



Commissioner Peter Donald, Chair
Commissioner Lael R. Rubin, Vice Chair
Commissioner Stephen Mark
Commissioner Suzanne Paulson
Commissioner Joe Schmitz

**REGULAR MEETING OF THE
SANTA MONICA AIRPORT COMMISSION**

Monday, February 22, 2016

7:30 P.M.

City Council Chamber

1685 Main Street

Santa Monica, CA 90401

AGENDA

- 1) Call to Order/Pledge of Allegiance/Roll Call**
- 2) Special Agenda Items / Announcements (Public discussion permitted)**
 - a) Airport Leasing Policy, presentation by Nelson Hernandez, Senior Advisor to the City Manager for Airport Affairs.
- 3) Consent Calendar (Public discussion permitted)**

(None)
- 4) Airport and Noise Management Report (Public discussion permitted)**
 - a) Noise Management Report for January 2016.
 - b) Update of New Part 16 Complaint.
 - c) Discussion on changing time/hour of Commission meetings to 6:30 pm.
 - d) Santa Monica Airport 10th Annual ArtWalk March 12th from 12:00 – 5:00 p.m.
 - e) Next regular Airport Commission meeting scheduled to take place on March 28, 2016 at City Hall; Agenda Submittal Deadline: March 22, 2016.
- 5) Old Business (Public discussion permitted)**
 - a) Discussion on changing the Santa Monica Airport Commission Conduct of Rules and Procedures for Commission Meetings.
 - b) Discussion regarding insurance rates for aircraft owners.
- 6) New Business (Public discussion permitted)**

(None)
- 7) Commissioner Items (Public discussion permitted)**

General information items, announcements, and consideration of future agenda items from Airport Commissioners.
- 8) Written Communications / Request to Speak (Public discussion permitted)**
- 9) Commissioner's Report (Public discussion permitted)**

10) Public Comment

Members of the public may address the Commission on matters pertaining to the Airport that were not part of a prior agenda item or the subject of prior discussion by submitting a Request to Speak form to the Airport Commission secretary prior to the commencement of Public Comment.

11) Adjournment

*Any member of the public unable to attend a meeting but wishing to comment on an item(s) listed on the agenda may submit written comments prior to the meeting by mailing them to:
Airport Commission 3223 Donald Douglas Loop South, Santa Monica California 90405 or via email at airport@smgov.net.*

Any document produced by Airport Administration and distributed to a majority of the Airport Commission regarding any item on this agenda will be made available at the Airport Administration office located at 3223 Donald Douglas Loop South, Suite 3 Santa Monica during normal business hours. Documents are also available at <http://www.santamonicaairport.org>.

City Hall is wheelchair accessible. To request a disability-related accommodation, please contact Michael Ferguson at (310) 458-8591 at least 5 business days prior to the meeting. This document is available in alternate format upon request.

Airport Office: (310) 458-8591
Email Address: airport@smgov.net

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SANTA MONICA AIRPORT COMMISSION
CONDUCT OF RULES AND PROCEDURES FOR
COMMISSION MEETINGS

Updated February 23, 2015

The Airport Commission, consisting of five members, acts in an advisory capacity to the City Council in matters pertaining to the Municipal Airport and regarding aviation matters generally as they affect the City. The following is a series of rules and procedures approved by the Airport Commission.

Order of Business

This is the primary business meeting and official format of deliberation for the Airport Commission. The following item numbering shall directly correspond to the numbering on each meeting Agenda. Commission members may change the order of business by majority vote.

1). Call to Order / Pledge of Allegiance / Roll Call

Presiding officer calls the meeting to order, leads the group in the Pledge of Allegiance, and roll call and confirmation of a quorum occurs.

2). Special Agenda Items / Announcements

This portion of the meeting includes special agenda items, brief announcements and/or special presentations and commendations. Public Discussion Permitted.

3). Consent Calendar

This portion of the meeting includes such items as the approval of the Minutes, Commercial Operations Permits, Airport Maintenance activities and other administrative items. The vote of one (1) Commissioner is required to pull an item from the Consent Calendar for action. Public Discussion Permitted.

4). Airport and Noise Management Report

This portion of the meeting contains updates, progress reports or general information presented to the Commission by the airport management and contains a monthly noise management report and/or any special announcements from the Noise Management Office. Letters and recommendations prepared at the request of the Commission shall be attached as part of the Airport and Noise Management Report for the following meeting. Public Discussion Permitted.

5). Old Business

This portion of the meeting includes items of business which may necessitate a vote or other action. Public Discussion Permitted.

6). New Business

These are staff or Commission agenda items of business which may necessitate a vote or other action. Public Discussion Permitted.

7). Commissioner Items

These are general information items or announcements from Commissioners. Suggestions for future agenda items may also be made during this portion of the meeting. The vote of two Commissioners is required to place an item on a future agenda. Public Discussion Permitted.

8). Written Communications / Request to Speak

Items submitted to the Airport Commission, through the Airport Director prior to preparation of the agenda, are heard at this portion of the meeting. Only the person presenting the communication may speak. Maximum time permitted for proponent to address the Commission is 10 minutes, unless more than one item is submitted in which case the commission shall have the discretion to reduce the maximum time to 5 minutes. Public Discussion Permitted.

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Updated February 23, 2015

9). Commissioner's Report

This portion of the meeting includes items of business presented by the commission members for the public's information, or initiatives offered by the commission members, which may necessitate a vote or other action. Commission member items detailing the issues and the specific action requested that meets the requirements of the Brown Act must be submitted, in writing, to the Airport Manager prior to the Tuesday immediately preceding the next Airport Commission Meeting. Staff reports may be submitted, but are not required for items introduced for discussion or consideration under this item. Public Discussion Permitted.

10). Public Comment

This is the time for Public Comment in conformance with the Rules of Order. (See below.)

11). Adjournment

Regular Airport Commission meetings are to begin at 7:30 p.m. and to continue to no later than 11:00 p.m. unless a majority vote is received to extend the meeting. A simple majority vote of the Commissioners may close a meeting.

Powers and Duties of Presiding Officer

The Chairperson or Vice Chairperson or other commissioner presiding shall preserve order at all meetings of the Airport Commission.

Rules of Debate

Every Commissioner desiring to speak or address the staff shall have ample opportunity to do so, and shall confine himself or herself to the question under debate. A Commissioner desiring to speak shall not be interrupted when speaking unless called to order by the Presiding Officer.

The Presiding Officer shall determine all points of order except that the Commission members may determine any point of order by majority vote. Members of the public shall not engage in debate with Commissioners, staff or other members of the public

Rules of Order

Except as otherwise provided herein; the City Charter; other rules adopted by the City Council; or applicable provisions of state law, the procedures of the Airport Commission shall be governed by the latest revised edition of Roberts Rules of Order. Members of the public shall address the Airport Commission as a whole, not as individuals; no question of Commissioners or staff shall be asked without the specific permission of the presiding officer.

Special Meetings

At any time during the open session of a meeting that has been called to order, a special meeting of the Airport Commission may be called by regular motion and set by the majority vote of the Commissioners present. When not in session, the Presiding Officer, with the assent of at least one other Commissioner, may call for and set a special meeting by way of a written request to staff, where said meeting shall be held not sooner than 3 business days from staff's receipt of the request. The request, which shall include the reasons for the special meeting and any business which the Airport Commission is to consider, shall be made available to the public along with the meeting agenda.

Notice of the time, place, and purpose of any special meeting must be provided 24 hours in advance of the meeting to the general public and individually to all members of

**SANTA MONICA AIRPORT COMMISSION
CONDUCT OF RULES AND PROCEDURES FOR
COMMISSION MEETINGS**

Updated February 23, 2015

the Airport Commission. Notice of the meeting must be posted in a location freely accessible to the public. The Commission may only consider the business stated in the notification.

PUBLIC DISCUSSION: Persons wishing to address the Airport Commission regarding items on the agenda must submit a Request to Speak form to the Airport Commission secretary prior to Public Discussion of the item.

PUBLIC COMMENT: Members of the public may address the Commission on matters pertaining to the Airport that were not part of a prior agenda item or the subject of prior discussion by submitting a Request to Speak form to the Airport Commission secretary prior to the commencement of Public Comment.

Note: Requests to speak forms are available throughout the meeting. Remarks may be limited to 3 minutes per person. If more than 15 persons wish to speak on an item or during public comment, remarks may be limited to 2 minutes per person by Commission vote or ruling of the chair.

Courtesy and respect shall be extended to the Commissioners, staff and members of the public.

SANTA MONICA CITY COUNCIL AIRPORT LEASING AND LICENSING POLICY

The purpose of this Airport Leasing and Licensing policy is to establish and declare City policy on matters related to airport leasing. This Leasing Policy shall be used by the City Manager when he/she analyzes leasing and licensing issues, when he/she presents leasing and licensing recommendations to the City Council, and when he/she render leasing and licensing decisions under the authority granted to him by the City Council.

By adopting the Airport Lease Policy, the City Council seeks to have an airport tenant mix that:

- Is harmonious with the nearby built environment by protecting the health and safety of Airport neighbors.
- Promotes compatibility among airport tenants.
- Maintains a sustainable Airport Fund that is independent from the General Fund and other subsidies.
- Comports with any applicable legal requirements and protects the City's rights that relate to leases at the Airport.
- Continues to provide opportunities for arts, education, and culture, including, but not limited to, the Artist Space Program administered in conjunction with Cultural Affairs Division.
- Establishes practices and procedures for evaluating potential leasehold interests, and for lease management and administration.
- Fosters uses and practices that are sensitive to the environment and protect the health of Airport neighbors and users and protect the City from future environmental exposure.

General Provisions. The majority of the Airport revenue is derived from leases. To help support the Airport's fiscal self-sufficiency, all rents, fees, and charges must reflect fair market value for both aviation and non-aviation properties. Fair market rents for individual buildings on non-aviation airport properties and prevailing market rents for aviation properties will be leased based on market

conditions. To achieve the goals of the Leasing Policy, the policy shall be managed in a manner consistent with the following standards:

SECTION A: USES

1. **Preferred Uses:** Parks and open space; arts/cultural, creative space, professional, theaters, museum, educational, professional offices, artist studios, art galleries, photography studios; public or private schools existing prior to September 1984; and other uses compatible with surrounding residential uses. Self-storage or public mini-warehouses; and warehouses. All uses customary or incidental to the production or distribution of motion pictures. General office uses in buildings. Restaurants with 500 square feet of floor area or less. Other uses that are low intensity and serve the adjacent community while implementing standards that are sensitive to the environment. Uses determined by the City Manager, of his/her designee, to be not more disturbing or disruptive than preferred uses.
2. **Conditionally permitted uses:** Parking and automobile storage lots and structures. Restaurants with over 500 square feet of floor area. Theaters. New public or private schools or educational institutions.
3. **Prohibited Uses:** Any use involving the manufacture, processing or treatment of products, which by nature of the operation is likely to be obnoxious or offensive. New general office uses. Any use not specifically authorized as a permitted or conditionally permitted use. High intensity uses.

SECTION B: TERMS AND CONDITIONS

1. **Term:** Lease terms may be month-to-month or longer. However, no lease shall have a term that goes beyond June 30, 2018.
2. **Environmental Responsibility:** New requests to lease and existing leases shall be reviewed to assess potential negative effects on the environment. The City may require environmental studies or testing as appropriate and necessary, and any needed remediation shall be performed prior to establishment of new uses. All lessees shall be responsible for any

environmental contamination, resulting from their prior use, as a condition to a renewed or extended lease. Environmental clean-up will be required as a condition of any renewal or extension. At the time of the application, an assessment of the proposed use will be conducted, and appropriate insurance and/or remediation requirements will be incorporated into the lease based on proposed usage.

3. **Rates:** All new and renewed leases will be leased at prevailing market rates and rates will be adjusted to stay current with market conditions and as new/renewed leases arise.
4. **Percentage Rent Provision:** In addition to a base rent, the City may elect to require that certain leases include a percentage rent provision, which can be differentiated by categories of sales. The City shall have the right to audit tenant's financial records to ascertain that the gross sales figures reported by the tenant are accurate.
5. **Existing Tenants:** All existing airport tenants in compliance with lease obligations and who meet the Performance Standards (Section C) will be offered the opportunity to retain use and occupancy of their currently leased premises subject to the "Terms and Conditions" provisions of Section B.
6. **Whole Building Leases:** Whole building leases may, at the City's discretion, be subject to public Requests for Proposals intended to optimize leasehold occupancy and the self-sustainability of the airport. Tenants under a whole building lease shall be responsible for maintenance and repair of said buildings.
7. **Transfer of Interest:** Space sharing is prohibited without the written consent of the City, and granting or withholding consent will be conditioned on express standards and conditions set forth in the lease.
8. **Lease and License Areas:** Operation and improvements to lease and license areas are subject to the City's standard regulatory rules, review and approval process.

9. **Triple Net Leases:** The City may require tenants to pay all property taxes and assessments (including Possessory Interest Tax), insurance, and utilities.
10. **Commercial Operations Permit (COP):** Prospective tenants proposing to use the Santa Monica Airport to engage in an activity that requires a business license from the City, are required to acquire a commercial operations permit issued by the City Manager. All COPs will be presented to the Airport Commission for their recommendation and comment prior to City Manager's approval.
11. **Master Tenants.** Master tenant agreements are to be phased out in an orderly transition.
12. **Insurance.** Airport lease agreements shall minimize the City's financial and economic risk, by incorporating reasonable indemnification and insurance provisions.

SECTION C: PERFORMANCE STANDARDS

1. **Compatible and Harmonious.** All lessees shall use the airport and any airport property in a manner that is compatible with Santa Monica Airport operations and with the adjacent residential uses; to encourage activities that complement adjacent residential and commercial uses; and to establish practices that are sensitive to the environment and protect the City from future environmental exposure.
2. **Alternative Fuels.** Maintenance facilities will be required to minimize their environmental impact by ensuring that all vehicles used inside the Airport Operations Area (AOA) are powered by alternative fuels.
3. All City-owned buildings appropriate and suitable for leasing may be subject to a public procurement and solicitation process to identify prospective tenants and licensees whose financial and professional experience, and products and/or services are consistent with the Leasing Standards set forth herein.

4. All prospective tenants must submit a Lease or License Application to the City. Information contained in the Lease Application shall describe the proposed use for the available space; provide information about the respondent; provide references; describe in detail the financial capability of the respondent to perform; and set forth preliminary terms and conditions.
5. Fixed Based Operators (FBOs). All FBOs will be required to minimize their environmental impact by performing the following improvements to current or as applicable proposed facilities:
 - a) Ground Power Units (GPU) used to power jet aircraft on the ramp must be performed by CNG or electric power vehicles, or by in-ground wiring. FBOs will have one year from the signing of the lease to meet this requirement.
 - b) Annual inspection reports will be provided to the City that shows the condition of the existing underground tanks.
 - c) All diesel- or gas-powered vehicles and equipment used by the FBOs to perform their primary functions, such as fleet vehicles and equipment, must be powered by alternative fuels (i.e. CNG, Electric, etc.). FBOs will have 1 year from the signing of the lease to meet this requirement.
6. Hangars must be used only for the storage of aircraft and auxiliary equipment.
7. Biofuels will be sold in lieu of Jet-A as soon as these fuels are approved by the appropriate regulatory agency(ies) and commercially available.
8. Hangars
 - a. Hangars that have a land lease agreement with the City will be on a month to month tenancy under a City approved lease agreement which will be updated as deemed necessary by the City.
 - b. Hangars must be used only for the storage of aircraft and auxiliary equipment.
 - c. No subleasing is allowed.

- d. The City will request hangar owners to avoid from performing pattern operations at Santa Monica Airport during weekends, holidays, and evening hours.
9. Recruitment for artist day studios will adhere to the criteria set forth by the Cultural Affairs Division of Community and Cultural Services Department. Candidate tenants for available Artist Day Studio space are required to file Program applications for screening purposes, and qualifying artists are selected only from the screened waiting list.

SECTION D: MAINTENANCE AND TENANT IMPROVEMENTS

1. All leaseholders shall be responsible for maintaining their facilities in attractive and safe condition, in compliance with applicable building and life safety codes and all applicable environmental laws, ordinances, regulations and standards.
2. Airport facilities will be inspected prior to new or extended leasehold occupancy and refurbished, by the City or tenant (at the City's election), to a decent, safe and sanitary condition appropriate for use. If tenant makes improvements to the facility as a mutually agreed upon condition of a lease, the City must first review and approve the proposed design and scope of work. All necessary building permits must be obtained and the work must be inspected for compliance with applicable code(s). Appropriate rental credits for the approved work performed may be negotiated as part of the lease. Any Tenant Improvement Credit that exceeds two months' worth of tenant monthly rent must be approved by the Airport Director.
3. Each tenant or licensee will be responsible for interior maintenance and repair at its sole expense, and the City generally will retain responsibility for maintenance and repair of roofs, building exteriors, landscaping and common use parking for all Airport-managed leaseholds unless otherwise specified in the lease or license. Tenants who lease whole buildings from the City will be responsible for any and all maintenance, repair and

improvements including roofs, building equipment and exteriors of the facilities as well as interior maintenance and repairs.

4. Tenants shall respond to the City's written inquiries regarding any complaints or issues. Tenant will provide an action plan for improvement if so requested by the City.
5. As applicable, the above requirements may be incorporated in leases, licenses and other agreements. In addition, the City may add to any Lease or License further or different or additional operational and performance standards as the City concludes are appropriate to the particular Tenant's operation.
6. Upon confirmation that the proposed tenancy is consistent with this Leasing Policy, a lease agreement will be prepared for review by the City Attorney and execution by the prospective tenant before being referred to the City Manager for approval. Leases for terms greater than terms specified in these guidelines require Council approval.

SECTION E: LEASE APPROVALS AND DELEGATION OF AUTHORITY

1. The City Manager has the authority to negotiate and execute month-to-month leases and leases that expire prior to June 30, 2018 provided the City Manager finds the proposed use is consistent with this Leasing Policy. To be valid, such leases must be on the basis of written agreements prepared and approved as to form by the City Attorney. Leases for terms of occupancy beyond June 30, 2018, or otherwise outside the parameters established by this Policy, will require City Council approval.
2. The City may cooperate with commercial real estate brokers who are authorized to negotiate leases on behalf of prospective tenants.

SECTION F: GENERAL PROVISIONS

This Leasing Policy may be altered by the City at any time, in its sole discretion, and shall not create any right or reliance interest for any person.

ITEM 3

To: Airport Commission

From: Airport Staff

Subject: **Non-Aviation Commercial Operations Permits**

Date: February 22, 2016

None

ITEM 4

To: Airport Commission

From: Airport Staff

Subject: Airport Management and Monthly Noise Report

Date: February 22, 2016

The following subjects will be presented as information items:

- a) Noise Management Report for January 2016.
- b) Update of New Part 16 Complaint.
- c) Discussion on changing time/hour of Commission meetings to 6:30 p.m.
- d) Santa Monica Airport 10th Annual ArtWalk March 12th from 12:00 - 5:00 p.m.
- e) Next regular Airport Commission meeting scheduled to take place on March 28, 2016 at City Hall; Agenda Submittal Deadline: March 22, 2016.

Santa Monica Airport
Noise Management Program
January 2016 Report



City of
Santa Monica™

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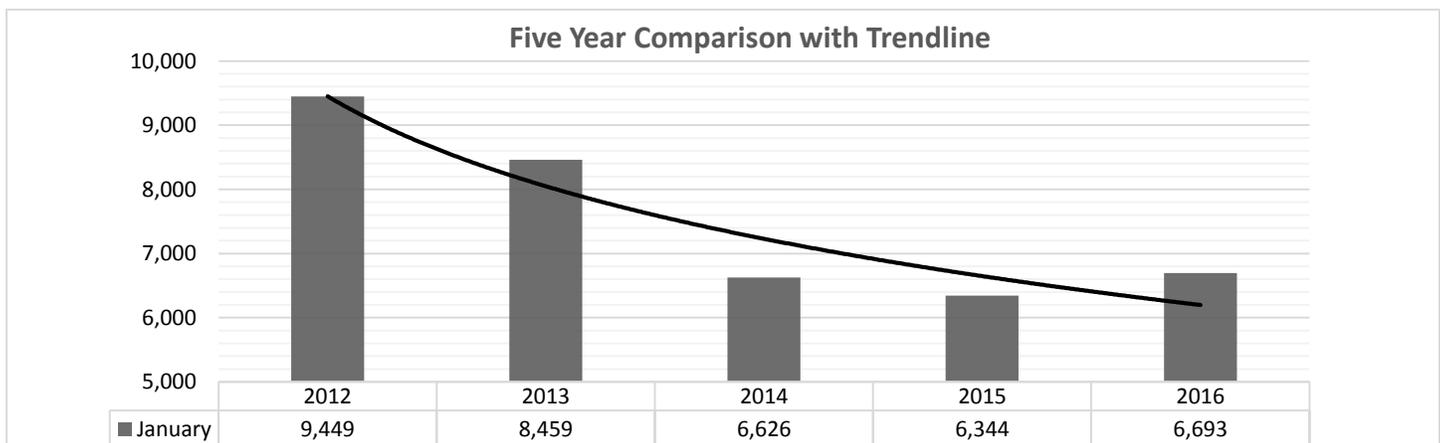
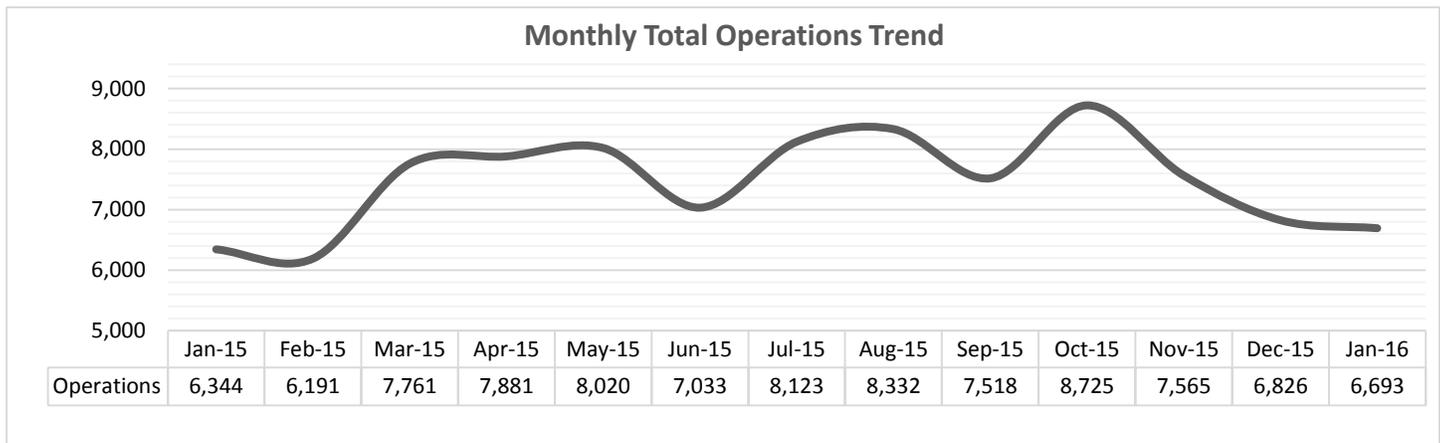
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I. Introduction

This report has been prepared in an effort to inform the Airport Commission and the public regarding the Santa Monica Airport's Noise Management Program. The report provides details on aircraft operations, noise violations, airplane and helicopter deviations, and curfew departures for the month of January 2016.

II. Aircraft Operations Data

The total number of aircraft operations (*aircraft operation is defined as one takeoff or one landing*) recorded during the month of January 2016 was 6,693; which represents a 6% increase from the 6,344 operations recorded during January 2015. Approximately 33% of the operations were instrument flights (IFR transient), 27% were local flights (VFR local operations), and 40% itinerant flights (VFR transient). The total traffic count is recorded by the FAA control tower. See attachment A for the Airport Traffic Record.

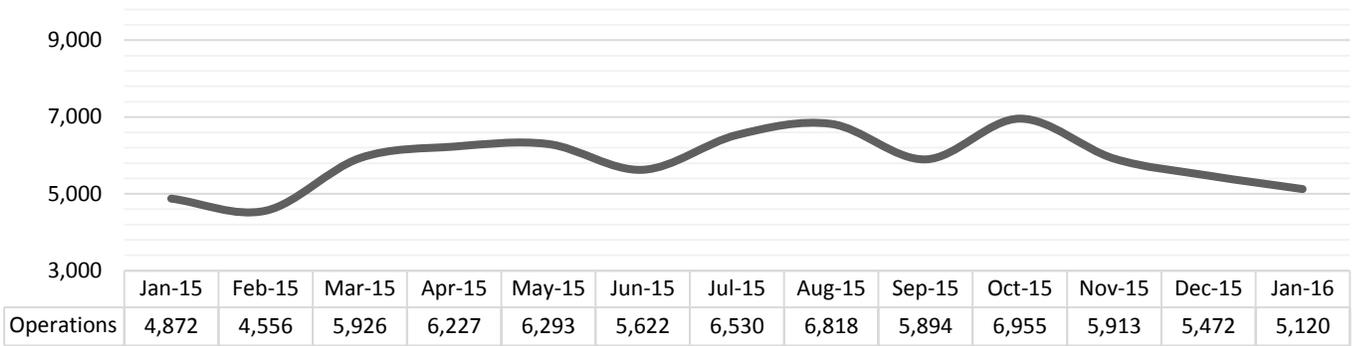


Following are breakdowns of the total operations grouped by aircraft type along with a graph for each type indicating each monthly aircraft operations trend during the preceding 12 month period.

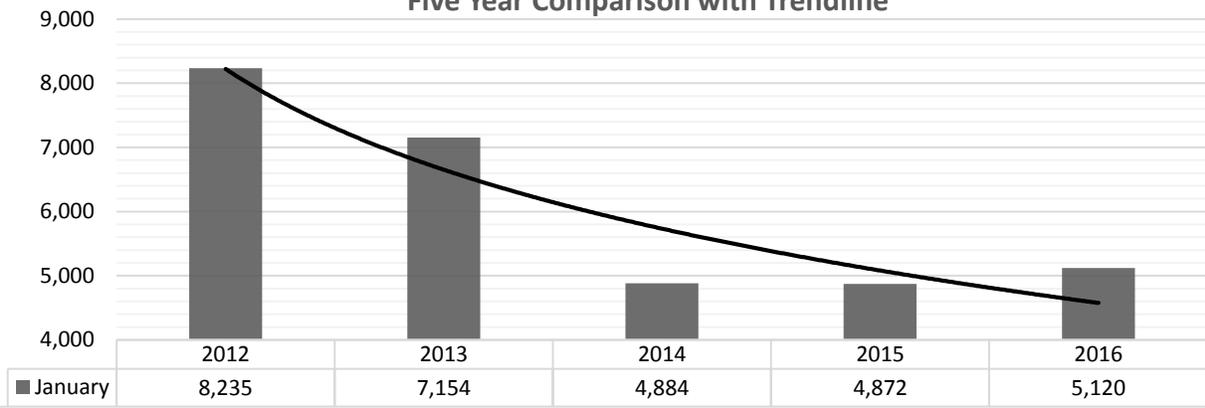
Propeller Aircraft Operations

There were approximately 5,120 propeller aircraft operations, comprising approximately 76% of the total operations. Propeller aircraft operations for January 2016 increased 5% from the 4,872 propeller aircraft operations recorded during January 2015.

Yearly Propeller Operations Trend



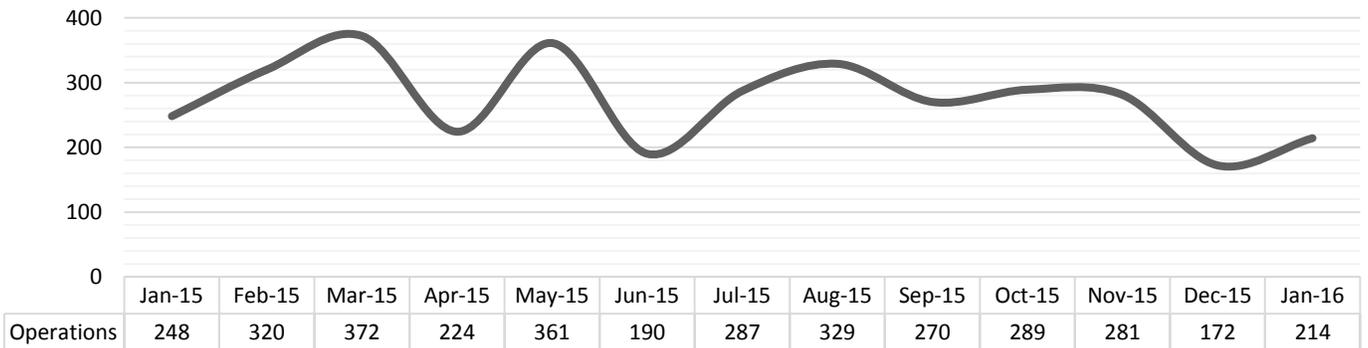
Five Year Comparison with Trendline

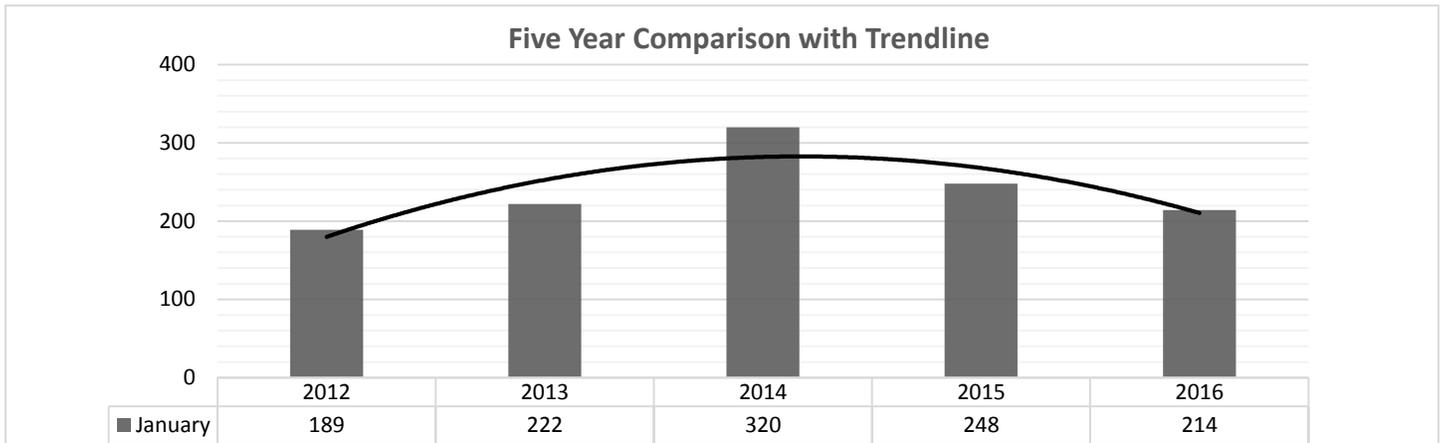


Helicopter Operations

Of the monthly aircraft operations for January 2016, there were approximately 214 helicopter operations, comprising approximately 3% of the total operations. Helicopter operations for January 2016 decreased 14% from the 248 helicopter operations recorded in January 2015.

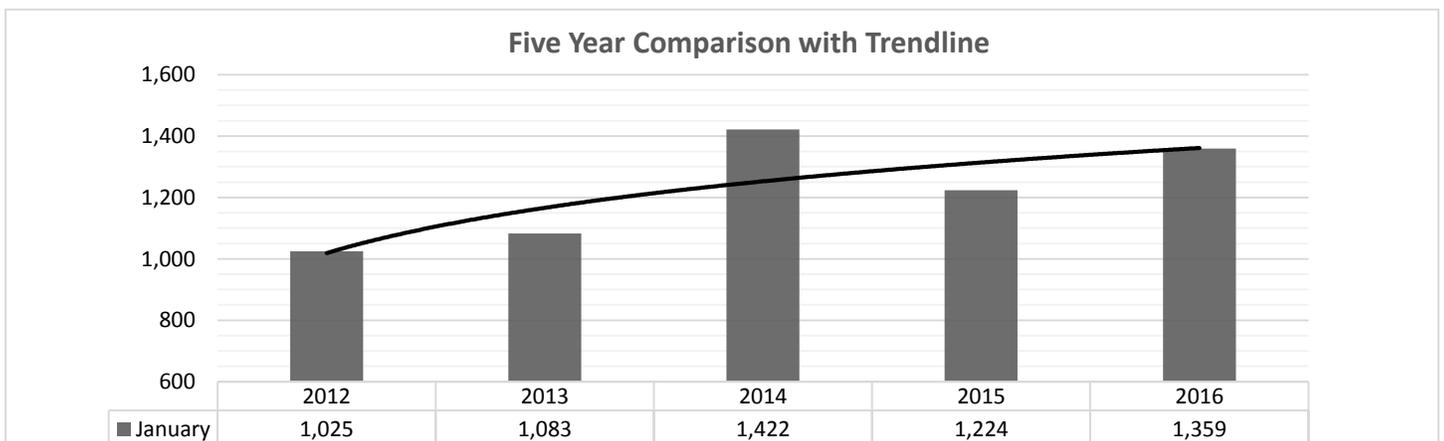
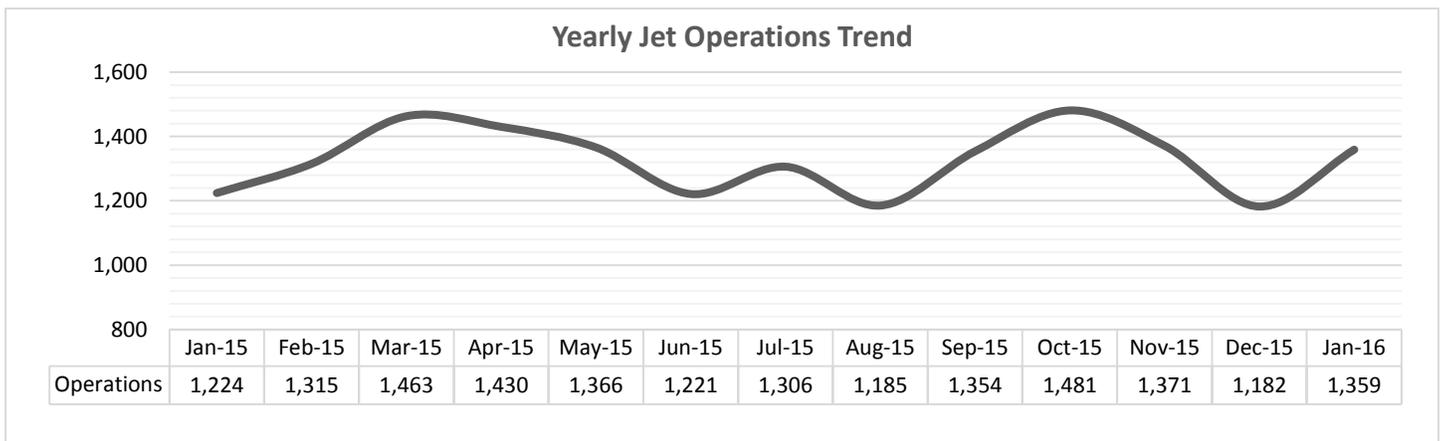
Yearly Helicopter Operations Trend





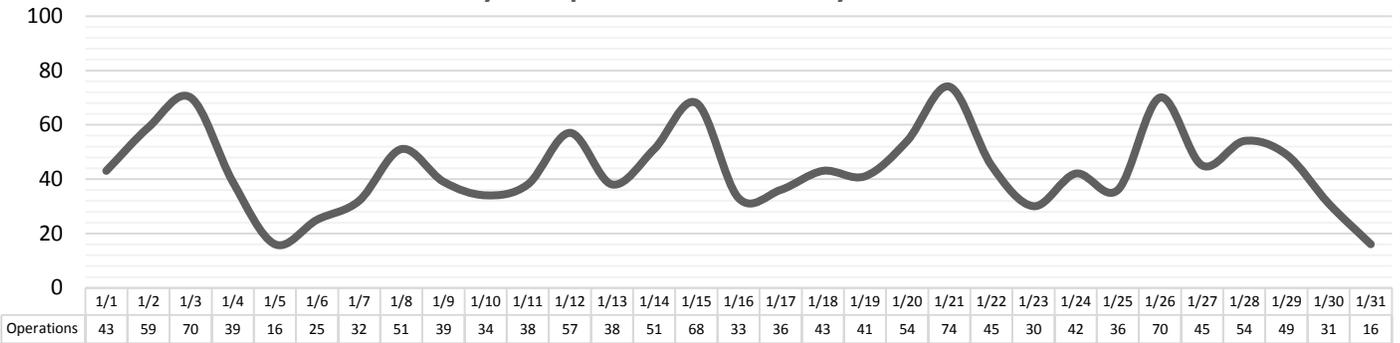
Jet Aircraft Operations

Of the monthly aircraft operations for January 2016, there were approximately 1,359 jet aircraft operations, comprising approximately 20% of the total operations. Jet aircraft operations for January 2016 increased 11% from the 1,224 jet aircraft operations recorded during January 2015.



Daily jet operations vary significantly from day to day. Jet operations for the month of January 2016 averaged 45 per day. The line graph below represents the daily operations for jet driven aircraft for the month of January 2016.

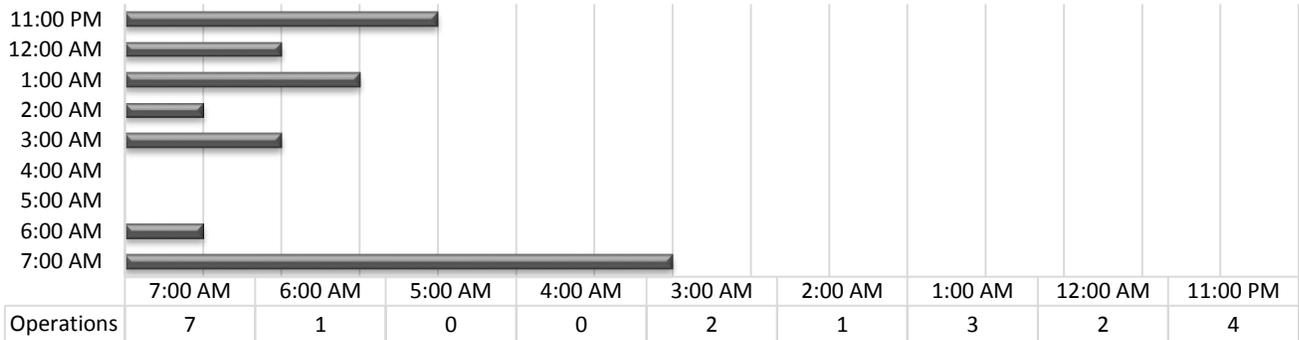
Daily Jet Operations for January 2016



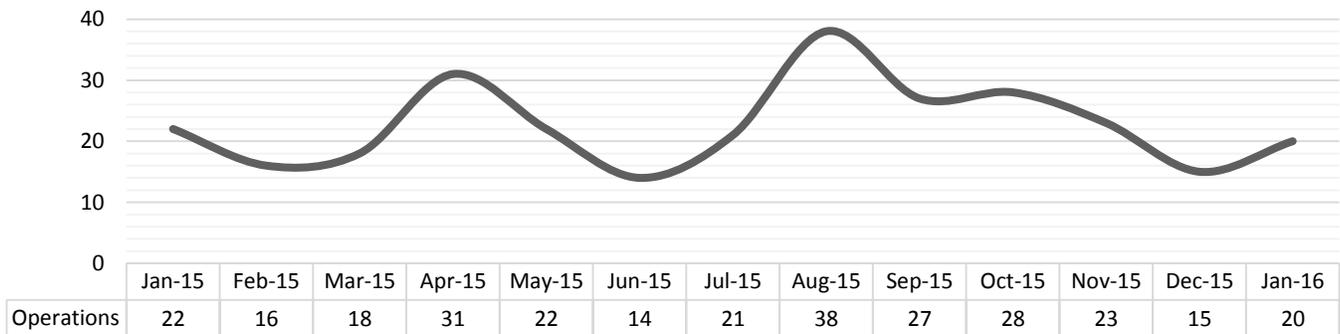
III. Voluntary Arrival Curfew

During the month of January 2016, Airport Staff logged a total of 20 aircraft arrivals during the Voluntary Arrival Curfew (VAC) (11:00 p.m. to 7:00 a.m. weekdays, 11:00 p.m. to 8:00 a.m. weekends/holidays). The graph below depicts the number of arrivals for each VAC hour during the month of January 2016. For a listing of aircraft arrivals during the night hours, see attachment B.

Voluntary Curfew Arrivals by Hour



Yearly Voluntary Curfew Arrival Trend



IV. Deviations from Recommended VFR Noise Management Procedures

Santa Monica Airport requests that arriving and departing VFR aircraft follow certain flight paths for Noise Management. Aircraft that are observed to be operating outside of the requested flight paths are contacted and counseled of the proper Noise Management procedures. During the month of January 2016 airport staff spent several hours observing 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. For a breakdown of the deviations investigated see attachment C.

V. Noise Management Briefings

Most 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, which will lower aircraft noise levels, which in turn will minimize the impact of aircraft operations to the surrounding community.

VI. Authorized Departures & Curfew Violations

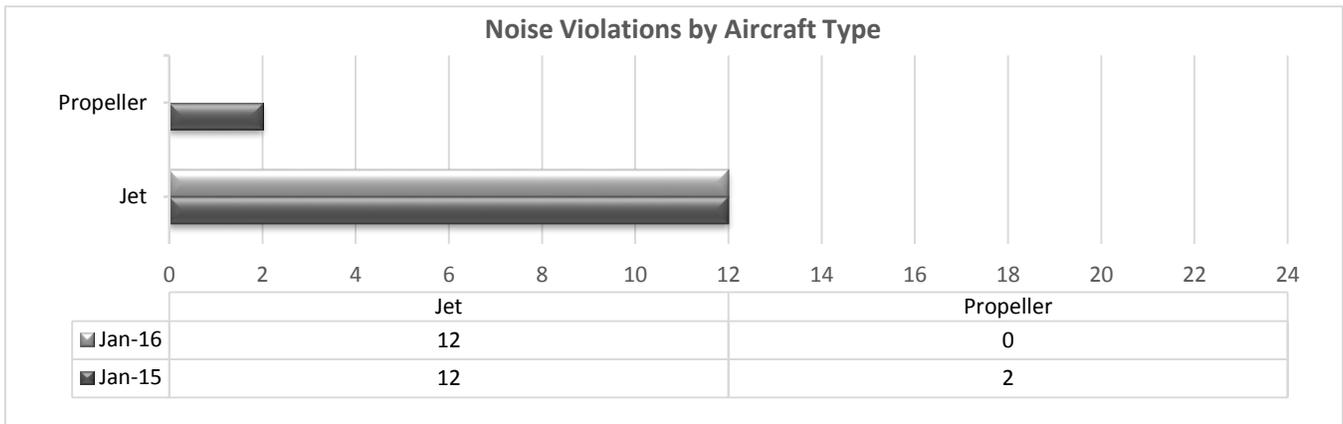
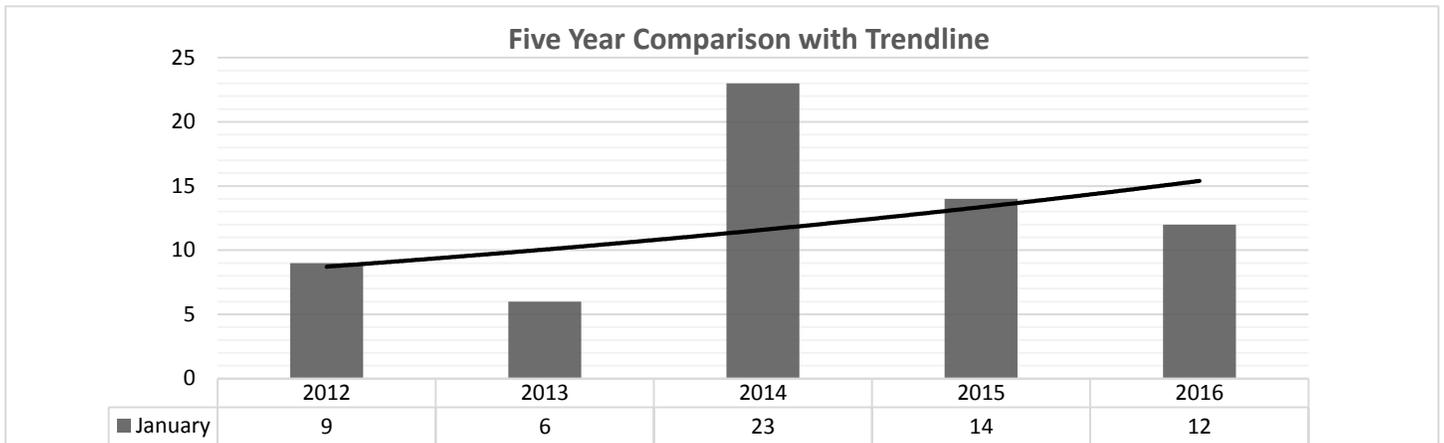
The night departure curfew prohibits takeoffs or engine start-ups between 11 p.m. and 7 a.m. Monday through Friday, or until 8 a.m. on weekends and holidays. Exceptions are allowed for bona fide medical or public safety emergencies. During the month of January 2016, there were no authorized curfew departures or curfew violation. See Attachment D.

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 January 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 1,500 feet from each end of the runway. (See Attachment F for the location of RMS 1 & RMS 2 and Attachment G for the definition of SENEL).

A violation occurs when an aircraft exceeds 95.0 dBA Single Event Noise Exposure Level. During the month of January 2016, there were 12 noise violations, a decrease of 14% from the 14 noise violations recorded during January 2015. A summary of noise violations for January 2016 are listed on attachment E.





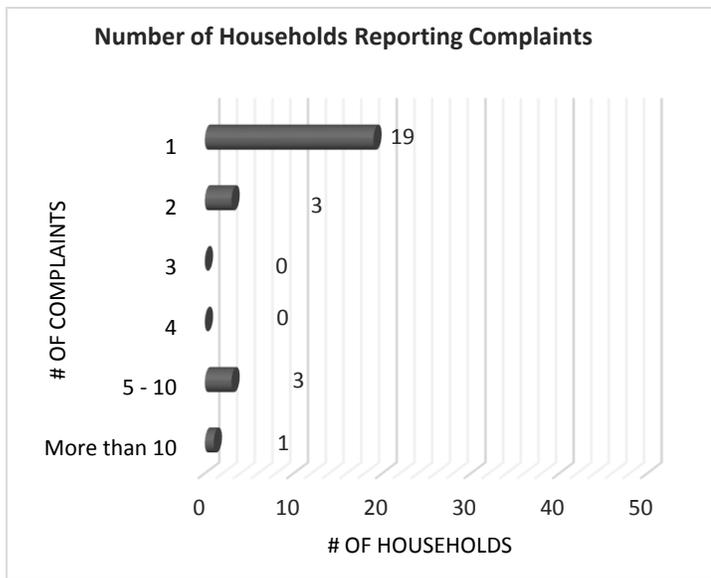
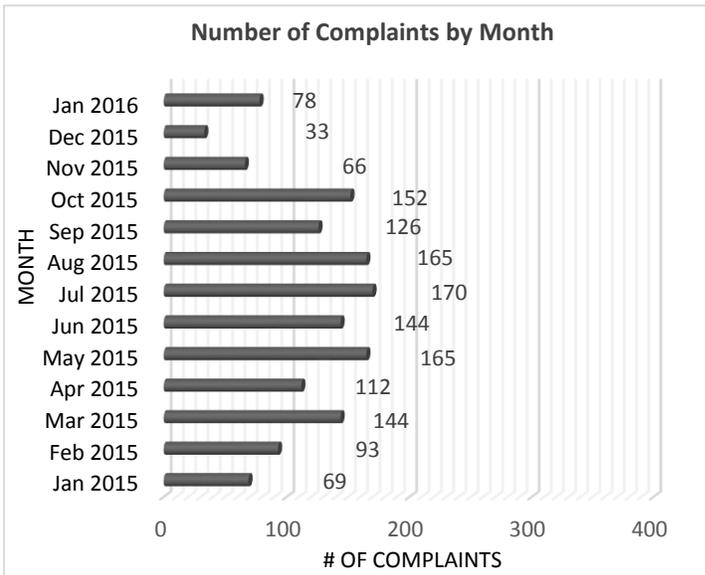
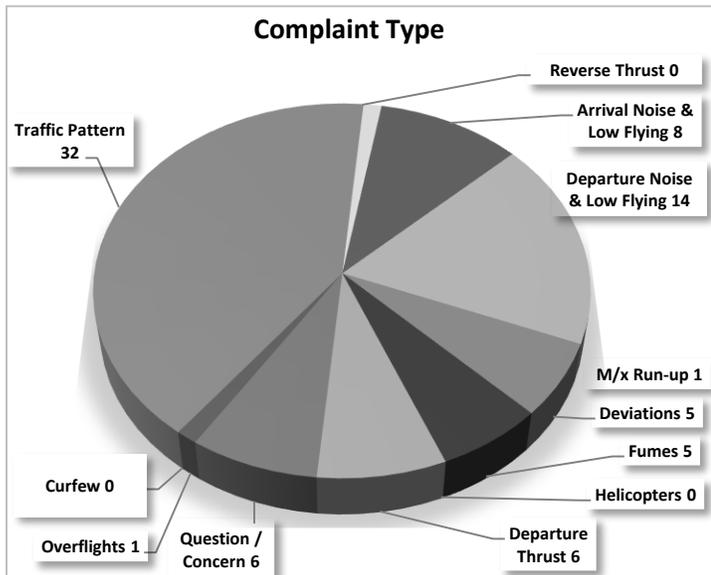
Violations Breakdown by Decibel Level

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	4	3	4	0	0	1	0	12	100%
Propeller	0	0	0	0	0	0	0	0	0%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	4	3	4	0	0	1	0	12	
%	33%	25%	33%	0%	0%	8%	0%		100%

Of the 6,693 aircraft operations recorded during the month of January 2016, 99.8% were in compliance with Santa Monica Airport's noise ordinance. The noise violations listed in the graph below were registered at RMS sites 1 or 2 and do not include exempt medical emergency operations.

VIII. AIRCRAFT RELATED COMPLAINTS

During January of 2016, Airport Noise Management staff received a total of 78 inquiries from 26 different residences. 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 complaints received during January 2016.



ATTACHMENT A

AIRPORT TRAFFIC RECORD	FACILITY NAME	LOCATION	1/2016	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 } <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <input type="checkbox"/> B. RADAR <input type="checkbox"/> C. LIMITED RADAR <input type="checkbox"/> D. NON-RADAR </div> <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <input checked="" type="checkbox"/> E. VFR TOWER <input type="checkbox"/> G. CONTRACT TOWER (Continue on reverse) </div> <div style="margin-top: 10px;"> <input type="checkbox"/> FACILITY TYPE CHANGED (12) YES </div>			IF DAILY HOURS OF OPERATION HAVE CHANGED, ENTER NEW HOURS → HRS. 10 THS	(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	27	98	0	125	8	0	8	133	133
2	0	36	162	0	198	41	0	41	239	372
3	0	43	119	0	162	24	0	24	186	558
4	0	27	115	0	142	50	0	50	192	750
5	0	11	27	1	39	16	0	16	55	805
6	0	13	31	0	44	0	0	0	44	849
7	0	18	97	0	115	85	0	85	200	1049
8	0	39	175	0	214	34	0	34	248	1297
9	0	23	126	0	149	13	0	13	162	1459
10	0	22	122	0	144	14	0	14	158	1617
11	0	28	41	0	69	128	0	128	197	1814
12	0	29	191	0	220	80	0	80	300	2114
13	0	21	145	0	166	44	0	44	210	2324
14	0	29	189	0	218	165	0	165	383	2707
15	0	48	145	0	193	101	0	101	294	3001
16	0	14	124	0	138	26	0	26	164	3165
17	0	26	138	0	164	18	0	18	182	3347
18	0	32	71	0	103	32	0	32	135	3482
19	0	27	81	0	108	29	0	29	137	3619
20	0	29	155	0	184	32	0	32	216	3835
21	0	47	207	0	254	75	0	75	329	4164
22	0	34	220	0	254	47	0	47	301	4465
23	0	9	114	0	123	36	0	36	159	4624
24	0	21	183	0	204	92	0	92	296	4920
25	0	34	178	0	212	100	0	100	312	5232
26	0	22	197	0	219	76	0	76	295	5527
27	0	17	54	0	71	199	0	199	270	5797
28	0	33	199	0	232	71	0	71	303	6100
29	0	48	199	0	247	66	0	66	313	6413
30	0	16	130	0	146	102	0	102	248	6661
31	0	12	20	0	32	0	0	0	32	6693
TOTAL	0	0	0	0	4889	1804	0	1804	6693	

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		1/2016 (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	25	26	0	(16-19)	51		
2	0	36	33	0	(20-23)	69		
3	0	41	47	0	(24-27)	88		
4	0	27	42	0	(28-31)	69		
5	0	10	26	1	(32-35)	37		
6	0	13	30	0	(36-39)	43		
7	0	16	39	0	(40-43)	55		
8	0	33	44	0	(44-47)	77		
9	0	23	41	0	(48-51)	64		
10	0	20	46	0	(52-55)	66		
11	0	28	41	0	(56-59)	69		
12	0	27	50	0	(60-63)	77		
13	0	21	46	0	(64-67)	67		
14	0	29	56	0	(68-71)	85		
15	0	42	59	0	(72-75)	101		
16	0	14	49	0	(76-79)	63		
(14-2)								
17	0	26	40	0	(16-19)	66		
18	0	30	63	0	(20-23)	93		
19	0	25	51	0	(24-27)	76		
20	0	28	67	0	(28-31)	95		
21	0	47	47	0	(32-35)	94		
22	0	30	61	0	(36-39)	91		
23	0	9	59	0	(40-43)	68		
24	0	19	33	0	(44-47)	52		
25	0	23	39	0	(48-51)	62		
26	0	22	54	0	(52-55)	76		
27	0	17	54	0	(56-59)	71		
28	0	33	34	0	(60-63)	67		
29	0	48	33	0	(64-67)	81		
30	0	15	71	0	(68-71)	86		
31	0	12	16	0	(72-75)	28		
TOTAL	0	789	1397	1		2187		
	(17-21)	(22-26)	(27-31)	(32-36)				
FACILITY USE								

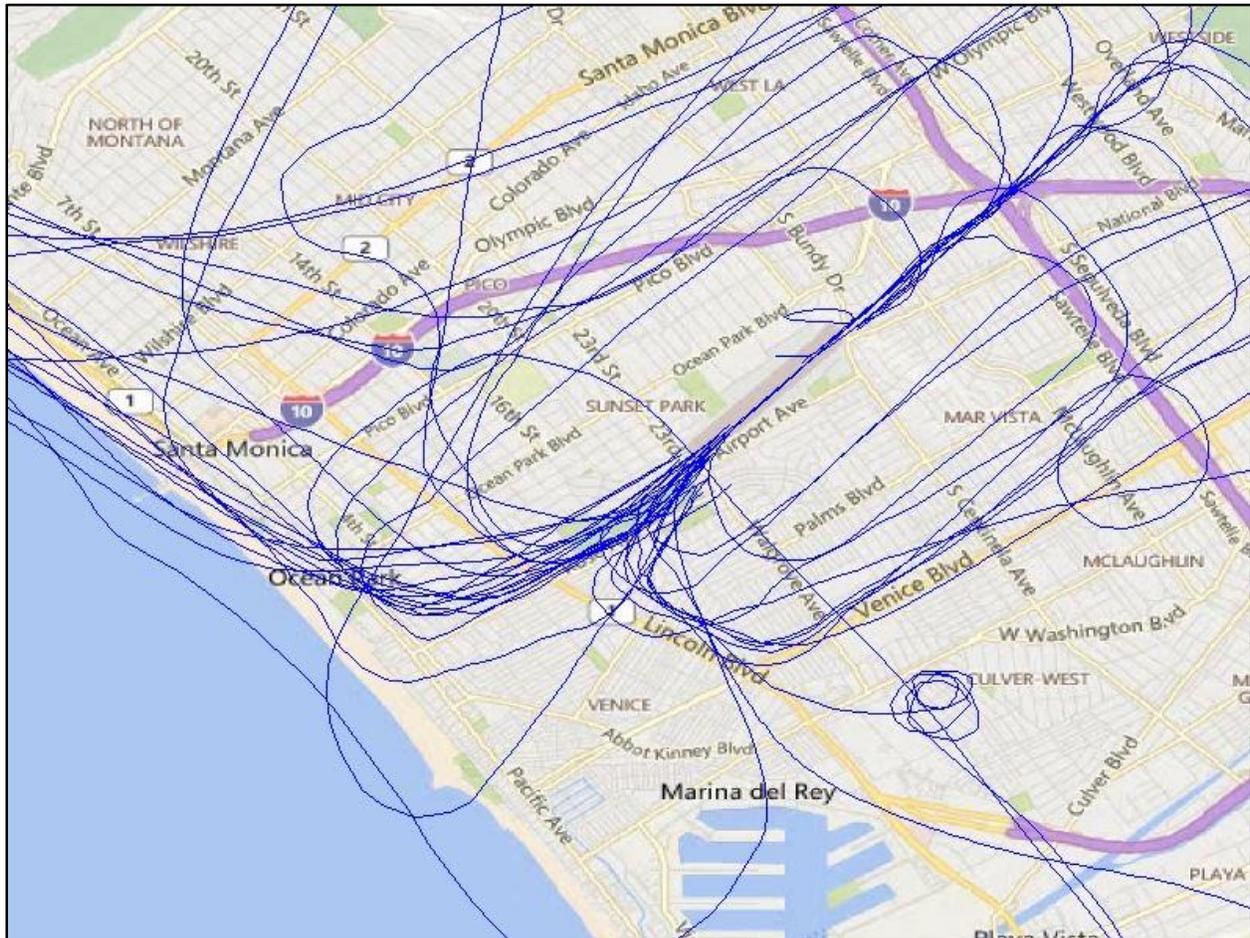
ATTACHMENT B
Registered Noise Levels for Night Arrival Curfew
11 pm and 7 am Weekdays
11 pm and 8 am Weekends

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ENGINE
1/1/16	2:36	N747CA	C421	21	85.5	2	ACTION AIR EXPRESS	J
1/2/16	7:13	N17WC	B350	21	87.6	2	WEST COAT CHARTERS	T
1/7/16	23:35	N640QS	C56X	21	88.3	2	NETJETS INC	J
1/9/16	0:52	N375QS	C680	21	83.8	2	NETJETS INC	J
1/9/16	1:50	N58144	M20P	21	DNR	2	DANIEL LOW	P
1/9/16	7:08	N517ML	GLF4	21	89.2	2	HAMISH LLC	J
1/9/16	7:26	N850WD	TBM7	21	90.0	2	SHILOH EQUIPMENT LLC	T
1/11/16	6:36	N581JS	E50P	21	79.6	2	JETSUITE	J
1/12/16	23:10	N801UP	B350	21	86.6	2	WHEELS UP PARTNERS LLC	T
1/15/16	1:10	N29AF	C172	21	DNR	2	AMERIFLYERS OF CALIFORNIA INC	P
1/16/16	0:26	N339QS	C680	21	83.2	2	NETJETS INC	J
1/16/16	3:06	N745QS	GALX	21	86.0	2	NETJETS INC	J
1/17/16	7:53	N233QS	F2TH	21	84.1	2	NETJETS INC	J
1/23/16	7:21	N525TG	C525	21	80.9	2	SWEATMORE V LLC	J
1/24/16	7:29	N908BS	BE20	21	89.3	2	GOLDEN STATE AIR CHARTER LLC	T
1/25/16	3:04	N726EG	SR20	21	DNR	2	SIMONI AIR LLC	P
1/27/16	1:05	N3000D	SR22	3	71.7	1	LANDAU MUSIC GROUP INC	P
1/27/16	23:17	N6393C	P28A	21	DNR	2	GUILLERMO PEREZ	P
1/28/16	23:43	N580JS	E50P	21	81.9	2	JETSUITE	J
1/31/16	7:18	N473PC	PC12	21	89.8	2	JEMASA INC	T

ATTACHMENT C
Deviations from the Recommended VFR Procedures

Total deviations in the month: 40			
ATC / Traffic	IFR	Weather	Other*
13	1	3	2
Deviation letters sent:		21	

*Other includes law enforcement, military & go-arounds.



January 2016 VFR deviations.

ATTACHMENT D
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

NONE

Curfew Violations

NONE

**ATTACHMENT E
(Aircraft Noise Violations)**

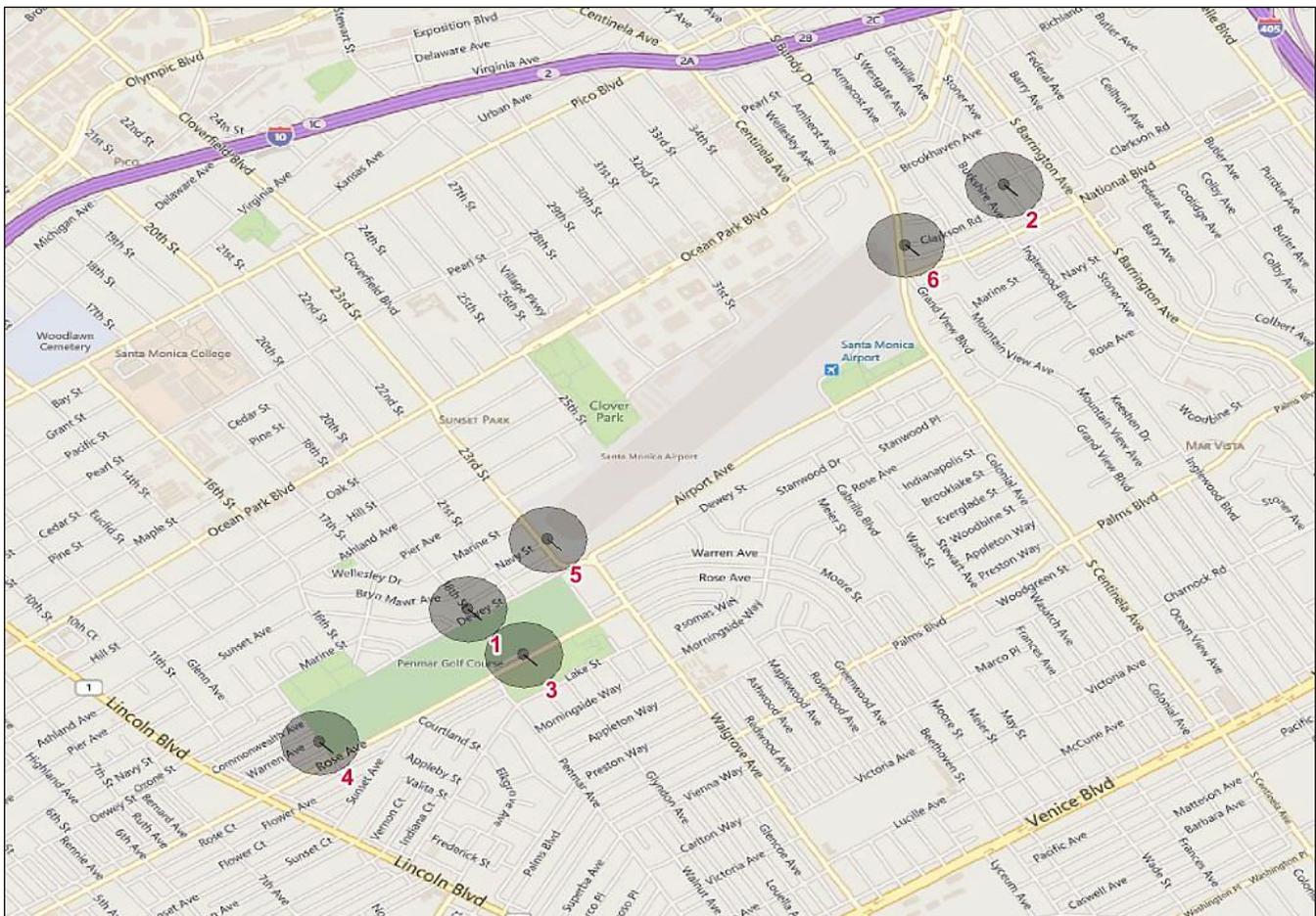
AIRCRAFT ENGINE CATEGORY LEGEND

(J) = Jet, (P) = Single-Engine prop,
(T) = Turbo-Prop, (H) = Helicopter

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
1/1/16	19:13	N15SK	C560	21	100.5	1	EXEC 1 AVIATION	WARNING	J
1/2/16	10:47	N9292X	H25B	21	96.7	1	MAYO AVIATION	WARNING	J
1/3/16	20:36	C-GXPZ	F900	21	97.0	1	CHARTRIGHT AIR INC	WARNING	J
1/5/16	15:37	N109AP	C25A	21	95.2	1	STAJETS	WARNING	J
1/9/16	8:11	N627RR	C25C	21	97.8	1	SWAN ASSET MANAGEMENT	WARNING	J
1/10/16	11:29	N57HC	C25A	21	97.7	1	BRIDGEPORT ASSOCIATES INC.	WARNING	J
1/13/16	10:15	N627RR	C25C	21	95.5	1	SWAN ASSET MANAGEMENT	WARNING	J
1/14/16	14:02	N767QS	CL30	21	96.2	1	NET JETS AVIATION INC	\$2,000	J
1/15/16	11:43	C-GFLU	F900	21	95.7	1	CHARTRIGHT AIR INC	\$2,000	J
1/17/16	13:15	N520DF	C525	21	96.0	1	FALCON EXECUTIVE AVIATION INC	WARNING	J
1/17/16	14:13	C-GFLU	F900	21	97.4	1	CHARTRIGHT AIR INC	\$2,000	J
1/26/16	8:55	N129MC	C560	21	95.8	1	SILVERHAWK AVIATION	WARNING	J

ATTACHMENT F 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.

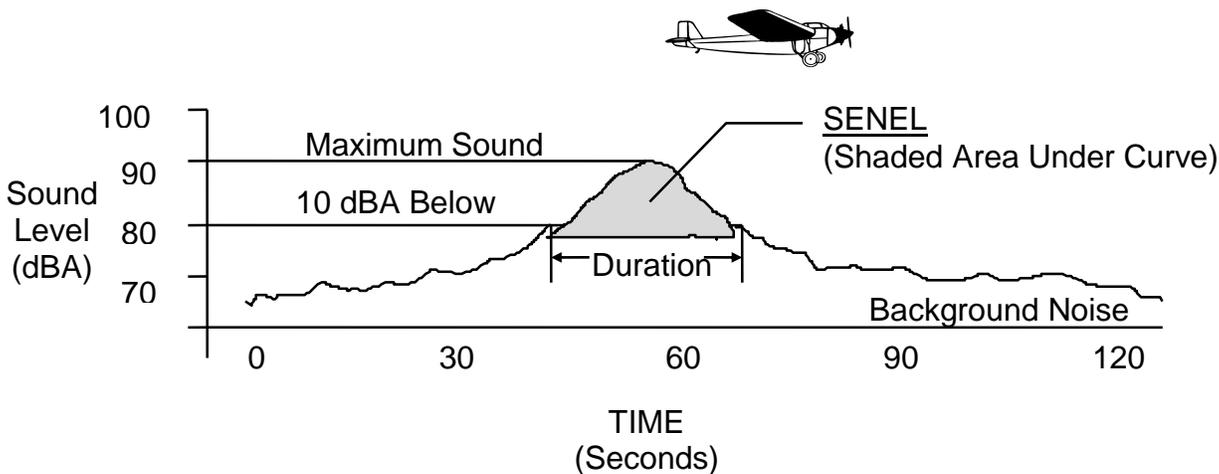
ATTACHMENT G (Single Event Noise Exposure Level)

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 1,500 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.