

Santa Monica Airport
Noise Management Program
July 2012 Report



City of
Santa Monica™

Report prepared by:

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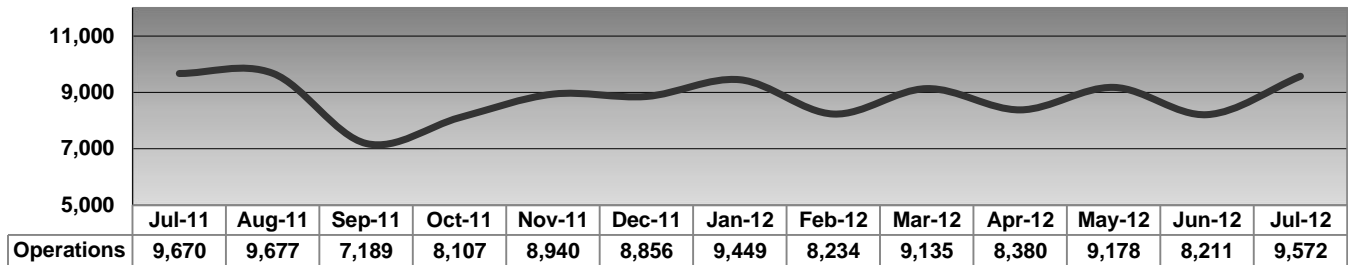
I. Introduction

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, aircraft and helicopter deviations, and curfew departures for the month of July 2012.

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 July 2012 was 9,572; which represents a 1% decrease from the 9,670 operations recorded during July 2011. Approximately 19% of the operations were instrument flights (IFR transient), 35% were local flights (VFR local operations), and 46% itinerant flights (VFR transient). The total traffic count is recorded by the FAA control tower. See attachment A for the Airport Traffic Record.

Yearly Total Operations Trend

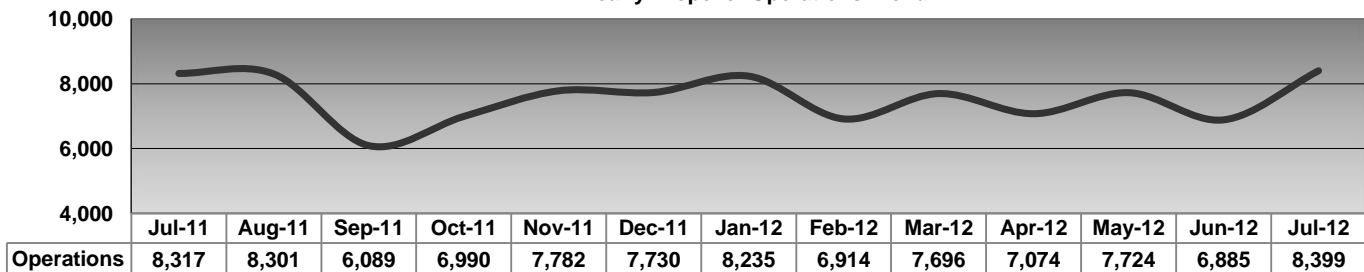


Following are breakdowns of the total operations grouped by aircraft type along with a graph for each type indicating each monthly aircraft operations trend during the preceding 12-month period.

Propeller Aircraft Operations

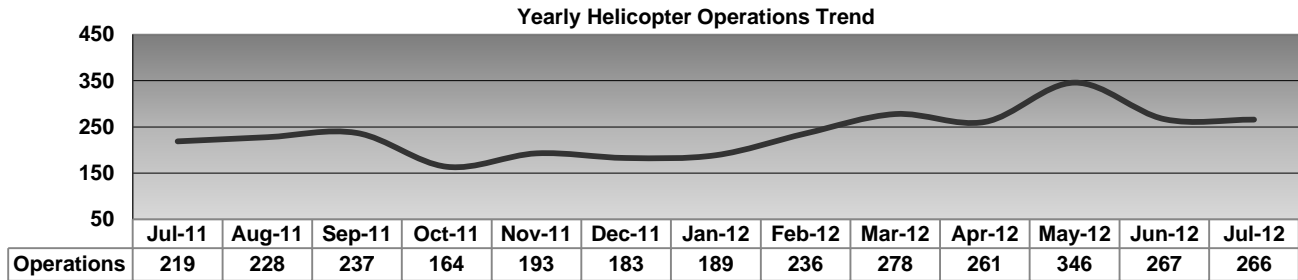
There were approximately 8,399 propeller aircraft operations, comprising approximately 88% of the total operations. Propeller aircraft operations for July 2012 increased 1% from the 8,317 propeller aircraft operations recorded during July 2011.

Yearly Propeller Operations Trend



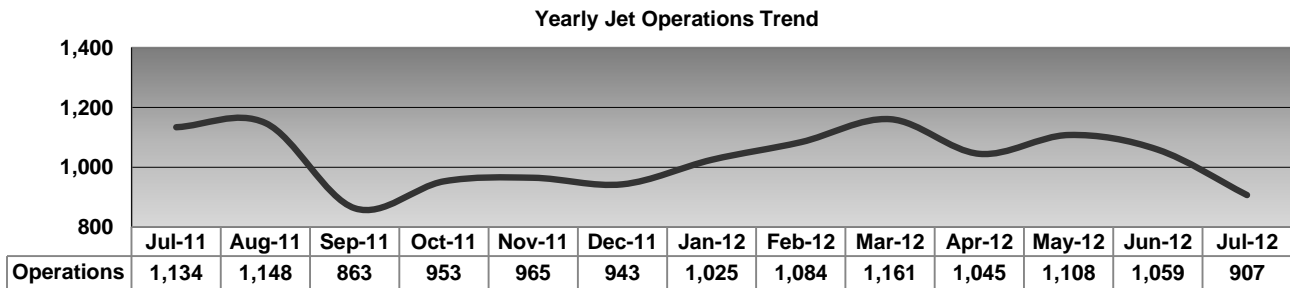
Helicopter Operations

Of the monthly aircraft operations for July 2012, there were approximately 266 helicopter operations, comprising approximately 3% of the total operations. Helicopter operations for July 2012 increased 21% from the 219 recorded in July 2011.

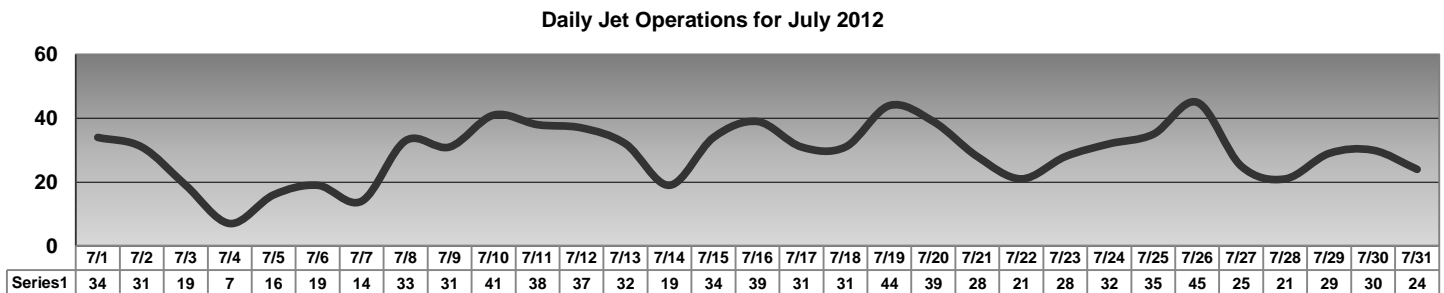


Jet Aircraft Operations

Of the monthly aircraft operations for July 2012, there were approximately 907 jet aircraft operations, comprising approximately 9% of the total operations. Jet aircraft operations for July 2012 decreased 20% from the 1,134 jet aircraft operations recorded during July 2011.

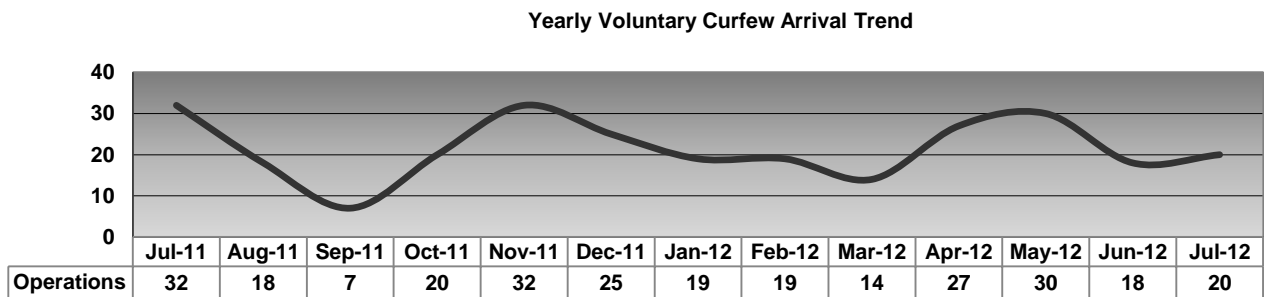
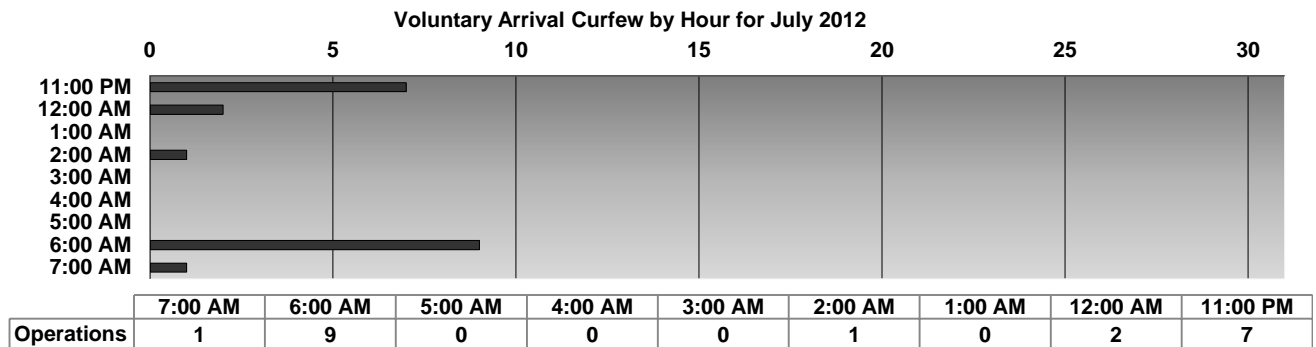


Jet operations vary significantly from day to day and often change with local civic & entertainment events and varying weather conditions. There are however, certain patterns which develop over time providing staff a better understanding of what to anticipate on a daily & weekly basis. Closely examining the daily operations of aircraft allows staff to make adjustments to their daily activities in working with the flying public and neighboring communities. Daily jet operations for the month of July 2012 averaged 29 per day. The line graph below represents the daily operations for jet driven aircraft for the month of July 2012.



III. Voluntary Arrival Curfew

During the month of July 2012, 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 July 2012. For a listing of aircraft arrivals during the night hours, see attachment B.



IV. Deviations from Requested Noise Management Flight Paths

Santa Monica Airport requests that arriving and departing 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 July 2012 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 flight tracks, requesting compliance with the Airport's Recommended Noise Management Procedures.

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. Curfew Violations

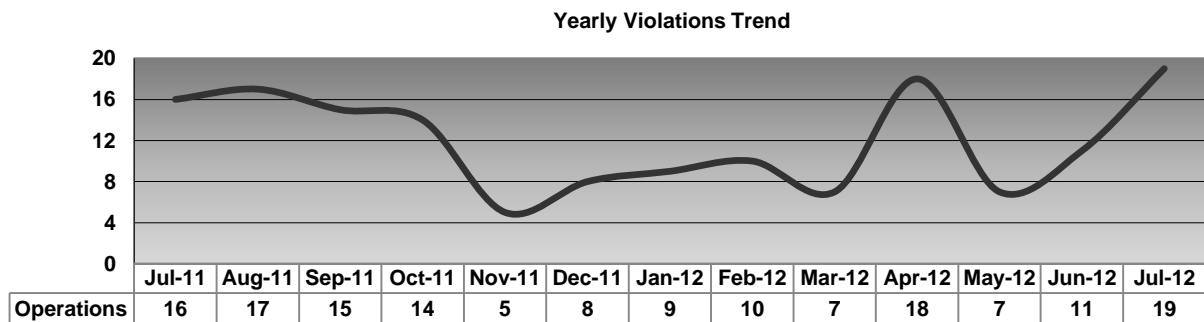
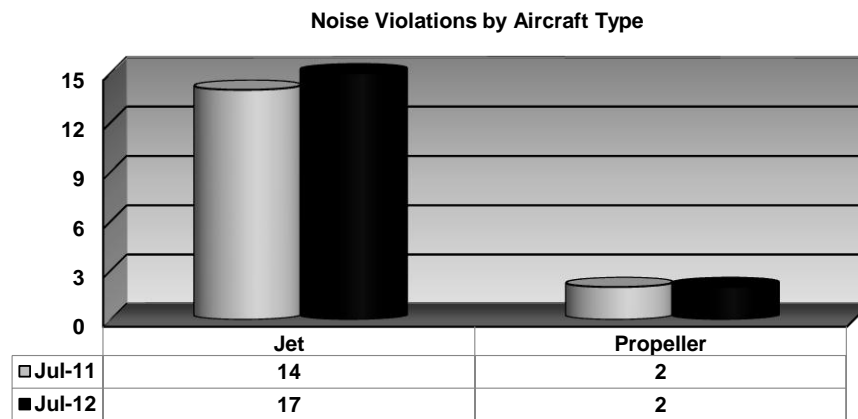
The night departure curfew prohibits takeoffs or engine startups between 11pm and 7am Monday through Friday, or until 8am on weekends and holidays. Exceptions are allowed for bona fide medical or public safety emergencies. During the month of July 2012 there were two authorized curfew departures and no curfew violations.

VII. Noise Violations

As result of an agreement between the City of Santa Monica and the Federal Aviation Administration (FAA), an Aircraft Noise Ordinance was established setting a maximum noise level of 95.0 dBA Single Event Noise Exposure Level (SENEL) measured at two Remote Monitoring Stations (RMS) 1,500 feet from each end of the runway. (See Attachment E for the location of RMS01 & RMS02 and Attachment F for the definition of SENEL.)

A violation occurs when an aircraft exceeds 95.0 dBA Single Event Noise Exposure Level. During the month of July 2012, there were 19 noise violations, an increase of 19% from the 16 noise violations recorded during July 2011. A summary of noise violations for July 2012 is listed on attachment D.

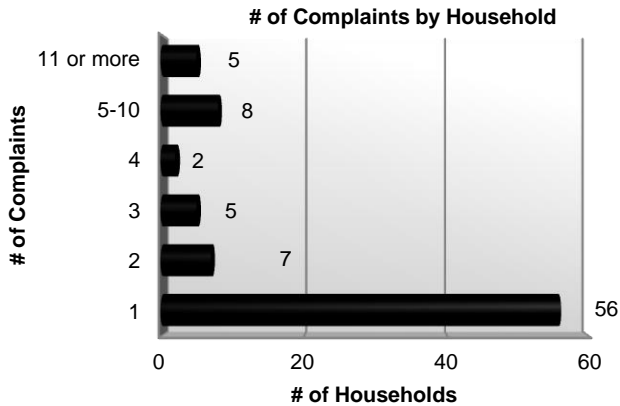
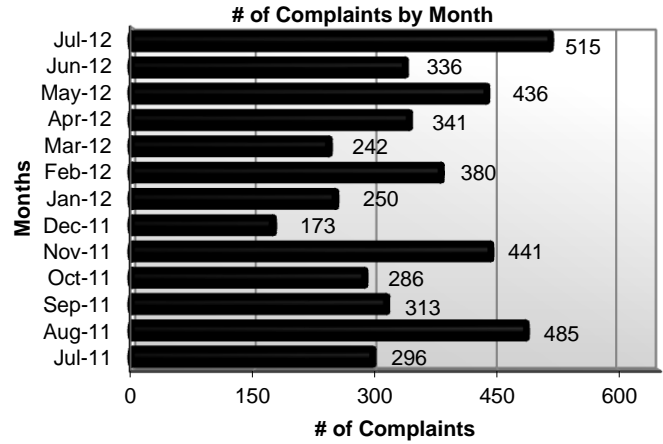
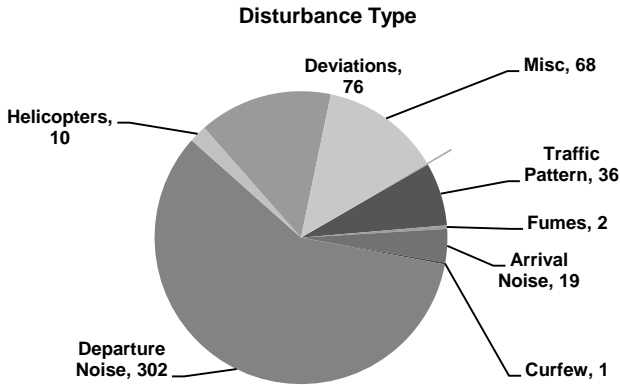
Of the 9,572 aircraft operations recorded during the month of July 2012, 99.8% were in compliance with Santa Monica Airport's noise ordinance. The noise violations listed in the graph below were registered at RMS sites 1 and 2 and do not include exempt medical emergency operations.



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	6	8	0	1	1	1	0	17	89%
Propeller	0	1	0	0	0	1	0	2	11%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	6	9	0	1	1	2	0	11	
%	32%	47%	0%	5%	5%	0%	0%		100%

VIII. AIRCRAFT NOISE COMPLAINTS

During July 2012, Airport Noise Management staff received a total of 515 inquiries from 83 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 July 2012.



ATTACHMENT A

AIRPORT TRAFFIC RECORD	FACILITY NAME	LOCATION	7/2012	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)	<input type="checkbox"/> B. RADAR <input type="checkbox"/> C. LIMITED RADAR <input type="checkbox"/> D. NON-RADAR <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)

APPROACH CONTROL TOWERS (also submit FAA Form 7230-26)

AIRPORT OPERATIONS COUNT

DAY (15-16)	ITINERANT					LOCAL			TOTAL OPERATIONS	SPECIAL USE (47-51)
	AC (17-21)	AT (22-26)	GA (27-31)	MIL (32-36)	TOTAL ITINERANT	CIVIL (37-41)	MILITARY (42-46)	TOTAL LOCAL		
1	0	23	203	3	229	22	0	22	251	251
2	0	12	179	0	191	120	0	120	311	562
3	0	17	146	0	163	51	0	51	214	776
4	0	8	94	0	102	36	0	36	138	914
5	0	8	119	1	128	37	0	37	165	1079
6	0	16	156	0	172	112	0	112	284	1363
7	0	6	161	0	167	40	0	40	207	1570
8	0	18	249	0	267	54	0	54	321	1891
9	0	16	155	0	171	177	0	177	348	2239
10	0	7	225	0	232	264	0	264	496	2735
11	0	21	217	0	238	200	0	200	438	3173
12	0	21	193	0	214	119	0	119	333	3506
13	0	16	207	0	223	259	0	259	482	3988
14	0	6	172	0	178	0	0	0	178	4166
15	0	20	239	0	259	70	0	70	329	4495
16	0	18	175	0	193	118	0	118	311	4806
17	0	25	177	0	202	197	0	197	399	5205
18	0	21	210	0	231	260	0	260	491	5696
19	0	29	226	0	255	202	0	202	457	6153
20	0	22	212	0	234	173	0	173	407	6560
21	0	13	174	0	187	39	0	39	226	6786
22	0	11	157	0	168	0	0	0	168	6954
23	0	11	120	0	131	0	0	0	131	7085
24	0	18	184	0	202	150	0	150	352	7437
25	0	15	180	0	195	110	0	110	305	7742
26	0	23	222	0	245	146	0	146	391	8133
27	0	16	191	0	207	146	0	146	353	8486
28	0	15	209	0	224	47	0	47	271	8757
29	0	21	218	0	239	52	0	52	291	9048
30	0	13	145	0	158	65	0	65	223	9271
31	0	10	185	0	195	106	0	106	301	9572
TOTAL	0				6200	3372	0	3372	9572	

ATTACHMENT A (Airport Traffic Record)

THIS SIDE FOR USE BY VFR TOWERS ONLY (ALL Approach Control Terminals MUST use FAA Form 7230-26)					ALL VFR Towers recording <i>Instrument Operations</i> <i>on this side</i> MUST COMPLETE		7/2012 (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	23	37	3	(16-19)	63			
2	0	12	52	0	(20-23)	64			
3	0	17	54	0	(24-27)	71			
4	0	8	38	0	(28-31)	46			
5	0	8	61	1	(32-35)	70			
6	0	16	39	0	(36-39)	55			
7	0	6	47	0	(40-43)	53			
8	0	18	37	0	(44-47)	55			
9	0	16	31	0	(48-51)	47			
10	0	7	44	0	(52-55)	51			
11	0	21	30	0	(56-59)	51			
12	0	21	45	0	(60-63)	66			
13	0	16	40	0	(64-67)	56			
14	0	6	58	0	(68-71)	64			
15	0	19	40	0	(72-75)	59			
16	0	18	44	0	(76-79)	62			
(14-2)									
17	0	23	51	0	(16-19)	74			
18	0	21	30	0	(20-23)	51			
19	0	24	40	0	(24-27)	64			
20	0	22	35	0	(28-31)	57			
21	0	13	25	0	(32-35)	38			
22	0	11	60	0	(36-39)	71			
23	0	11	47	0	(40-43)	58			
24	0	18	41	0	(44-47)	59			
25	0	15	40	0	(48-51)	55			
26	0	23	53	0	(52-55)	76			
27	0	16	48	0	(56-59)	64			
28	0	15	27	0	(60-63)	42			
29	0	21	35	0	(64-67)	56			
30	0	13	34	0	(68-71)	47			
31	0	10	35	0	(72-75)	45			
TOTAL	0	488	1298	4		1790			
	(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/Holidays

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ENGINE
7/1/12	23:49	N551LA	R44	21	DNR	2	LAW ENFORCEMENT	H
7/2/12	0:49	N17CX	C750	21	85.4	2	GLASS AVIATION	J
7/3/12	6:48	N622KM	BE20	21	85.5	2	K & M EQUIPMENT CO LLC	TP
7/4/12	0:38	N926CT	SR22	21	76.8	2	TITAN LAND CO LLC	SE
7/5/12	6:43	N210FF	E50P	21	83.0	2	JETSUITE	J
7/10/12	23:48	N700RR	HAWKER 700A	21	89.0	2	MAXIMUM FLIGHT ADVANTAGES	J
7/11/12	23:03	N4060H	M20K	21	DNR	2	DUE NORTH PRODUCTIONS INC	SE
7/11/12	23:11	N739TD	C172	21	DNR	2	ULTIMATE AVIATION INC	SE
7/15/12	2:48	N40AU	M20T	21	74.9	2	BKF AVIATION LTD	SE
7/18/12	6:53	N904PA	BE9L	21	81.5	2	PARAMOUNT CITRUS LLC	TP
7/20/12	23:50	N299JW	SR22	21	70.5	2	HANDS SERVICES INC	SE
7/21/12	6:53	N487DT	PRM1	21	86.7	2	D/T CARSON ENTERPRISES INC	J
7/22/12	7:23	N241FB	HAWKER 700A	21	84.9	2	MC AVIATION MANAGEMENT & CHARTER	J
7/25/12	6:47	N899SD	B200	21	85.4	2	LOYD'S AVIATION	TP
7/25/12	6:53	N622KM	BE20	21	86.8	2	K & M EQUIPMENT CO LLC	TP
7/25/12	23:20	N1111X	SPORTCRUISER	21	DNR	2	SANTA MONICA FLYERS INC	SE
7/26/12	6:41	N500FB	EA50	21	81.6	2	E-185 LLC	J
7/26/12	6:47	N808SW	BE9L	21	81.6	2	DOYLE PARTNERS AIR LLC	TP
7/30/12	6:04	44AE	PA34	21	84.3	2	DENNIS M PHELAN	SE
7/30/12	23:53	N2522C	PA28	21	DNR	2	ALAN P KLAMECKI	SE

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

DATE	TIME	RWY	NUMBER	TYPE	OPERATION
7/1/12	23:03	21	551LA	R44	LAW ENFORCEMENT
7/5/12	0:22	3	551LA	R44	LAW ENFORCEMENT

Curfew Violations

No Unauthorized Curfew Departures

**ATTACHMENT D
(Aircraft Noise Violations)**

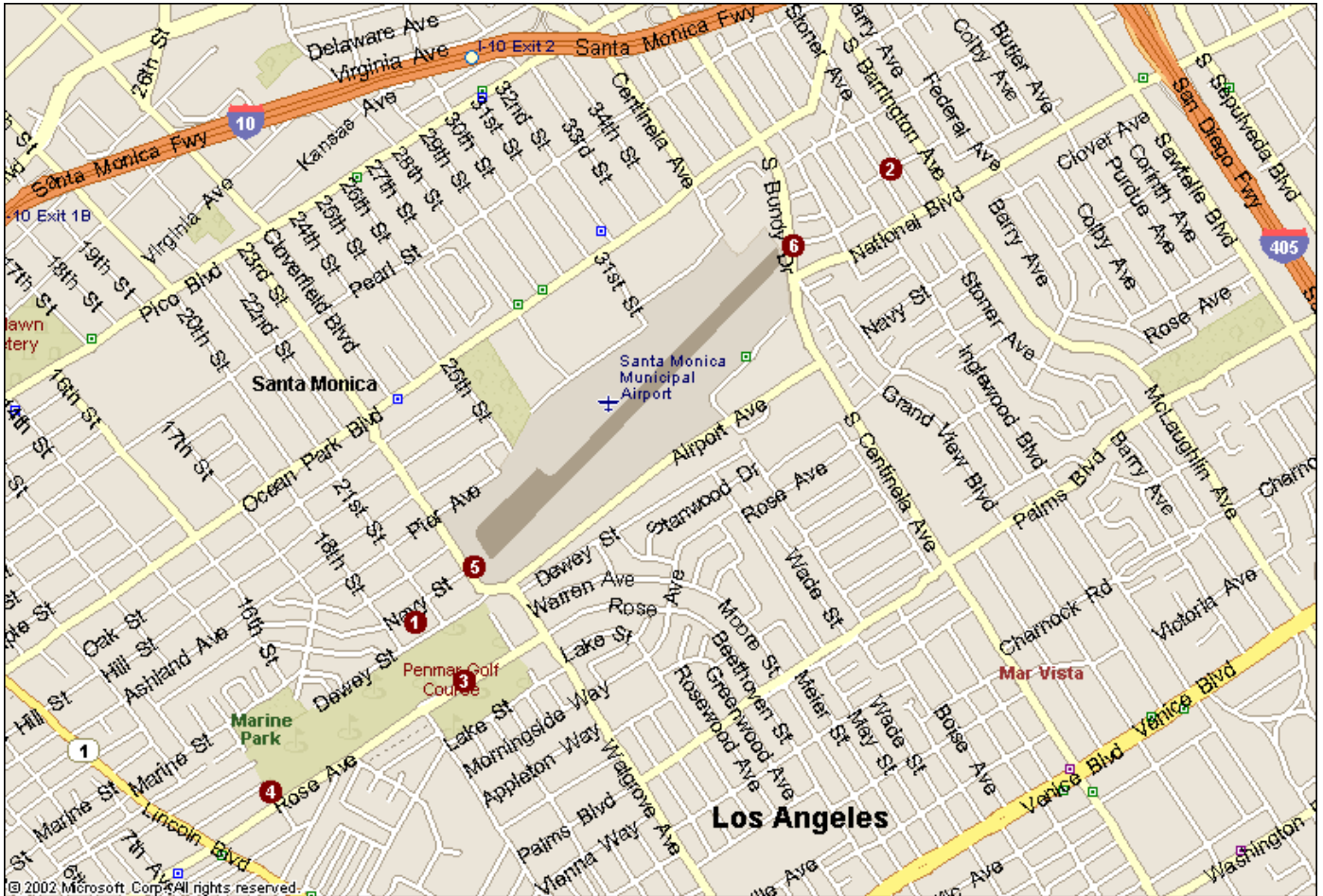
AIRCRAFT ENGINE CATEGORY LEGEND

**(J) = Jet, (ME) = Multi-Engine, (SE) = Single-Engine,
(TP) = Turbo-Prop, (H) = Helicopter**

DATE	TIME	NUMBER	TYPE	RWY	SEL	RMS	COMPANY NAME	ACTION	ENGINE
7/1/12	14:30	CFAMI	C560	21	96.3	1	BLACK COMB AVIATION	WARNING	J
7/6/12	11:31	8888 GAJ001	FALCON 2000	21	96.0	1	GAMA AVIATION INC	WARNING	J
7/7/12	15:28	74TS	FALCON FA50	21	95.6	1	METROPOLITAN AVIATION LLC	WARNING	J
7/9/12	20:58	109DD UJT104	GLF3	21	99.1	1	UNIVERSAL JET AVIATION INC	BANNED	J
7/11/12	10:41	700RR	HAWKER 700A	21	102.9	1	MAXIMUM FLIGHT ADVANTAGES	WARNING	J
7/13/12	9:00	682AB	C680	21	95.4	1	AERO WEST-GMBH	WARNING	J
7/14/12	22:48	525HS	C525	21	95.2	1	ABA ENERGY CORPORATION	WARNING	J
7/18/12	20:30	718MV	C25C	21	96.5	1	CAPITAL CITY JET CENTER	WARNING	J
7/21/12	11:11	788JB ELJ788	C25A	21	96.3	1	DELTA PRIVATE JETS	WARNING	J
7/21/12	16:56	791AA	BE36	21	96.0	2	BRUCE A MCKILLOP	WARNING	SE
7/22/12	8:29	241FB	HAWKER 700A	21	96.3	1	MC AVIATION MANAGEMENT & CHA	WARNING	J
7/23/12	13:43	FGIPH	FA10	21	95.7	1	REGOURD AVIATION	WARNING	J
7/23/12	17:05	918TB	GLF4	21	95.4	1	JET AVIATION BUSINESS JETS	WARNING	J
7/26/12	22:18	224HA	AC56	3	100.4	2	PETERSEN RANCH LLC	WARNING	ME
7/27/12	9:24	858ME	C560	21	95.5	1	858ME LLC	WARNING	J
7/28/12	15:21	763DB	GLF4	21	96.2	1	TRANS EXEC AIR SERVICE INC	WARNING	J
7/30/12	7:35	305FL	E55P	21	96.7	1	BD ENERGY COMPANY LLC	WARNING	J
7/30/12	15:04	123HK	HAWKER 800A	21	96.5	1	HAWK AVIATION LLC/TAVAERO JET	WARNING	J
7/31/12	21:56	50FF	FA50	21	98.8	1	RICHARDSON AVIATION	WARNING	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.

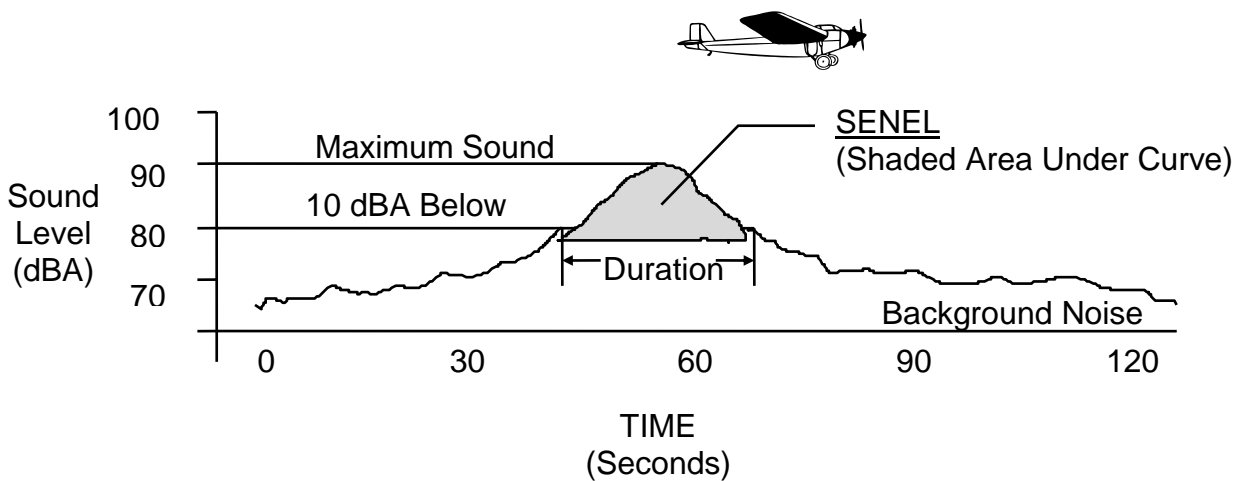
ATTACHMENT F (Single Event Noise Exposure Level)

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 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.