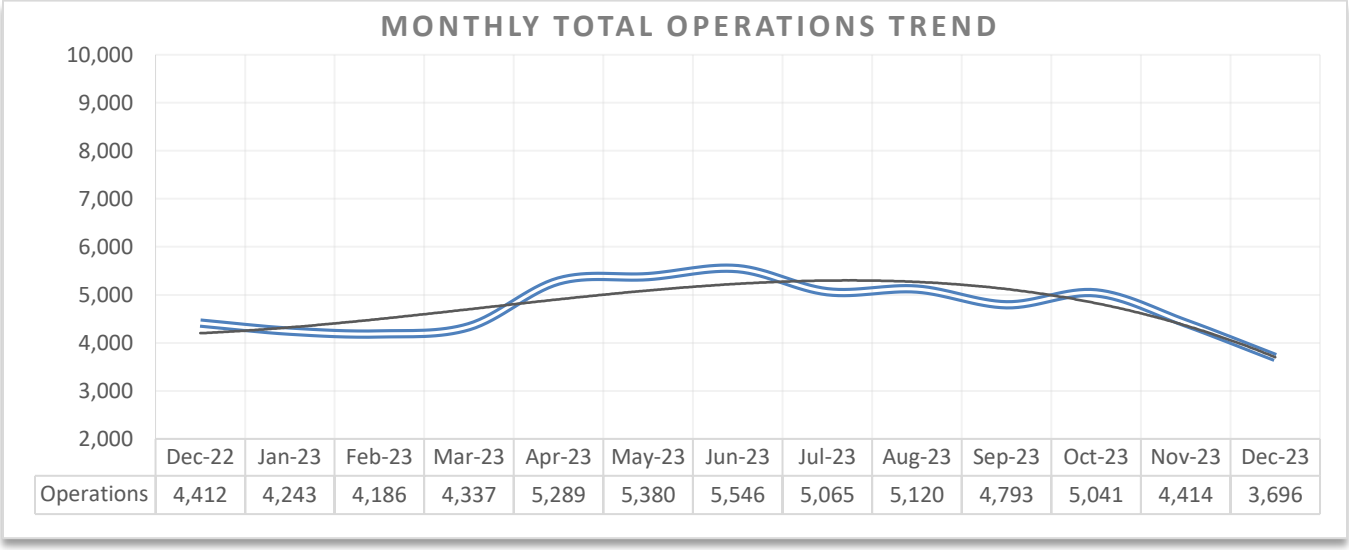
I. Introduction

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 December 2023.

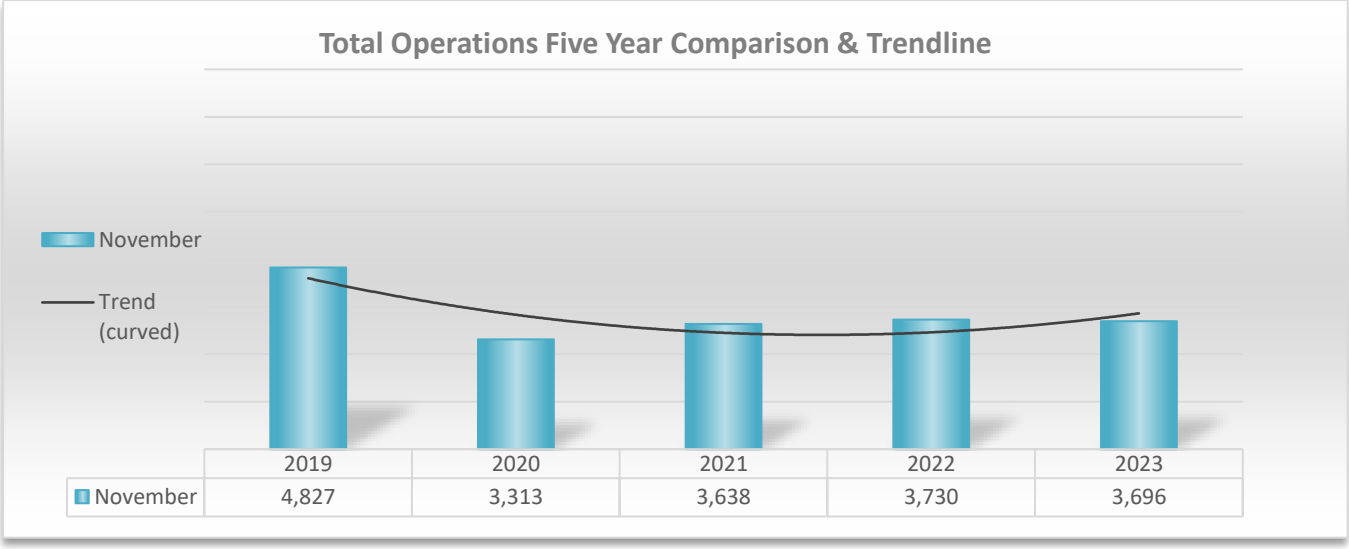
II. Aircraft Operations Data

The total number of aircraft operations recorded during the month of December 2023 was 3,696, which represents a 16% decrease from the 4,412 operations recorded during December 2022. Approximately 15% of the operations were instrument flights (IFR transient), 31% were local flights (VFR local operations), and 54% 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.



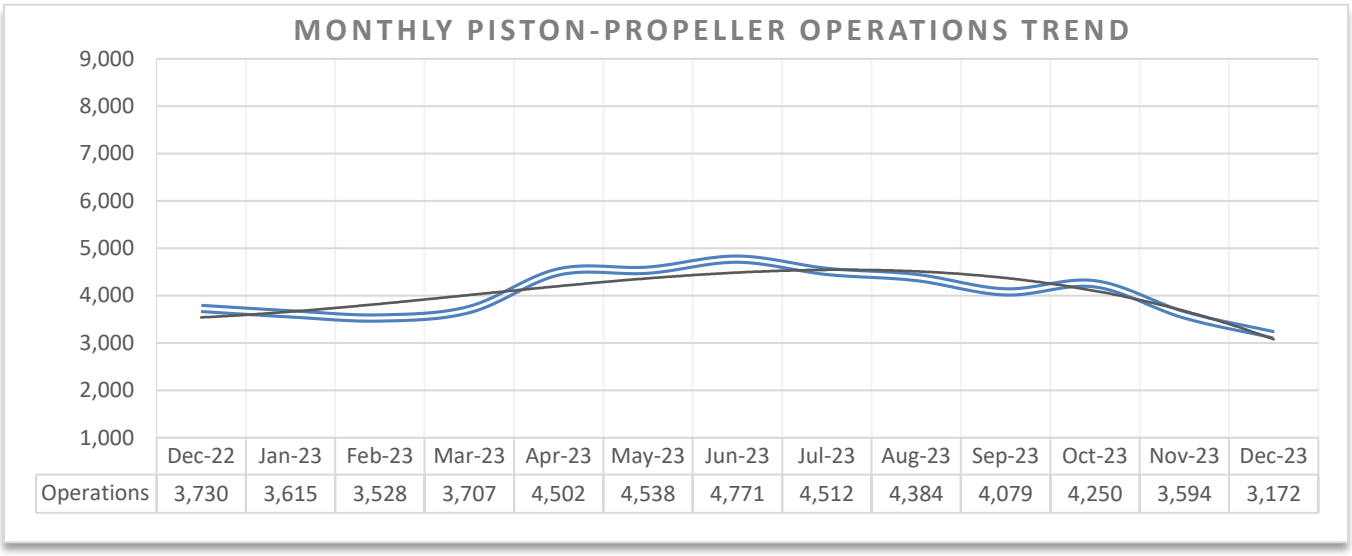
	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
Operations	4,412	4,243	4,186	4,337	5,289	5,380	5,546	5,065	5,120	4,793	5,041	4,414	3,696



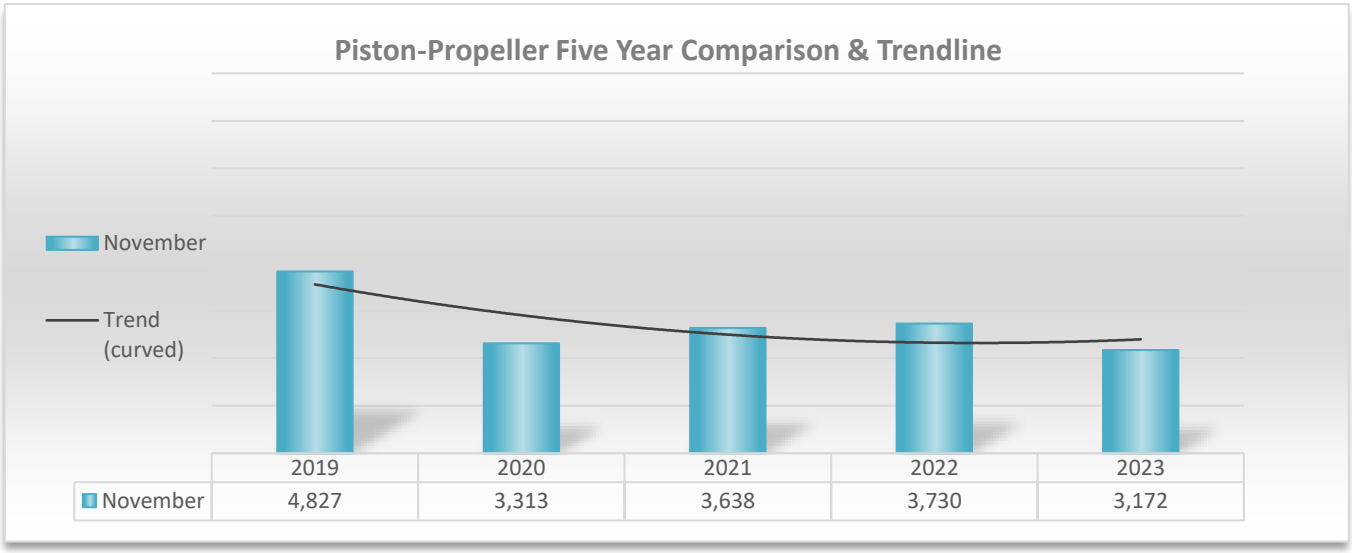
	2019	2020	2021	2022	2023
November	4,827	3,313	3,638	3,730	3,696

Piston-propeller Aircraft Operations

There were approximately 3,172 piston-propeller aircraft operations recorded, comprising about 86% of the total operations. Piston-propeller aircraft operations for December 2023 decreased 15% from the 3,730 piston-propeller aircraft operations recorded during December 2022.



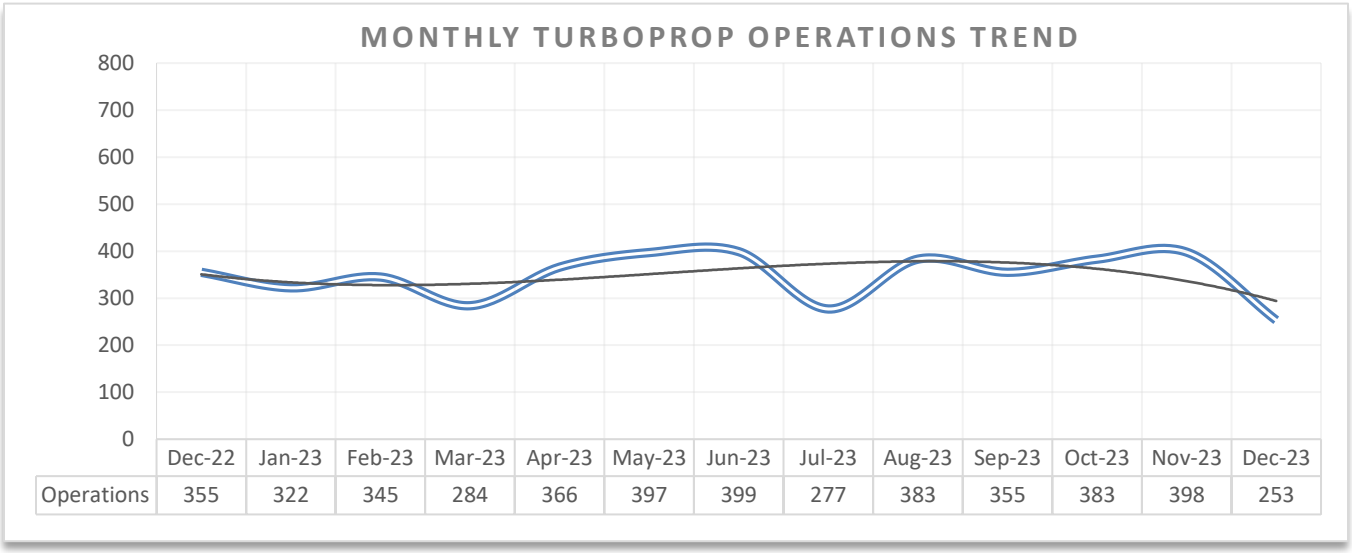
	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
Operations	3,730	3,615	3,528	3,707	4,502	4,538	4,771	4,512	4,384	4,079	4,250	3,594	3,172



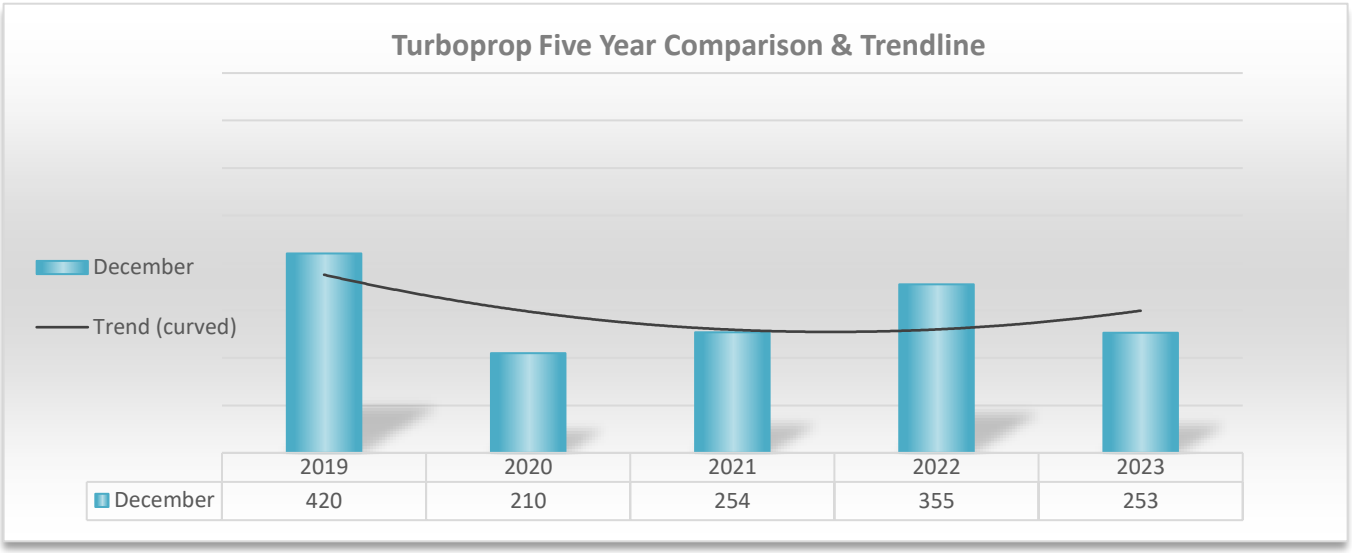
	2019	2020	2021	2022	2023
November	4,827	3,313	3,638	3,730	3,172

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 December 2023, approximately 253 were by turboprop aircraft, comprising around 7% of the total operations. Turboprop aircraft operations decreased by approximately 29% from the 355 operations recorded during December 2022.



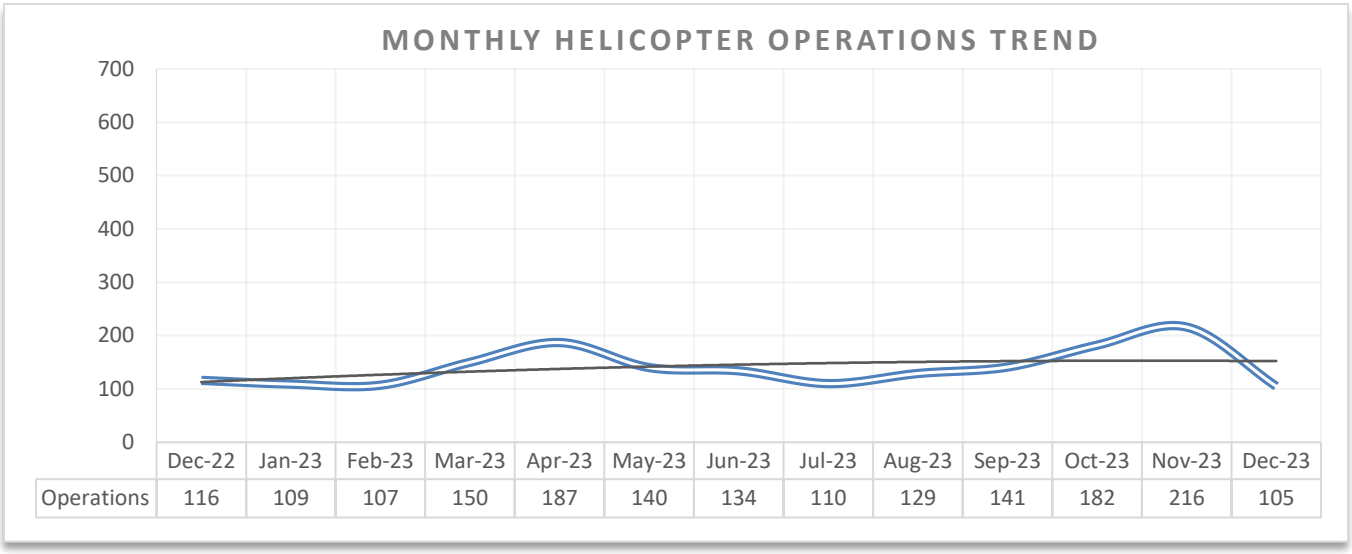
	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
Operations	355	322	345	284	366	397	399	277	383	355	383	398	253



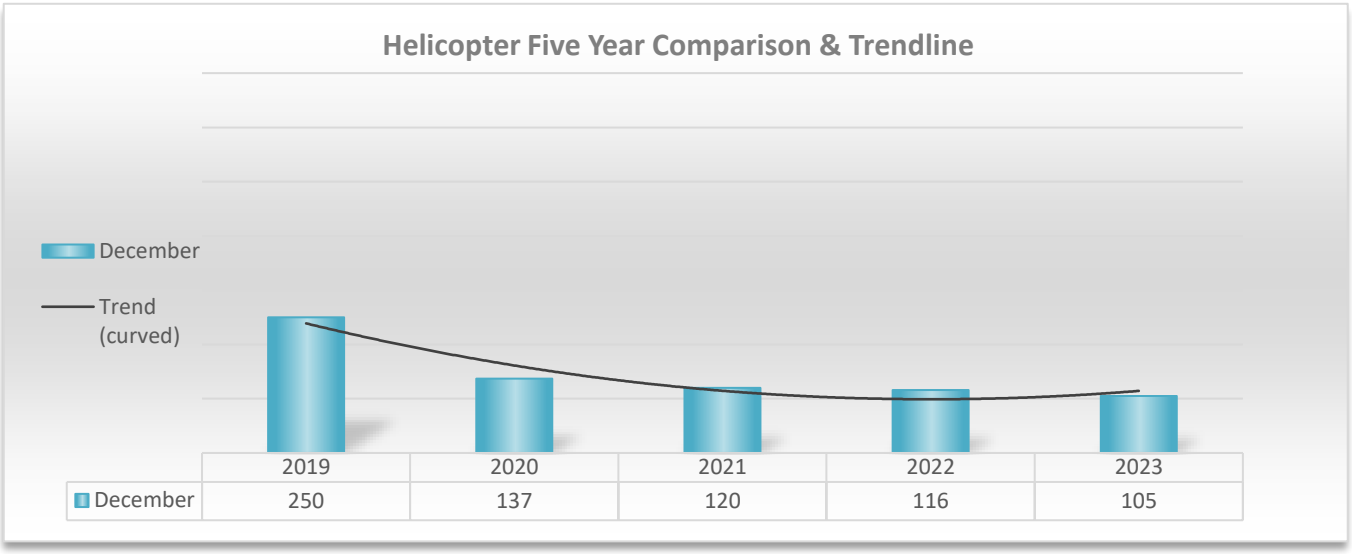
	2019	2020	2021	2022	2023
December	420	210	254	355	253

Helicopter Operations

Of the monthly aircraft operations for December 2023, approximately 105 operations are attributed to helicopters, comprising about 3% of the total operations. Helicopter operations during December 2023 decreased by approximately 9% from the 116 helicopter operations recorded in December 2022.



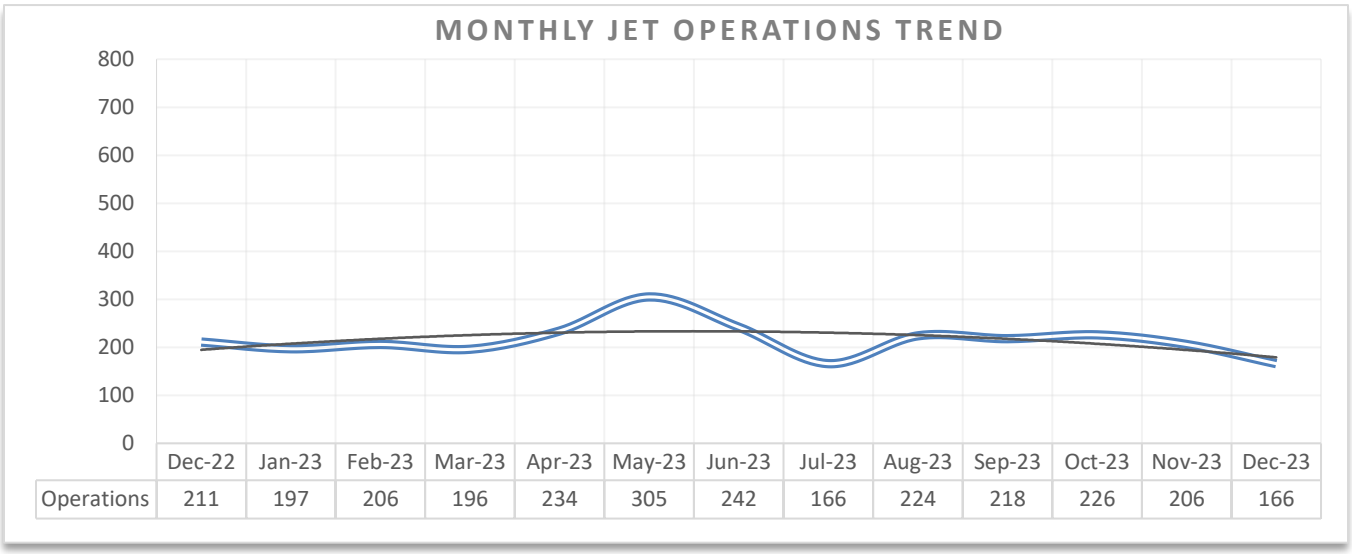
	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
Operations	116	109	107	150	187	140	134	110	129	141	182	216	105



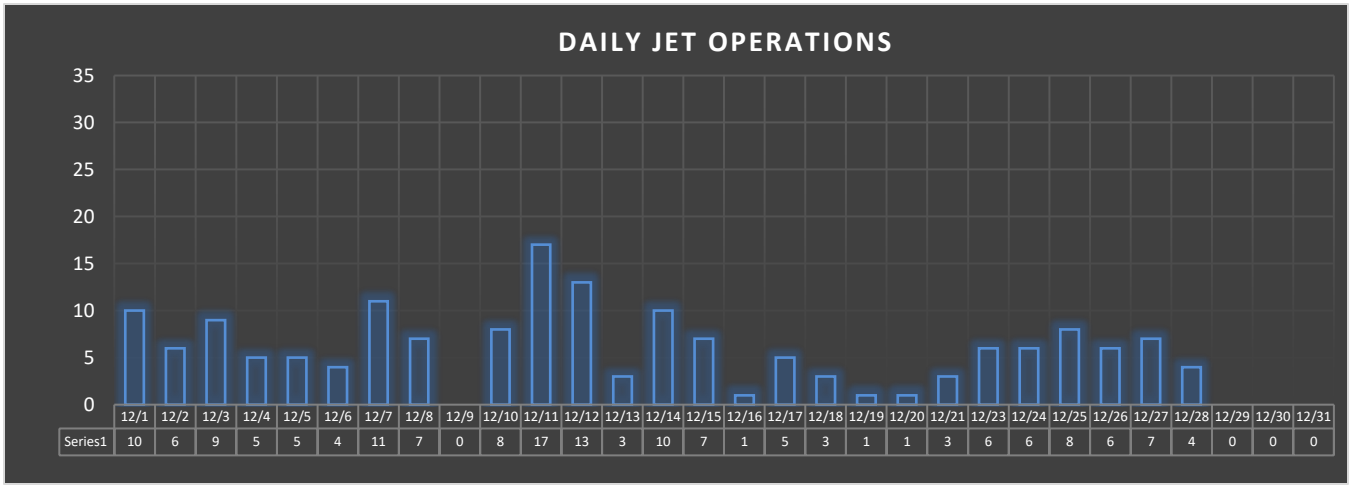
	2019	2020	2021	2022	2023
December	250	137	120	116	105

Jet Aircraft Operations

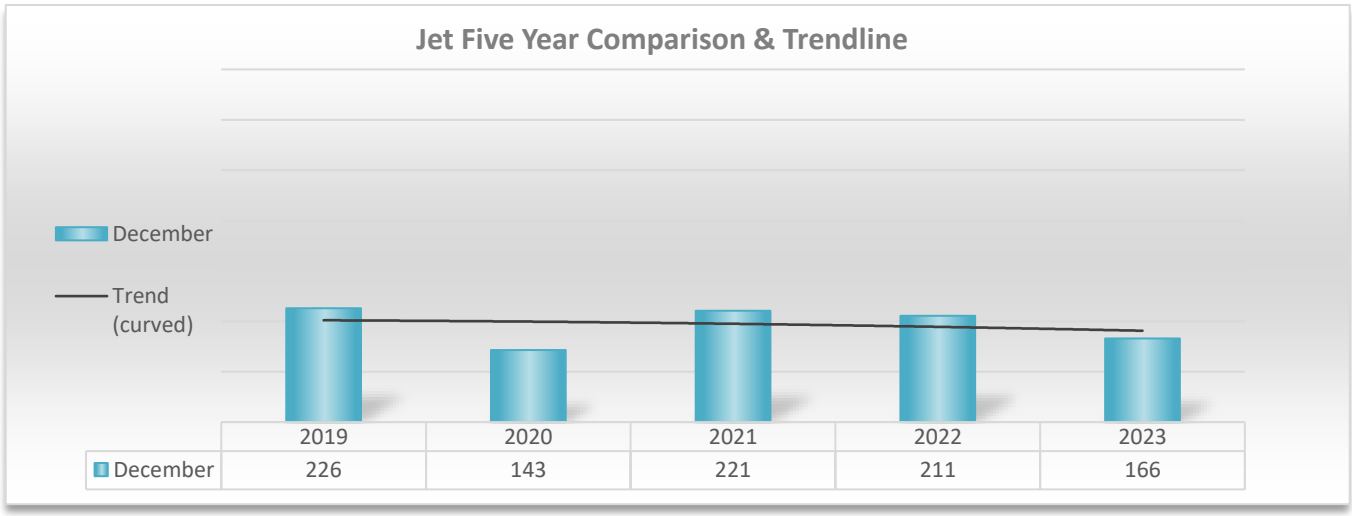
In December of 2023, there were approximately 166 jet operations recorded, encompassing around 4% of the total operations. Jet operations for December decreased by 9% from the 211 jet aircraft operations recorded during December 2022. Daily jet operations vary significantly day over day. During the month of December 2023, 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 December 2023.



	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
Operations	211	197	206	196	234	305	242	166	224	218	226	206	166



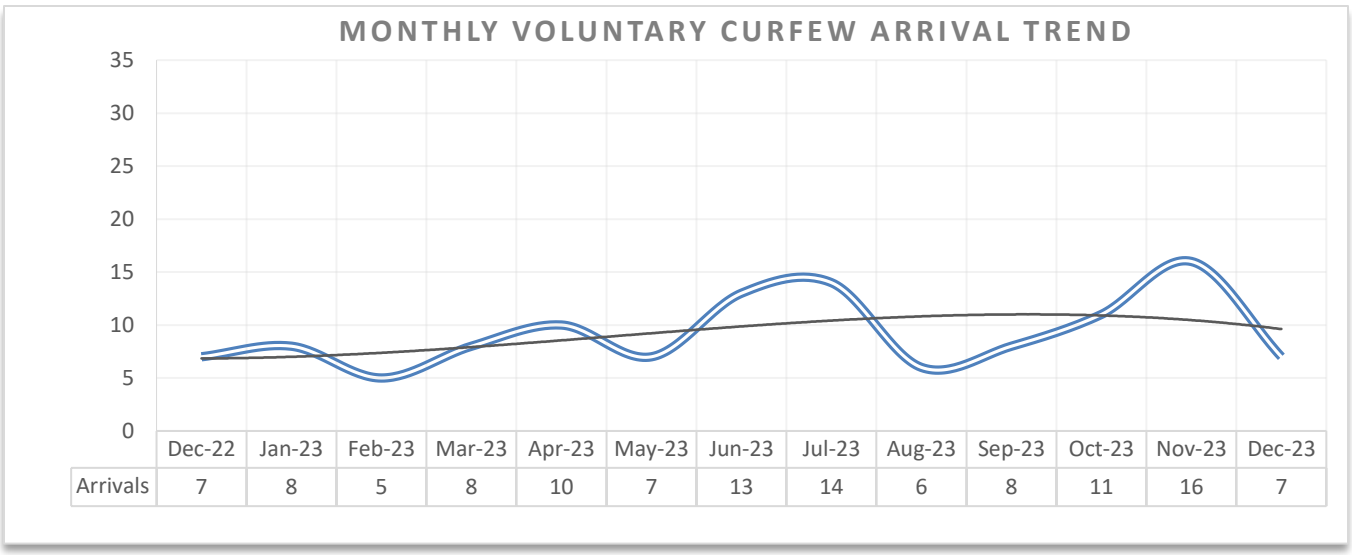
	12/1	12/2	12/3	12/4	12/5	12/6	12/7	12/8	12/9	12/10	12/11	12/12	12/13	12/14	12/15	12/16	12/17	12/18	12/19	12/20	12/21	12/23	12/24	12/25	12/26	12/27	12/28	12/29	12/30	12/31
Series1	10	6	9	5	5	4	11	7	0	8	17	13	3	10	7	1	5	3	1	1	3	6	6	8	6	7	4	0	0	0



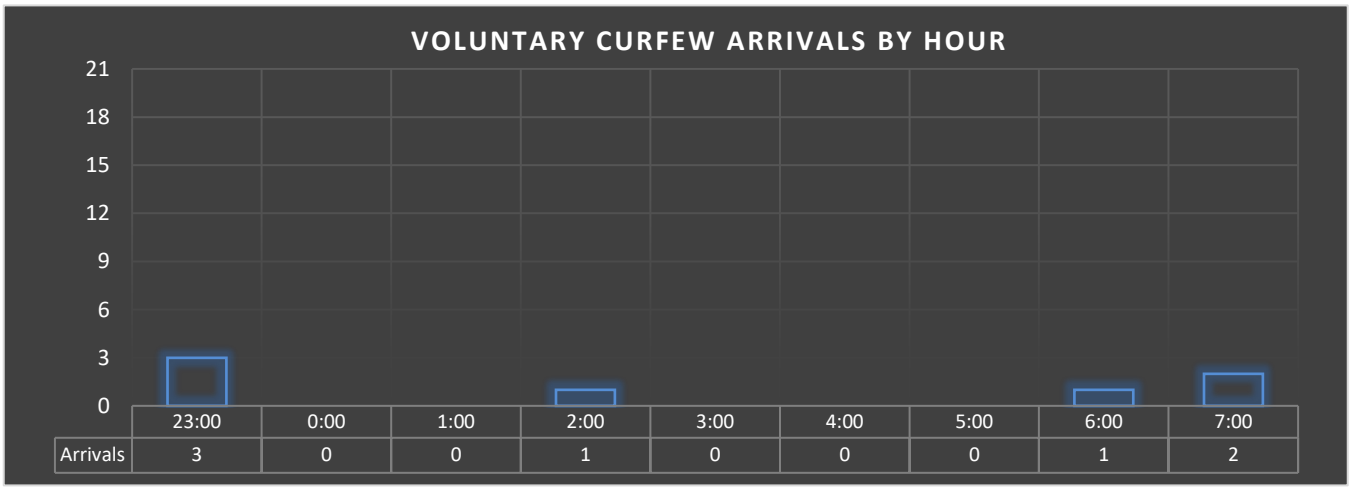
	2019	2020	2021	2022	2023
December	226	143	221	211	166

III. Voluntary Arrival Curfew

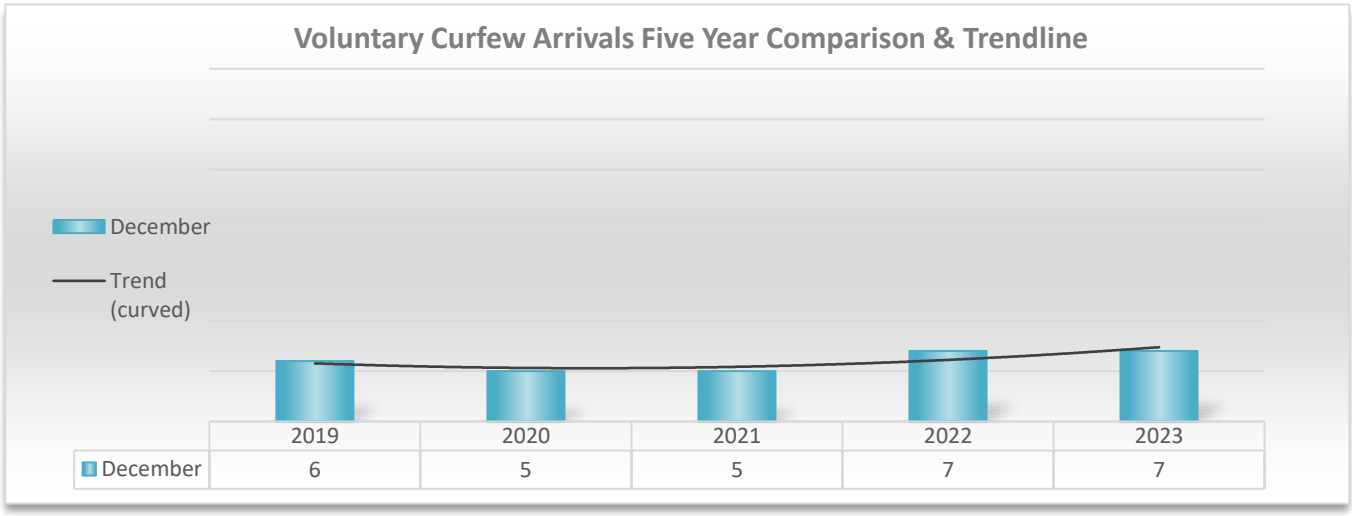
During the month of December 2023, Airport Staff logged a total of 7 aircraft arrivals during the Voluntary Arrival Curfew (VAC), which mirrors the mandatory departure curfew hours of 11:00 p.m. to 7:00 a.m. on weekdays, and 11:00 p.m. to 8:00 a.m. on weekends. The graph below depicts the number of arrivals for each VAC hour during the month of December 2023. For a listing of aircraft arrivals during the night hours, see Attachment B.



	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
Arrivals	7	8	5	8	10	7	13	14	6	8	11	16	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



	2019	2020	2021	2022	2023
December	6	5	5	7	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 December 2023, 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 December 2023, 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.

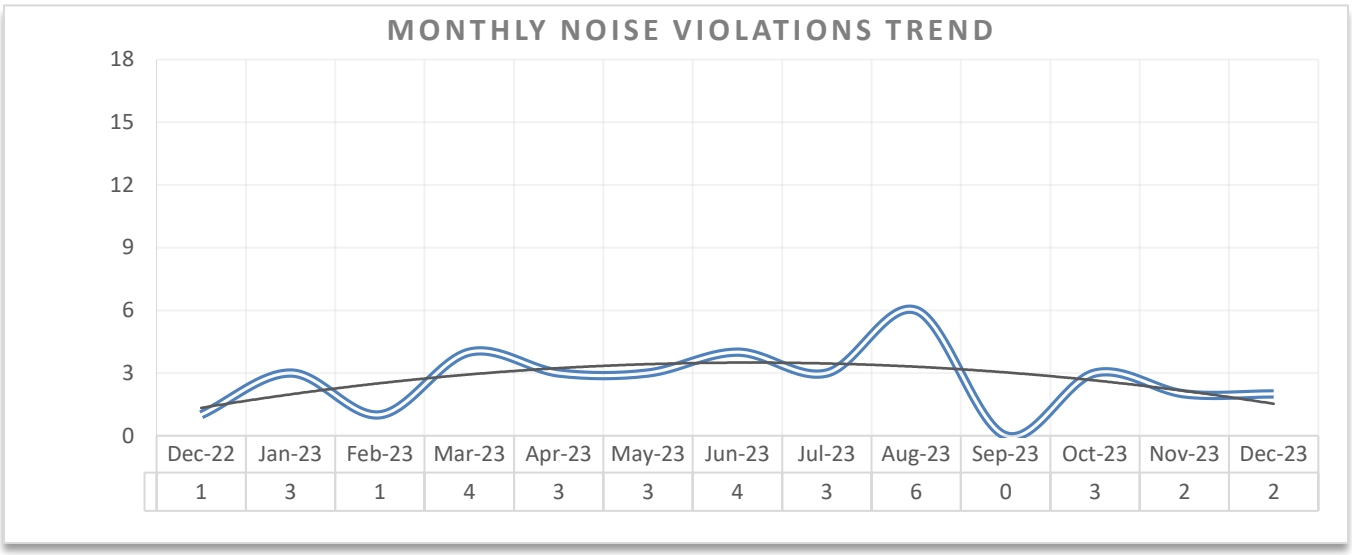
VII. Noise Violations

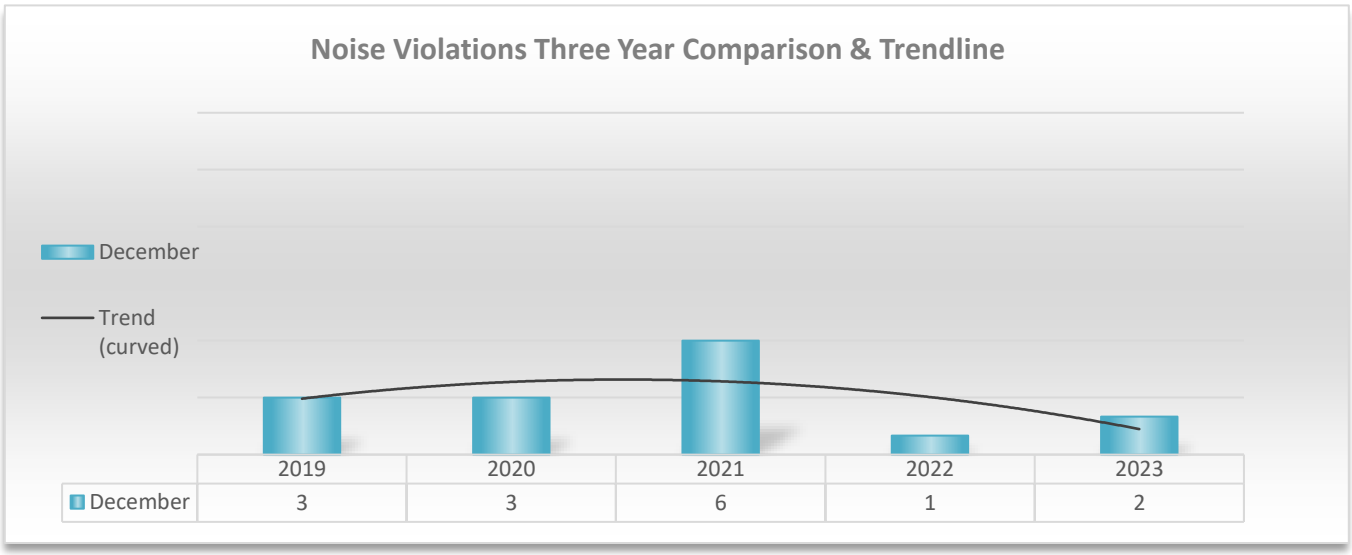
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that "No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing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

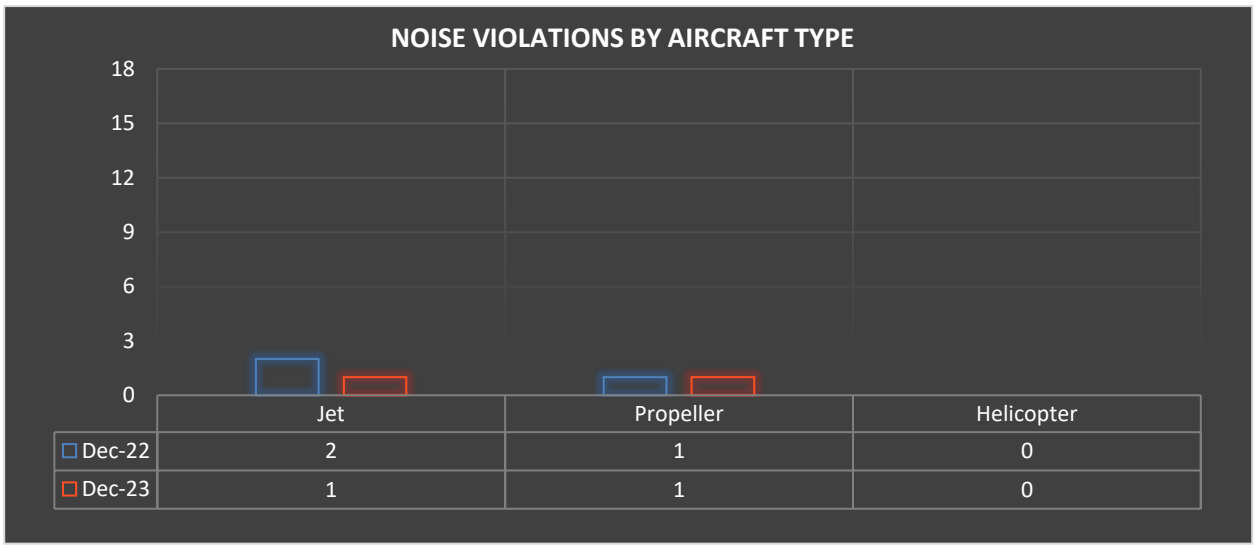
A violation occurs when an aircraft exceeds 95.0 dBA SENEL. During the month of December 2023, there were 2 noise violations recorded, a slight increase from the 1 noise violation recorded during December 2022. A summary of noise violations for December 2023 is listed in Attachment D. Of the 3,696 aircraft operations recorded during the month of December 2023, 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%

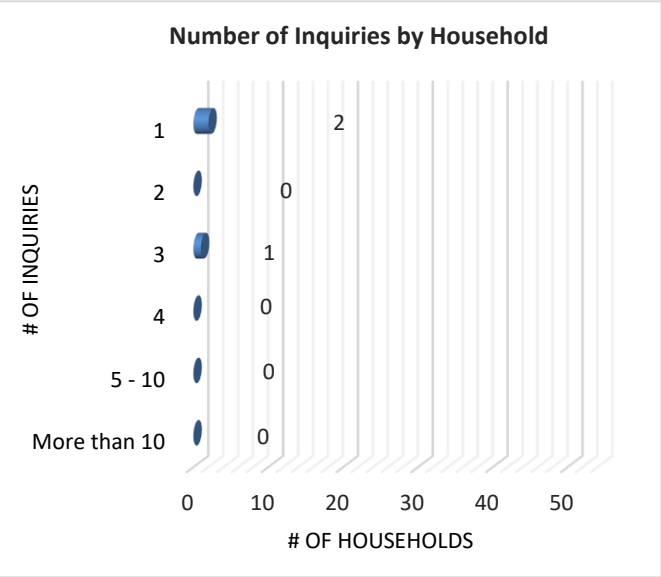

MONTHLY NOISE VIOLATIONS TREND
18
15
12
9
6
3
0
Dec-22 Jan-23 Feb-23 Mar-23 Apr-23 May-23 Jun-23 Jul-23 Aug-23 Sep-23 Oct-23 Nov-23 Dec-23
1 3 1 4 3 3 4 3 6 0 3 2 2

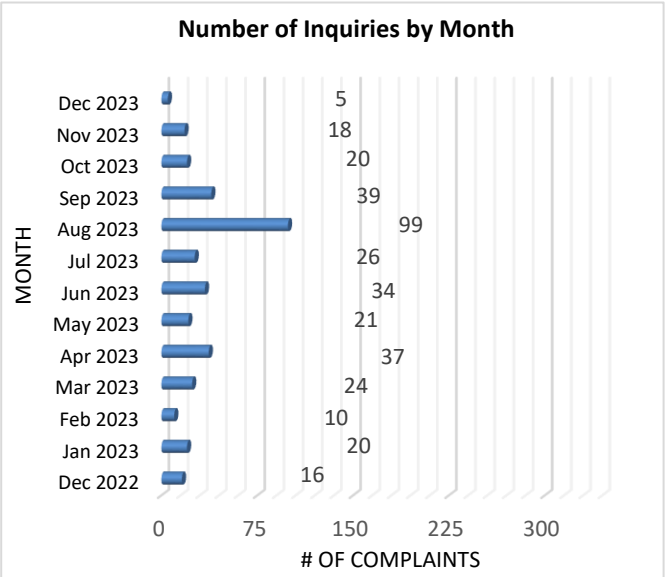

Noise Violations Three Year Comparison & Trendline
December
Trend (curved)
2019 2020 2021 2022 2023
December 3 3 6 1 2

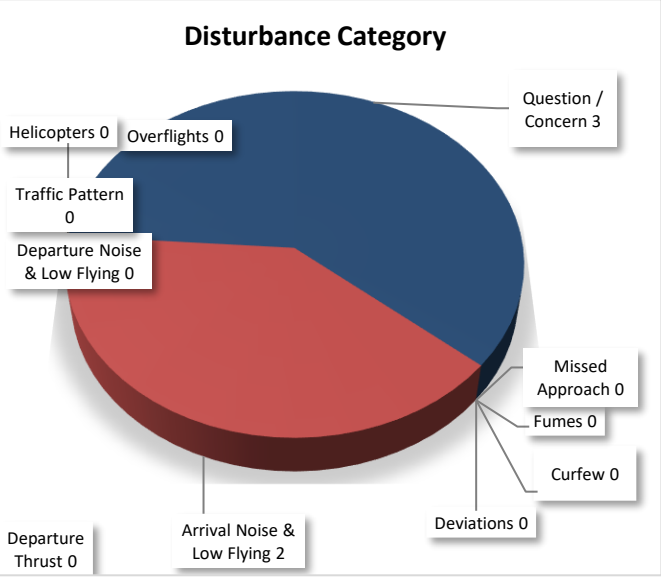

NOISE VIOLATIONS BY AIRCRAFT TYPE
18
15
12
9
6
3
0
Jet Propeller Helicopter
Dec-22 2 1 0
Dec-23 1 1 0

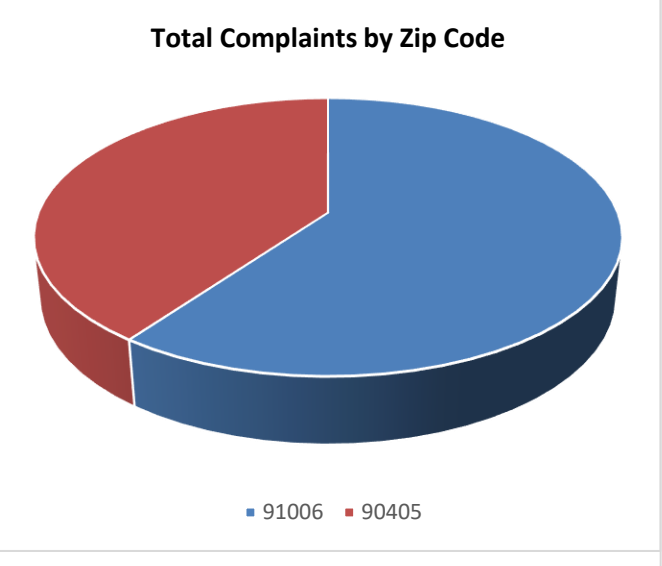
VIII. Aircraft Related Inquiries

During the month of December 2023, 3 individual households logged a total of 5 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 December 2023.









ATTACHMENT A

AIRPORT TRAFFIC RECORD	FACILITY NAME	LOCATION	(1-2) MO. (3-4) YR.	SMO (5-9) LOC ID
Mail ORIGINAL of this form to Washington Office, APO-110, thru Regional Air Traffic Division.	Santa Monica ATCT	Santa Monica , California		

(10-1) (11) FACILITY TYPE ("X" ONE)

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	5	99	0	104	30	0	30	134	134
2	0	10	117	0	127	51	0	51	178	312
3	0	3	131	0	134	46	0	46	180	492
4	0	1	89	0	90	28	0	28	118	610
5	0	5	91	2	98	67	0	67	165	775
6	0	0	97	0	97	44	0	44	141	916
7	0	7	97	0	104	58	0	58	162	1078
8	0	1	88	4	93	64	0	64	157	1235
9	0	2	0	0	2	5	0	5	7	1242
10	0	7	79	0	86	32	0	32	118	1360
11	0	7	102	0	109	18	1	19	128	1488
12	0	13	95	2	110	62	0	62	172	1660
13	0	7	98	0	105	49	0	49	154	1814
14	0	13	113	0	126	41	0	41	167	1981
15	0	13	111	0	124	29	0	29	153	2134
16	0	3	120	0	123	44	0	44	167	2301
17	0	10	93	0	103	34	0	34	137	2438
18	0	2	88	0	90	72	0	72	162	2600
19	0	0	24	0	24	35	0	35	59	2659
20	0	1	9	0	10	0	0	0	10	2669
21	0	2	17	0	19	1	0	1	20	2689
22	0	3	28	0	31	4	0	4	35	2724
23	0	6	54	0	60	74	0	74	134	2858
24	0	3	79	0	82	18	0	18	100	2958
25	0	6	37	0	43	4	0	4	47	3005
26	0	10	76	0	86	60	0	60	146	3151
27	0	8	63	0	71	10	0	10	81	3232
28	0	7	89	0	96	74	0	74	170	3402
29	0	12	87	0	99	34	0	34	133	3535
30	0	0	22	0	22	14	0	14	36	3571
31	0	6	71	0	77	48	0	48	125	3696
TOTAL	0	173	2364	8	2545	1150	1	1151	3696	

ATTACHMENT A

FOR USE BY VFR TOWERS ONLY (ALL Approach Control Terminals MUST use FAA Form 7230-26)	*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	3	15	0	(16-19)	18	
2	0	10	17	0	(20-23)	27	
3	0	3	23	0	(24-27)	26	
4	0	1	10	0	(28-31)	11	
5	0	5	19	0	(32-35)	24	
6	0	0	12	0	(36-39)	12	
7	0	6	18	0	(40-43)	24	
8	0	0	9	0	(44-47)	9	
9	0	0	0	0	(48-51)	0	
10	0	1	15	0	(52-55)	16	
11	0	7	18	0	(56-59)	25	
12	0	6	25	0	(60-63)	31	
13	0	3	9	0	(64-67)	12	
14	0	7	19	0	(68-71)	26	
15	0	8	14	0	(72-75)	22	
16	0	3	20	0	(76-79)	23	
						(14-2)	
17	0	9	12	0	(16-19)	21	
18	0	2	19	0	(20-23)	21	
19	0	0	19	0	(24-27)	19	
20	0	1	9	0	(28-31)	10	
21	0	2	6	0	(32-35)	8	
22	0	1	7	0	(36-39)	8	
23	0	7	28	0	(40-43)	35	
24	0	0	9	0	(44-47)	9	
25	0	4	6	0	(48-51)	10	
26	0	9	16	0	(52-55)	25	
27	0	5	4	0	(56-59)	9	
28	0	6	11	0	(60-63)	17	
29	0	8	20	2	(64-67)	30	
30	0	0	16	0	(68-71)	16	
31	0	0	15	0	(72-75)	15	
TOTAL	0	117	440	2		559	
	(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
12/3/2023	7:30	N278LN	C25A	21	74.1	2	Monticello Air L.L.C.	J
12/4/2023	6:42	N958L	RV6	21	75.3	2	LIPMAN JAMES E	P
12/6/2023	23:03	N335BD	S22T	21	82.2	2	Sunset Equity Partners LLC	P
12/16/2023	7:56	N474J	BE20	21	DNR	DNR	Sopmacj LLC	T
12/17/2023	2:45	N258JS	SR20	21	71.2	2	National Biometrics Institute LLC	P
12/27/2023	23:03	N724TT	SR20	21	78.8	6	Aero Summit LLC	P
12/27/2023	23:10	N258JS	SR20	21	80.1	6	National Biometrics Institute LLC	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

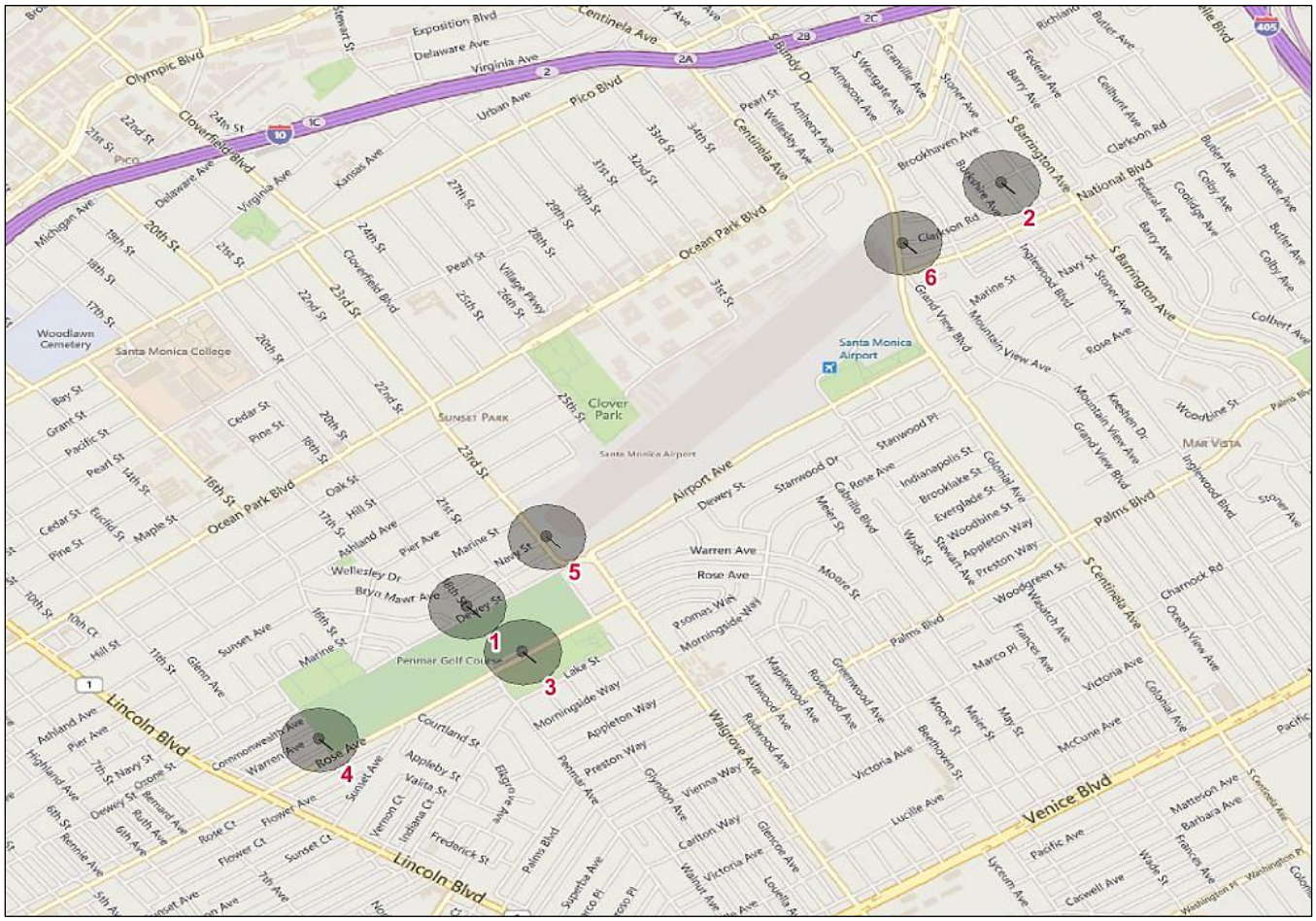
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
12/25/23	11:51	N331CS	BE35	21	95.3	1	ERIC LITTSCHWAGER	Warning	P
12/26/23	10:10	N925EM	C25B	21	96.1	1	AS ASPEN LLC c/o Mayo Aviation	Warning	J

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.

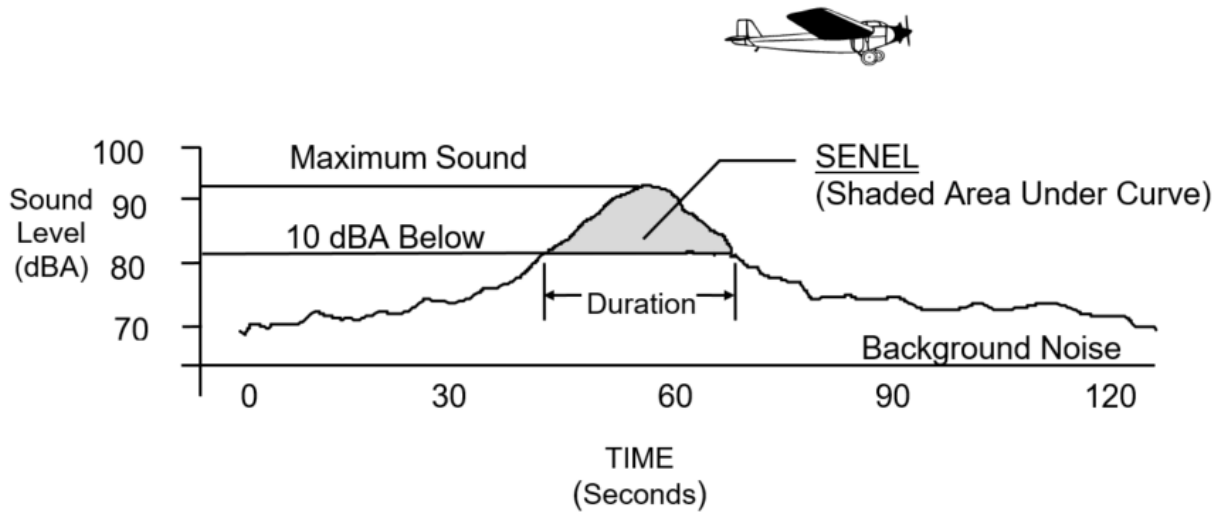
ATTACHMENT F
(Single Event Noise Exposure Level)

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.