



Santa Monica Airport Monthly Operations Report

November 2023

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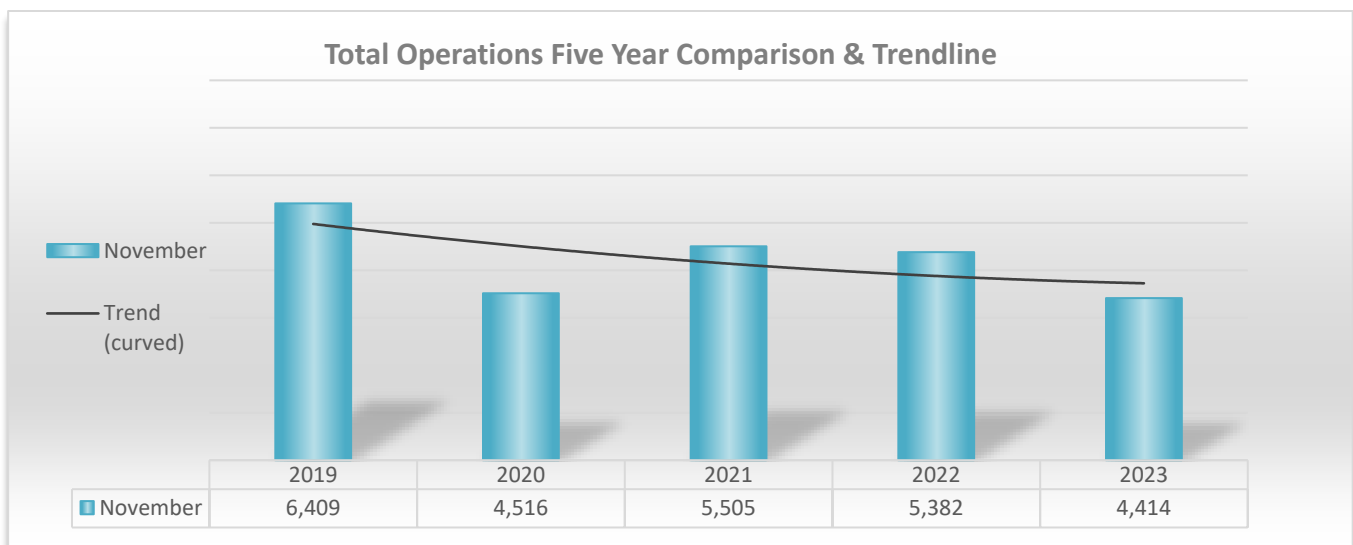
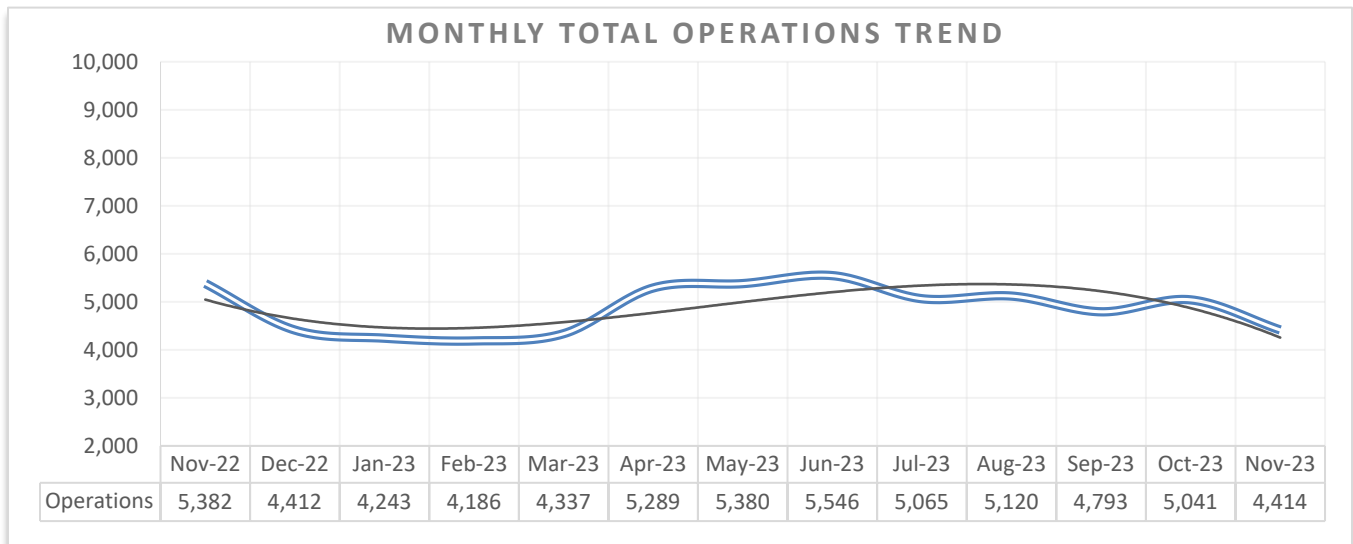
I. Introduction

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 November 2023.

II. Aircraft Operations Data

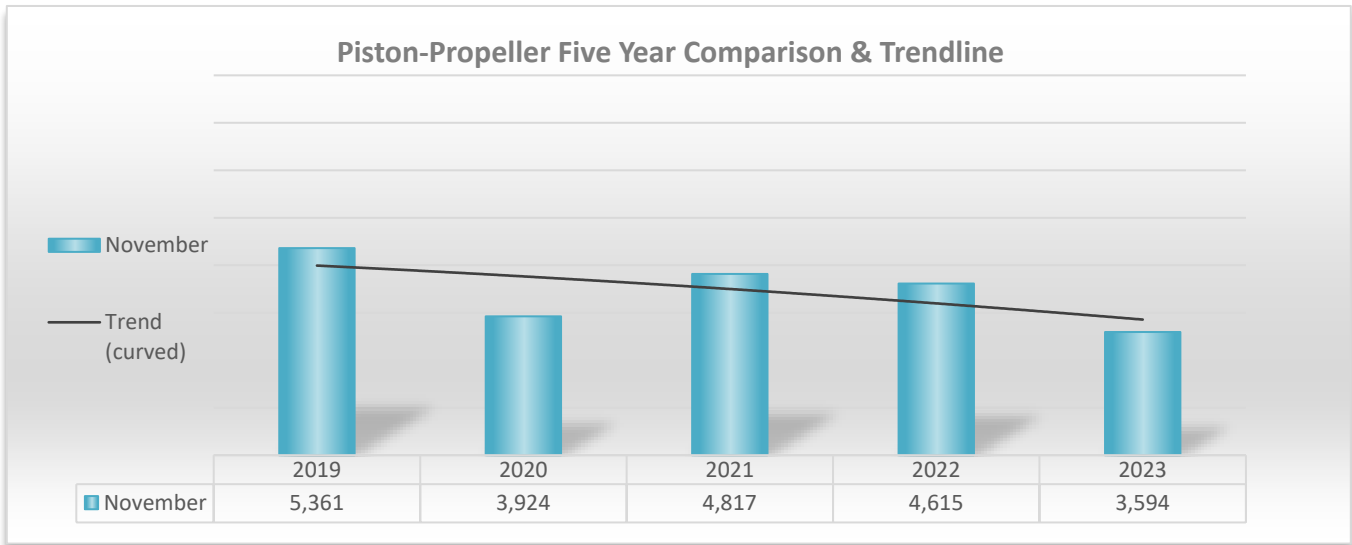
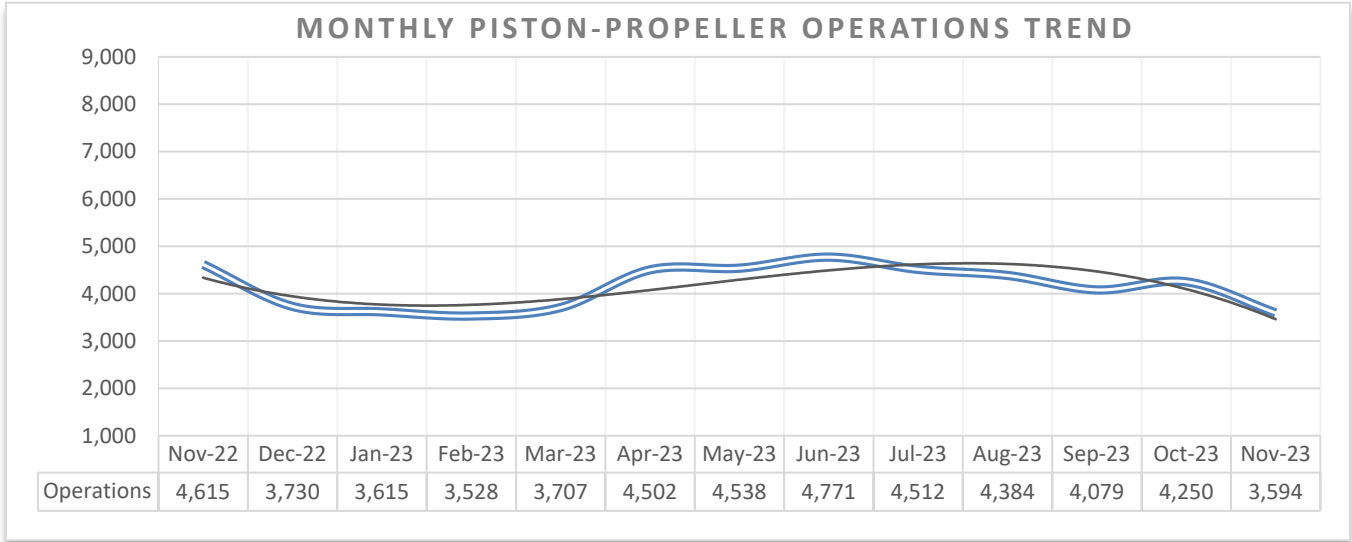
The total number of aircraft operations recorded during the month of November 2023 was 4,414, which represents a 18% decrease from the 5,382 operations recorded during November 2022. Approximately 15% of the operations were instrument flights (IFR transient), 29% were local flights (VFR local operations), and 56% 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.



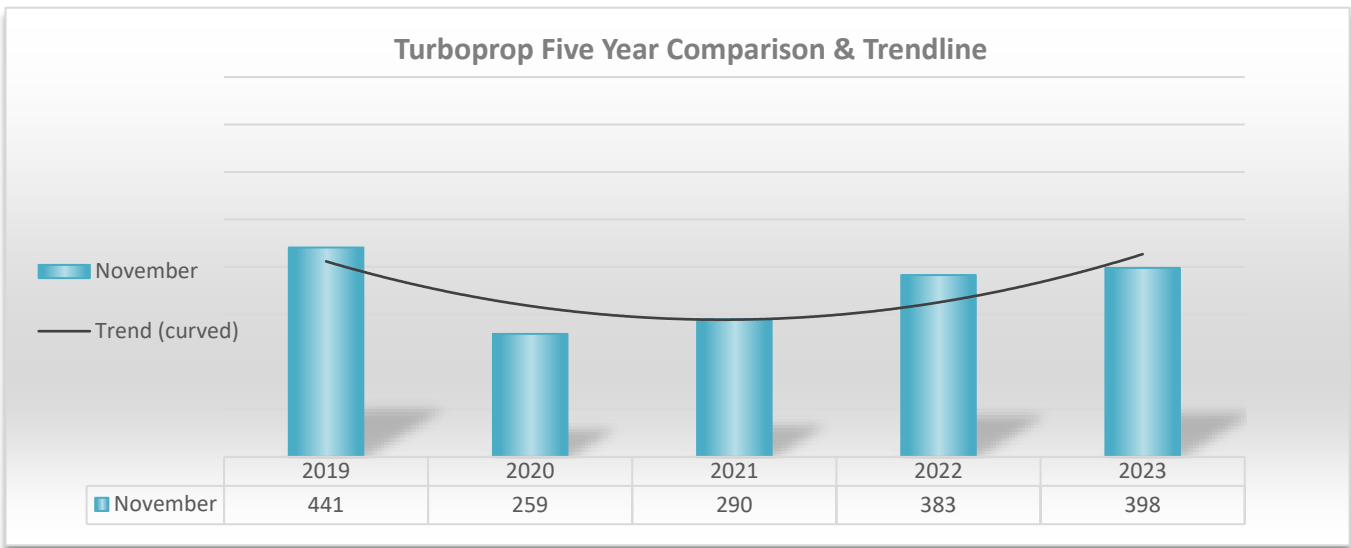
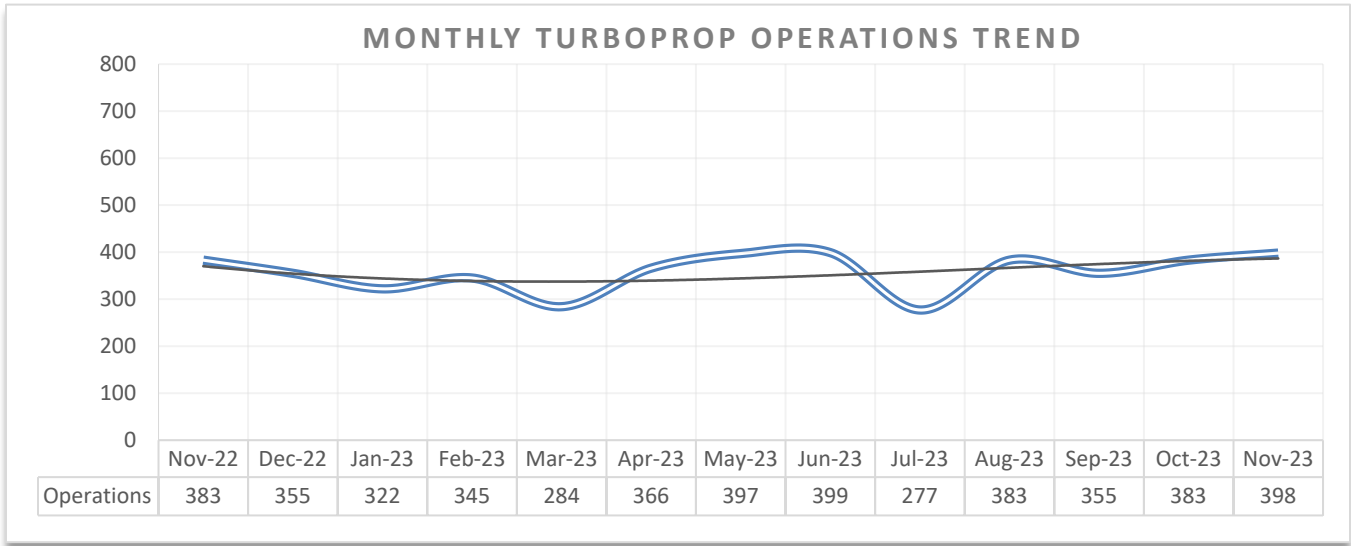
Piston-propeller Aircraft Operations

There were approximately 3,594 piston-propeller aircraft operations recorded, comprising about 81% of the total operations. Piston-propeller aircraft operations for November 2023 decreased 22% from the 4,615 piston-propeller aircraft operations recorded during November 2022.



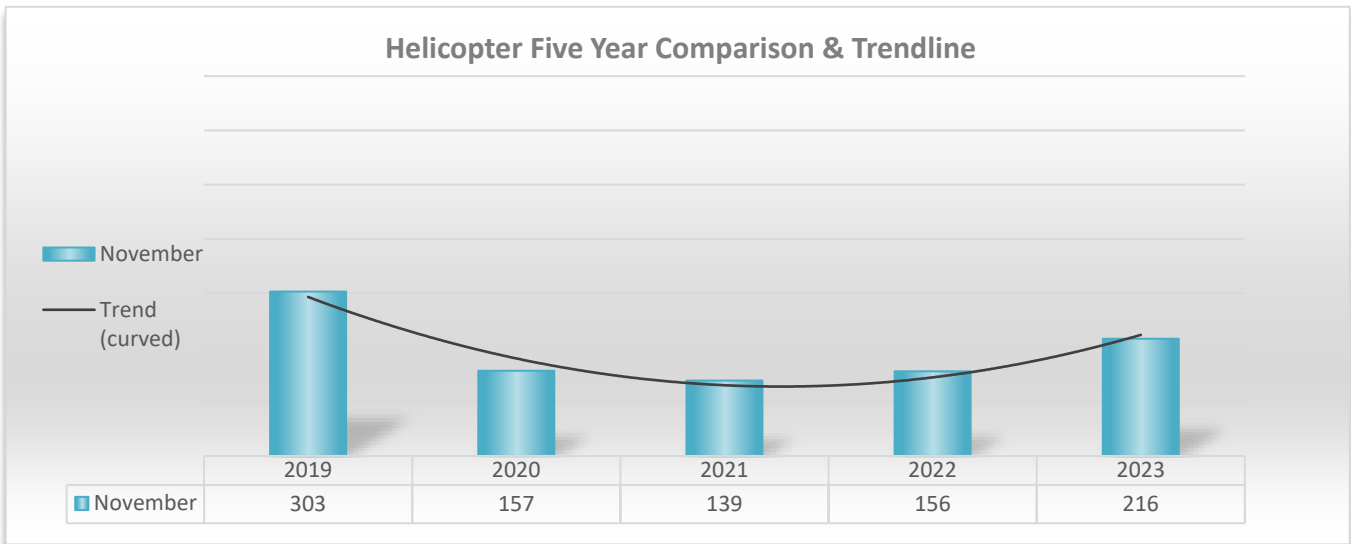
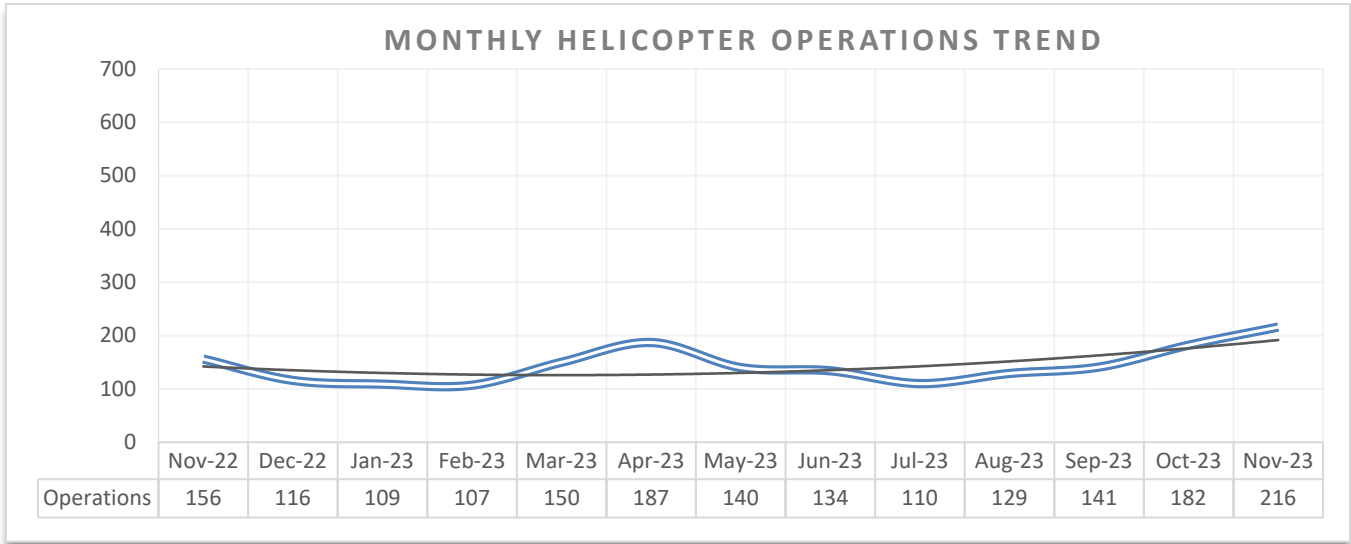
Turboprop Operations

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 November 2023, approximately 398 were by turboprop aircraft, comprising around 9% of the total operations. Turboprop aircraft operations increased by approximately 4% from the 383 operations recorded during November 2022.



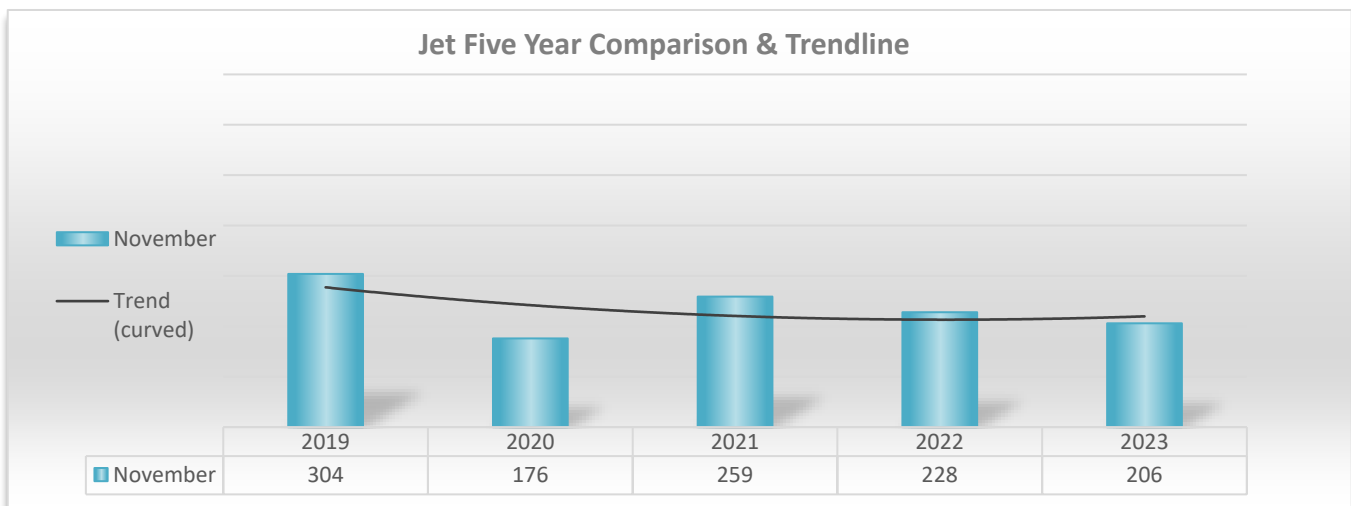
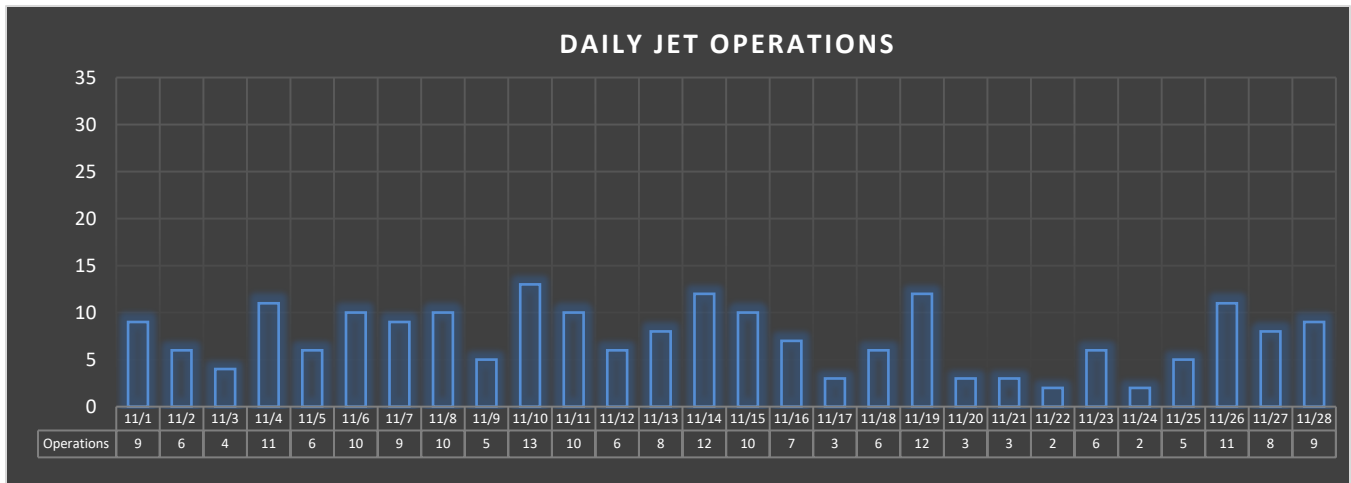
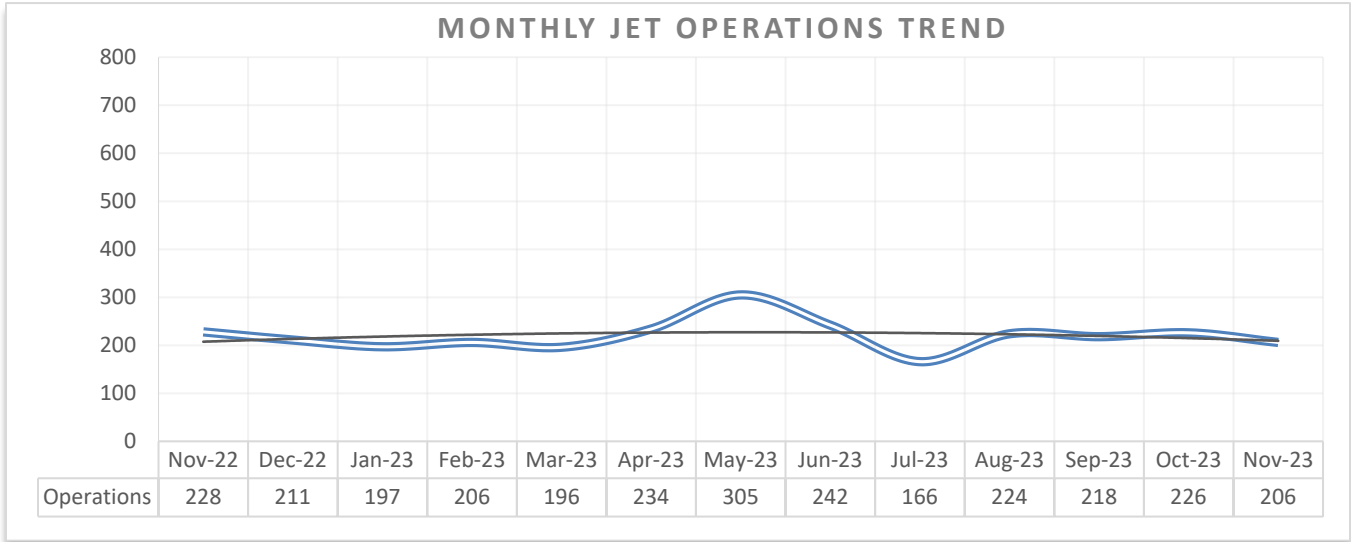
Helicopter Operations

Of the monthly aircraft operations for November 2023, approximately 216 operations are attributed to helicopters, comprising about 5% of the total operations. Helicopter operations during November 2023 increased by approximately 38% from the 156 helicopter operations recorded in November 2022.



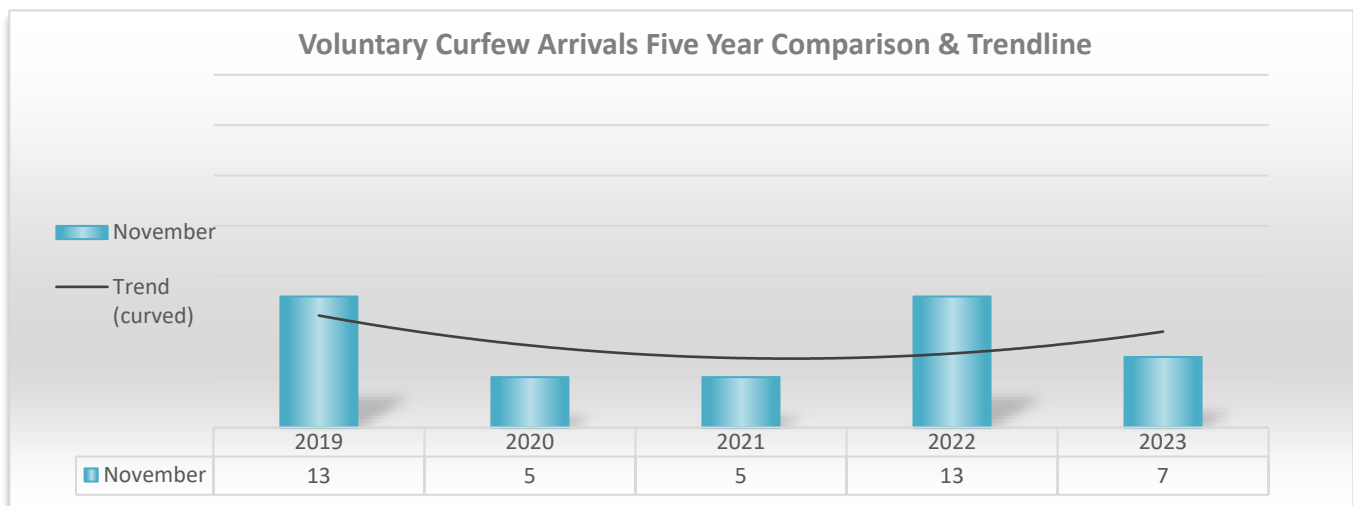
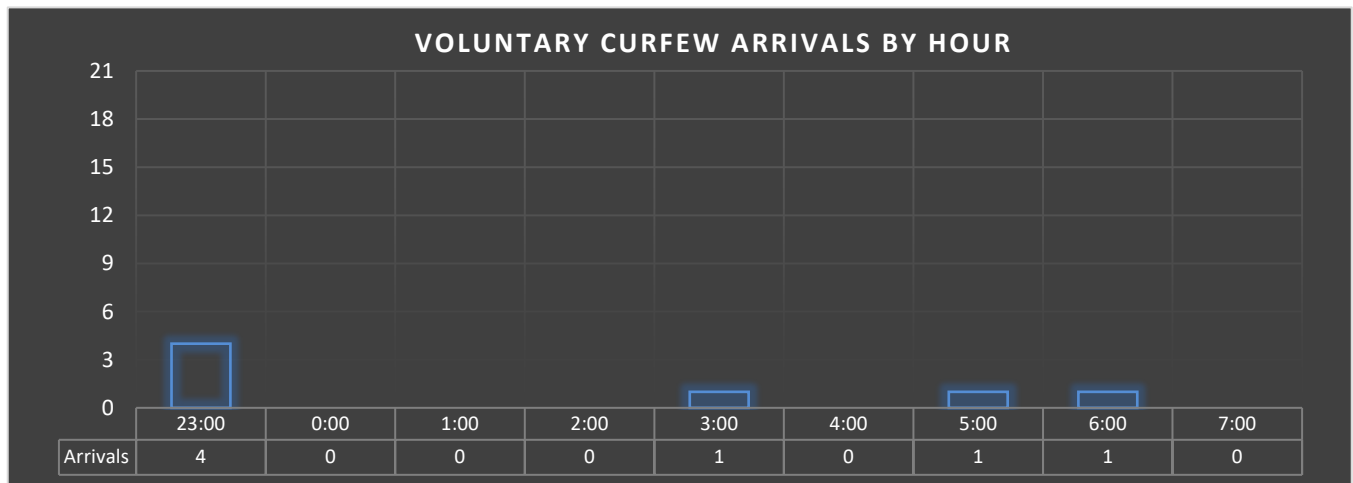
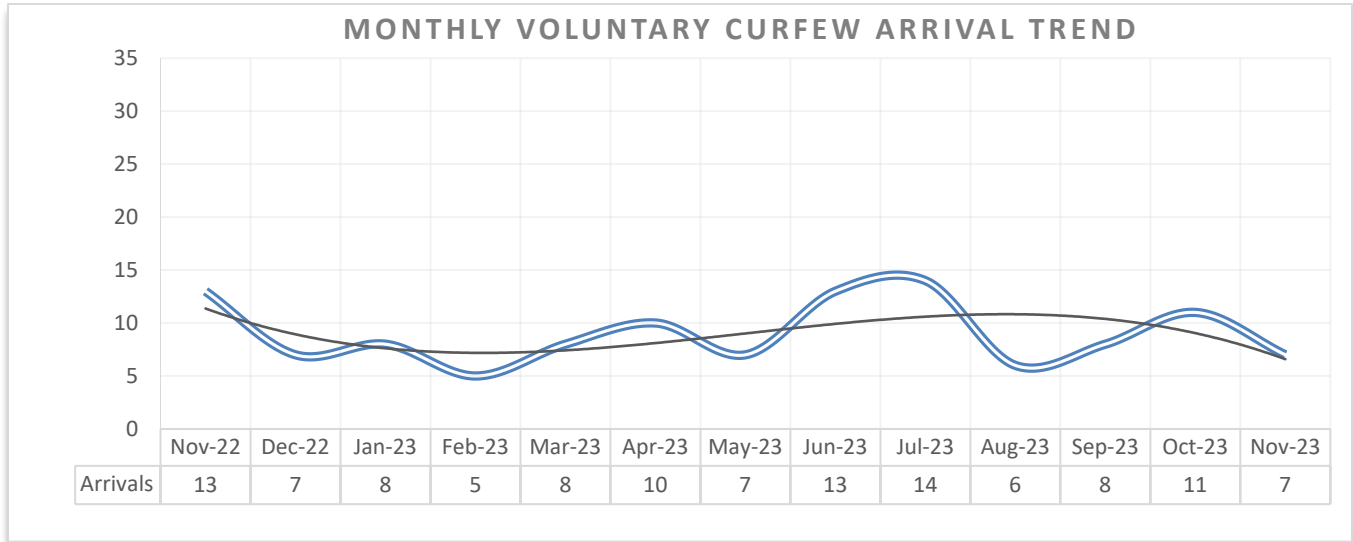
Jet Aircraft Operations

In November of 2023, there were approximately 206 jet operations recorded, encompassing around 5% of the total operations. Jet operations for November decreased by 10% from the 228 jet aircraft operations recorded during November 2022. Daily jet operations vary significantly day over day. During the month of November 2023, jet aircraft averaged 7 operations per day. The bar graph below represents the monthly and daily operations for jet-engine aircraft for the month of November 2023.



III. Voluntary Arrival Curfew

During the month of November 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 November 2023. 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 November 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 November 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

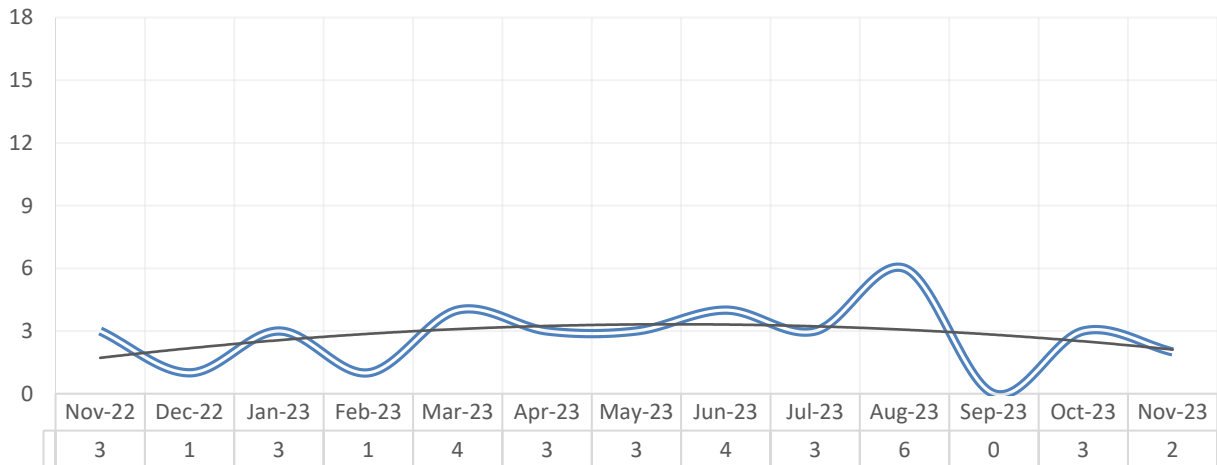
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that “No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing 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 November 2023, there were 2 noise violations recorded, a slight decrease from the 3 noise violations recorded during November 2022. A summary of noise violations for November 2023 is listed in Attachment D. Of the 4,414 aircraft operations recorded during the month of November 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.

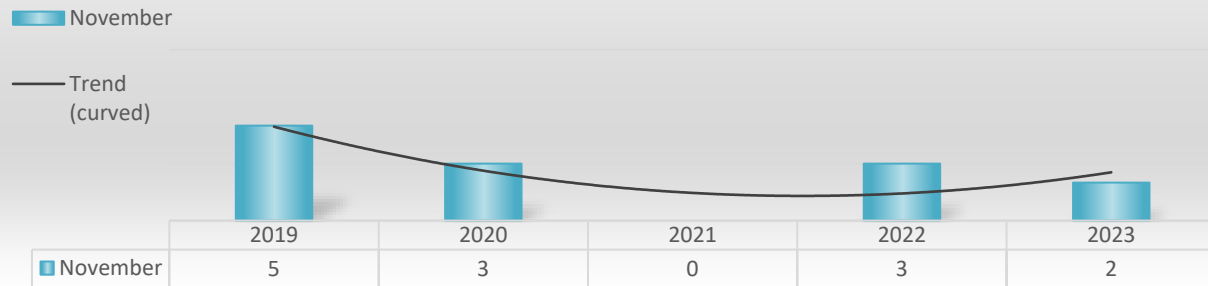
Violations Breakdown by Decibel Level

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

MONTHLY NOISE VIOLATIONS TREND



Noise Violations Three Year Comparison & Trendline

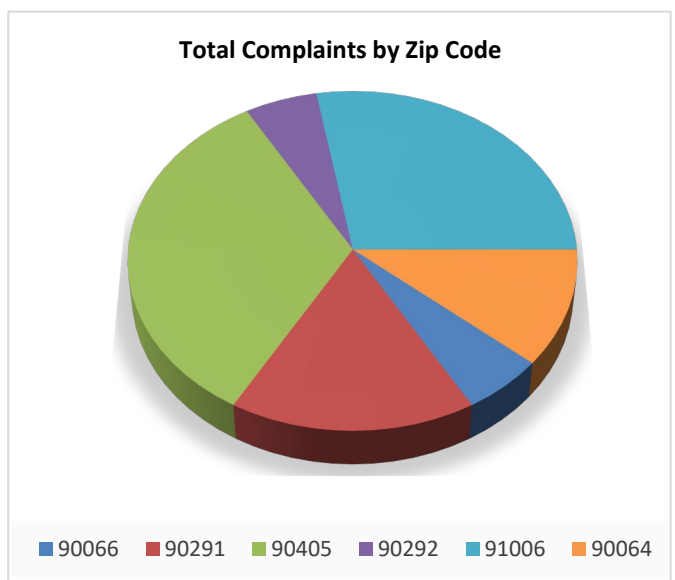
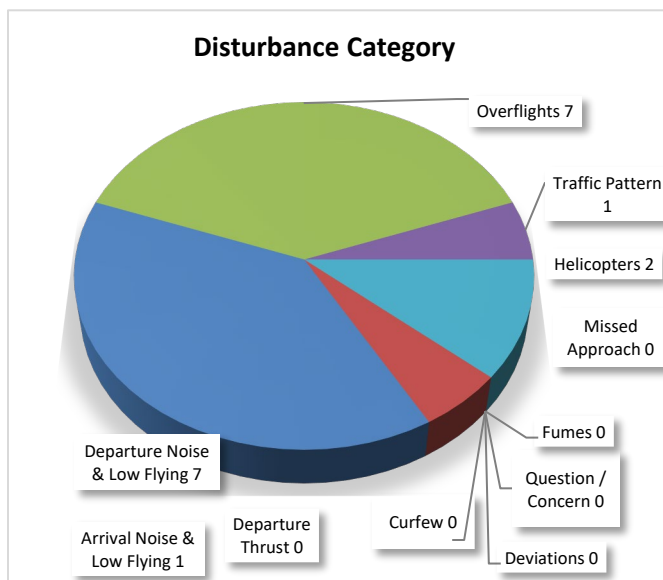
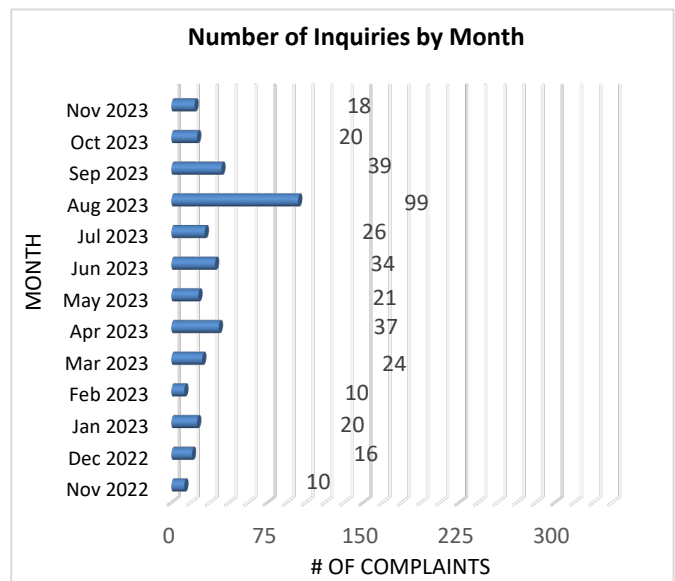
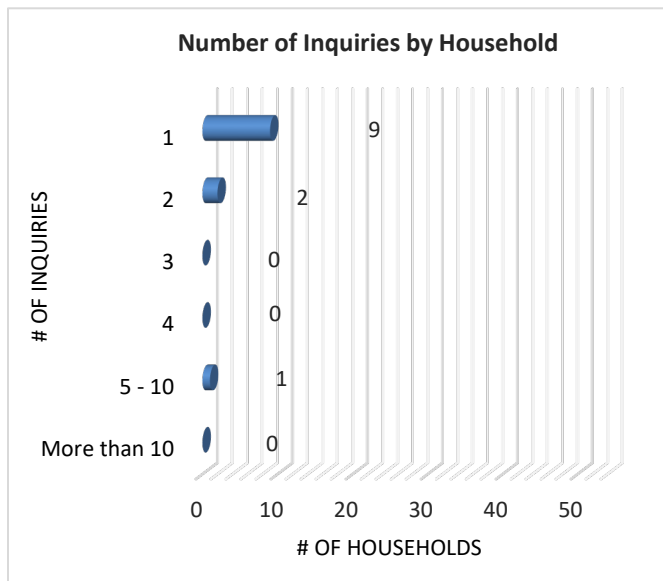


NOISE VIOLATIONS BY AIRCRAFT TYPE



VIII. Aircraft Related Inquiries

During the month of November 2023, 12 individual households logged a total of 18 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 November 2023.



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)					<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)	
(11) 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)											
AIRPORT OPERATIONS COUNT											
	ITINERANT					LOCAL			TOTAL OPERATIONS	SPECIAL USE	
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			
1	0	7	134	1	142	72	0	72	214	214	
2	0	11	115	4	130	83	0	83	213	427	
3	0	10	110	0	120	72	0	72	192	619	
4	0	7	108	0	115	35	0	35	150	769	
5	0	4	116	0	120	57	0	57	177	946	
6	0	15	93	0	108	28	0	28	136	1082	
7	0	10	93	0	103	44	0	44	147	1229	
8	0	13	94	2	109	65	0	65	174	1403	
9	0	9	76	0	85	67	0	67	152	1555	
10	0	17	118	0	135	74	0	74	209	1764	
11	0	12	206	0	218	0	0	0	218	1982	
12	0	7	126	0	133	26	0	26	159	2141	
13	0	4	113	0	117	34	0	34	151	2292	
14	0	14	119	0	133	56	0	56	189	2481	
15	0	9	33	0	42	14	0	14	56	2537	
16	0	12	93	0	105	83	0	83	188	2725	
17	0	12	94	2	108	18	0	18	126	2851	
18	0	8	53	0	61	24	0	24	85	2936	
19	0	8	77	0	85	40	0	40	125	3061	
20	0	10	51	0	61	10	0	10	71	3132	
21	0	1	95	0	96	22	0	22	118	3250	
22	0	2	95	0	97	61	0	61	158	3408	
23	0	2	24	0	26	3	0	3	29	3437	
24	0	8	72	0	80	33	0	33	113	3550	
25	0	6	90	0	96	6	0	6	102	3652	
26	0	6	103	0	109	50	0	50	159	3811	
27	0	10	92	0	102	28	0	28	130	3941	
28	0	15	98	0	113	55	0	55	168	4109	
29	0	10	81	2	93	83	0	83	176	4285	
30	0	13	93	0	106	23	0	23	129	4414	
31	0				0		0	0	0	4414	
TOTAL	0	272	2865	11	3148	1266	0	1266	4414		

ATTACHMENT A

<i>THIS SIDE</i> 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	13	1	(16-19)	18			
2	0	5	11	0	(20-23)	16			
3	0	5	11	0	(24-27)	16			
4	0	7	23	0	(28-31)	30			
5	0	2	13	0	(32-35)	15			
6	0	13	28	0	(36-39)	41			
7	0	10	13	0	(40-43)	23			
8	0	12	9	0	(44-47)	21			
9	0	6	7	0	(48-51)	13			
10	0	12	20	0	(52-55)	32			
11	0	9	21	0	(56-59)	30			
12	0	8	12	0	(60-63)	20			
13	0	4	18	0	(64-67)	22			
14	0	4	17	0	(68-71)	21			
15	0	5	19	0	(72-75)	24			
16	0	9	17	0	(76-79)	26			
(14-2)									
17	0	12	23	1	(16-19)	36			
18	0	6	29	0	(20-23)	35			
19	0	6	10	0	(24-27)	16			
20	0	7	14	0	(28-31)	21			
21	0	1	17	0	(32-35)	18			
22	0	2	6	0	(36-39)	8			
23	0	2	7	0	(40-43)	9			
24	0	0	9	0	(44-47)	9			
25	0	7	10	0	(48-51)	17			
26	0	3	14	0	(52-55)	17			
27	0	4	8	0	(56-59)	12			
28	0	11	12	0	(60-63)	23			
29	0	6	25	0	(64-67)	31			
30	0	11	24	0	(68-71)	35			
31	0	0	0	0	(72-75)	0			
TOTAL	0	193	460	2		655			
	(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
11/1/2023	3:01	N116FR	P28R	21	74.1	2	PROTEUS AIR SERVICES	P
11/1/2023	23:20	N444FT	PC12	3	89	1	GERMAN PLATINUM AVIATION SVC	T
11/1/2023	23:49	N400JA	E55P	21	83.4	2	JETAVIVA LLC	J
11/7/2023	5:49	N81NG	PC12	21	90.6	2	EDDIES LEGACY LLC	T
11/10/2023	23:03	N8277B	C172	21	DNR	2	RYDER CLIFFORD	P
11/13/2023	6:55	N785AM	BE20	21	88.5	2	WONDERFUL CITRIS	T
11/14/2023	23:07	N84347	C172	21	67.3	2	GIOVANNINI MARCO	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

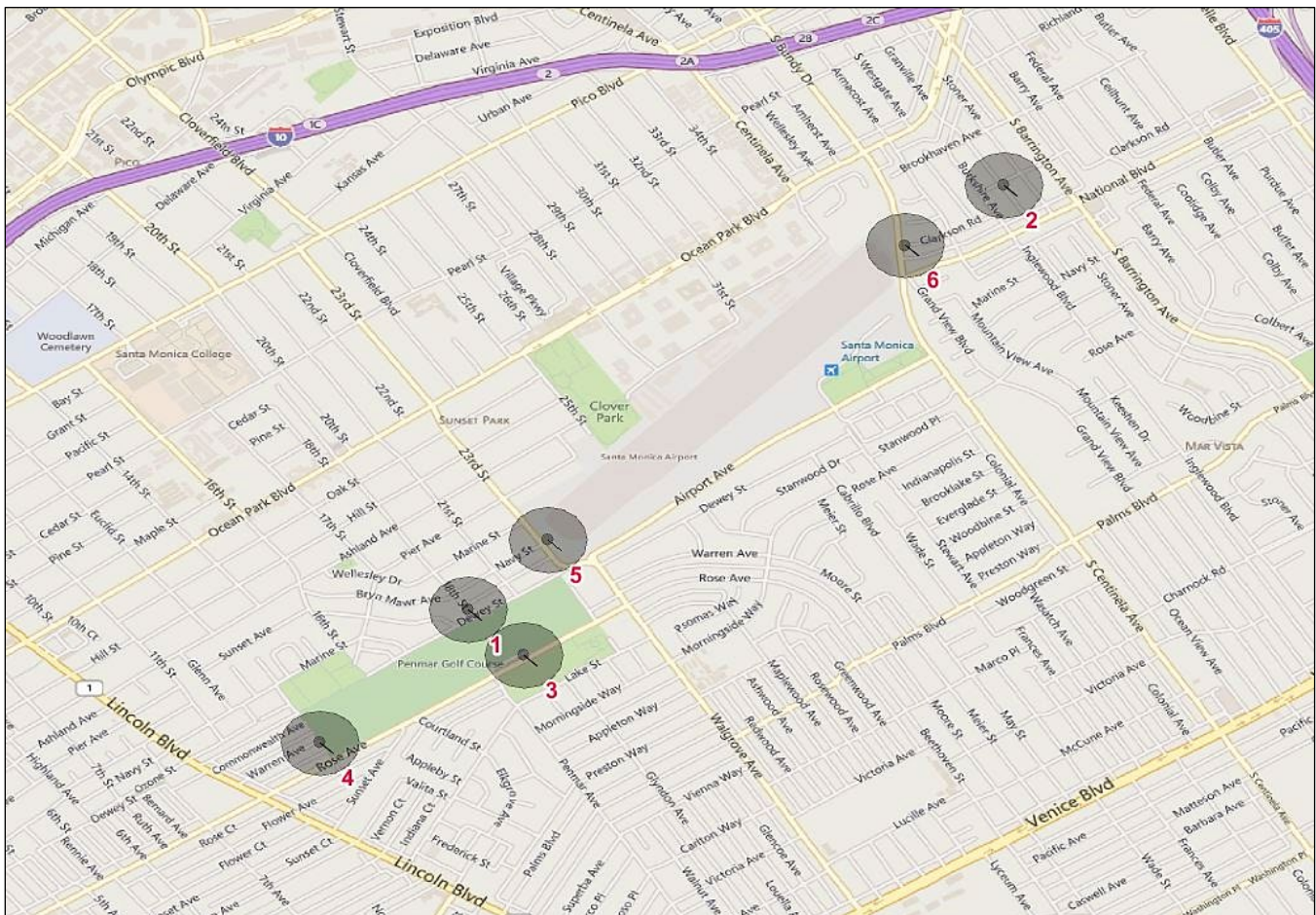
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
11/6/2023	13:30	N900MK	F900	21	98.3	1	SKYHIGH 900 LLC	WARNING	J
11/12/2023	13:11	N294AF	PC24	21	97.4	1	PLANESENSE INC	\$2,000	J

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.

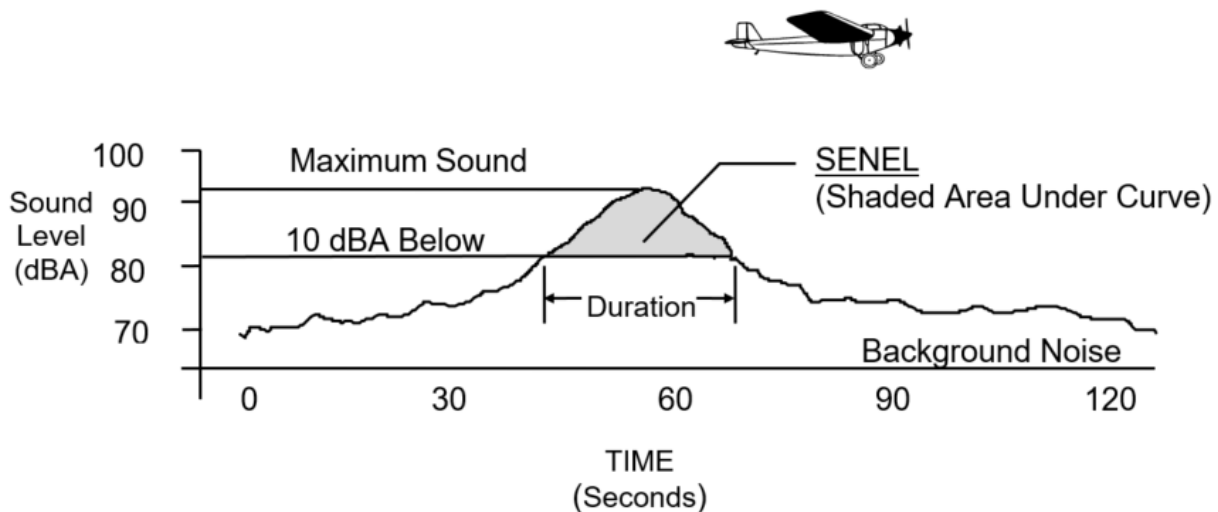
ATTACHMENT F (Single Event Noise Exposure Level)

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.