



# Santa Monica Airport Monthly Operations Report

**February 2021**

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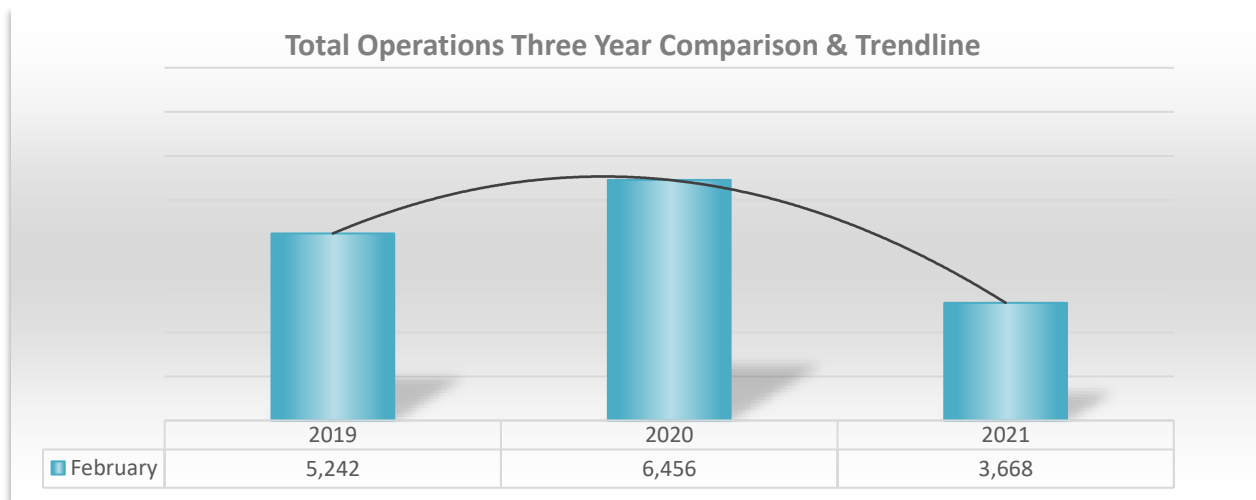
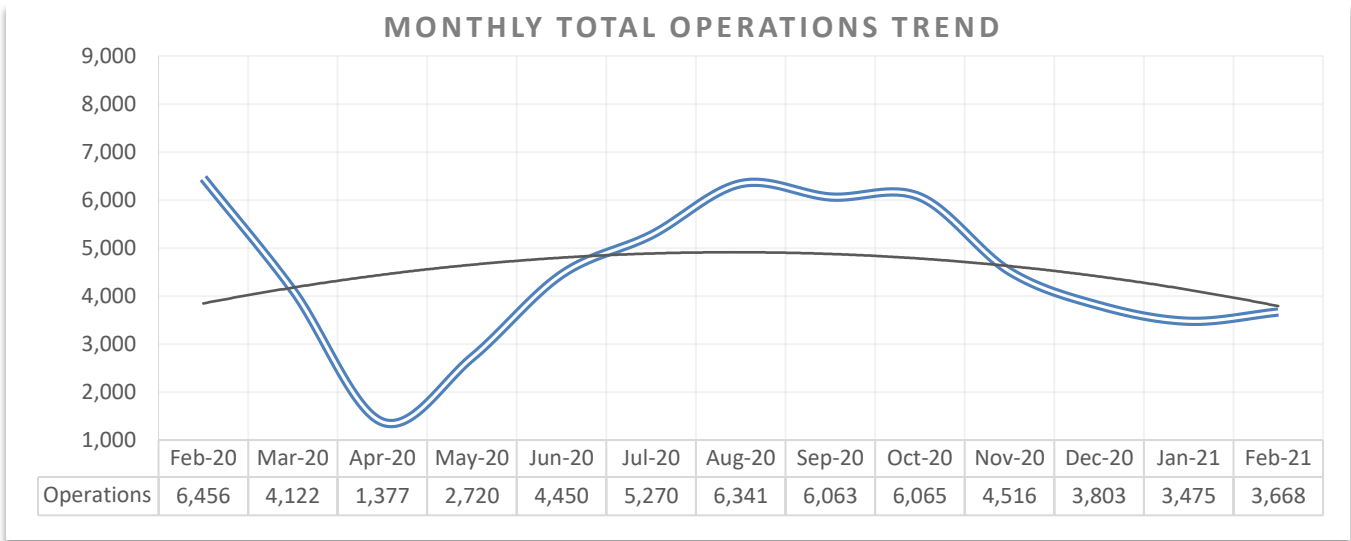
## I. Introduction

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 February 2021.

## II. Aircraft Operations Data

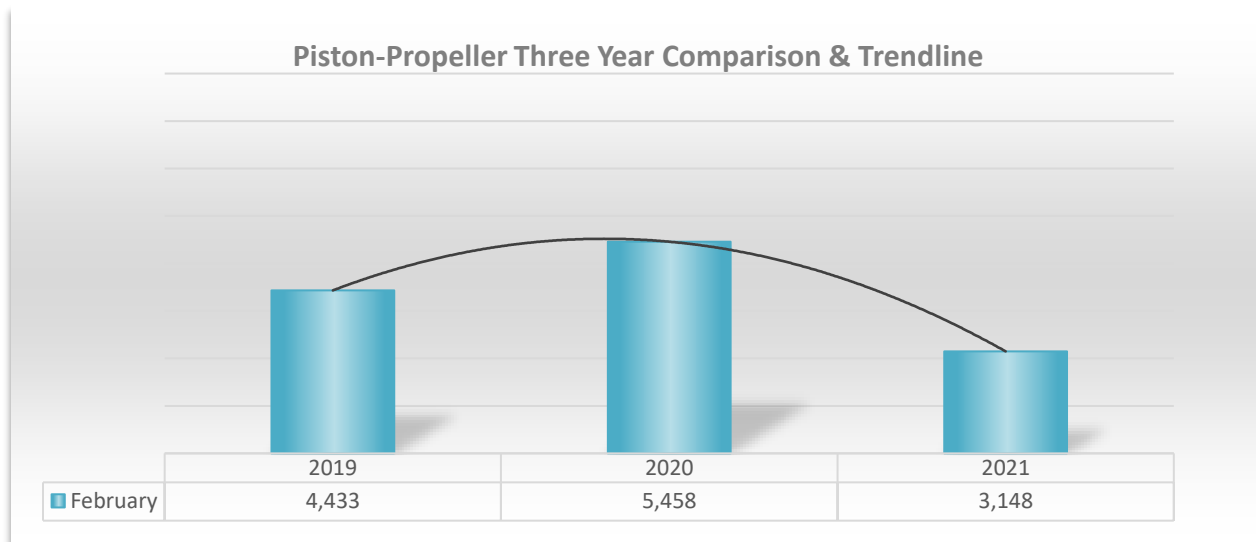
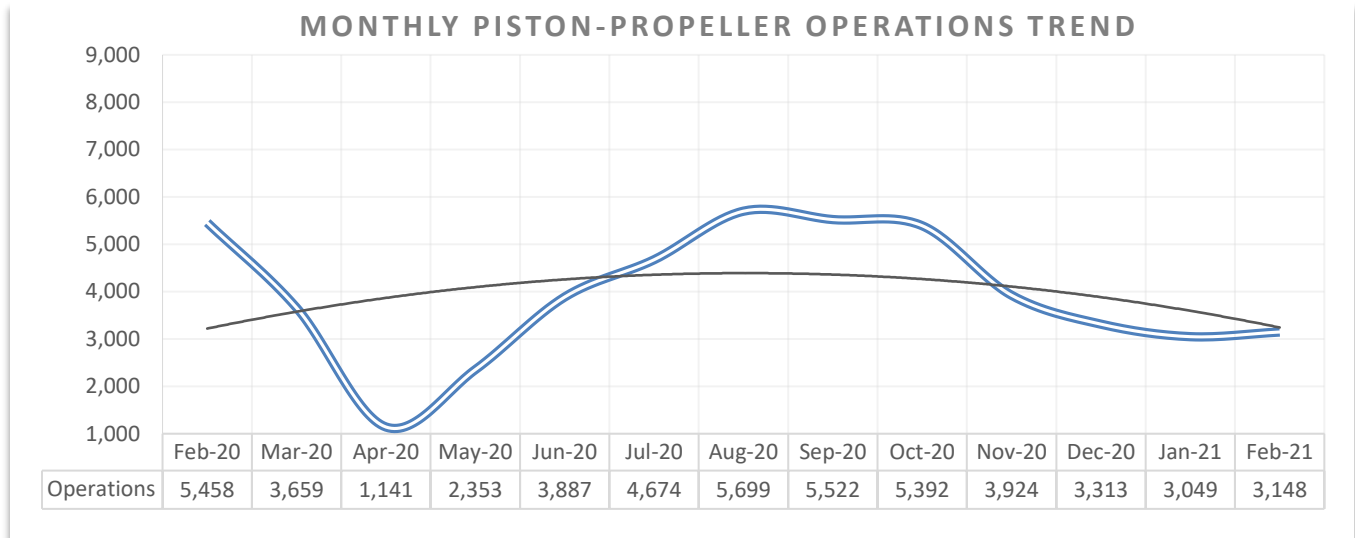
The total number of aircraft operations recorded during the month of February 2021 was 3,668 which represents a 43% decrease from the 6,456 operations recorded during February 2020. Approximately 13% of the operations were instrument flights (IFR transient), 37% were local flights (VFR local operations), and 50% were itinerant flights (VFR transient). The official total traffic count is recorded by the Federal Aviation Administration (FAA) control tower. Due to COVID-19, the control tower adopted a reduced hours operational schedule. This report includes total operations count and total local operations figures supplemented with the Airport’s own data during the hours when the tower was unstaffed. The FAA’s traffic record is included under Attachment A.

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 is as follows.



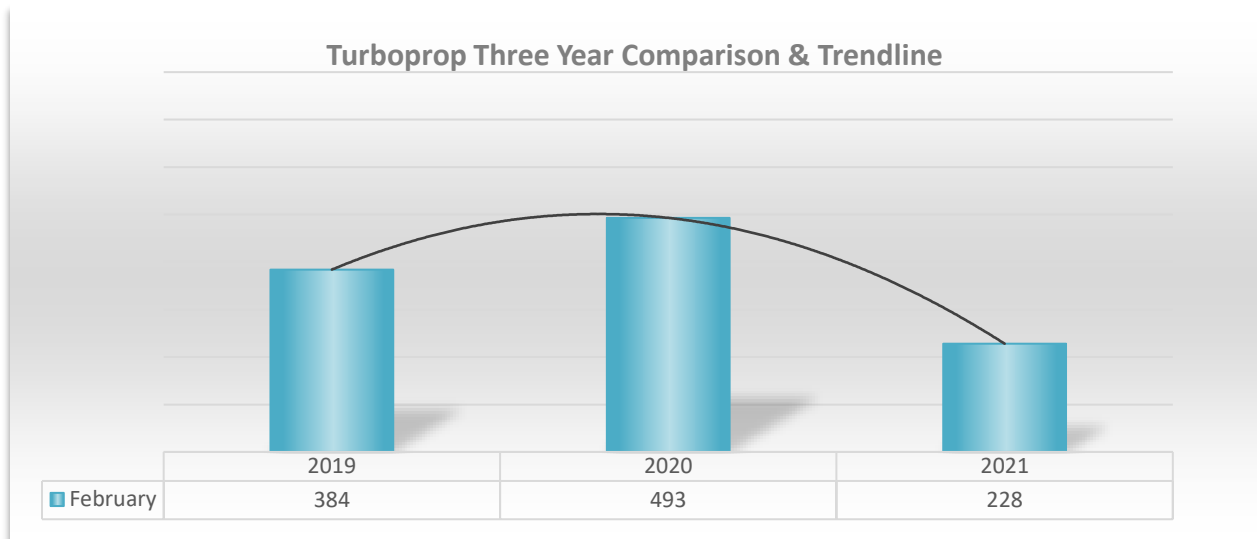
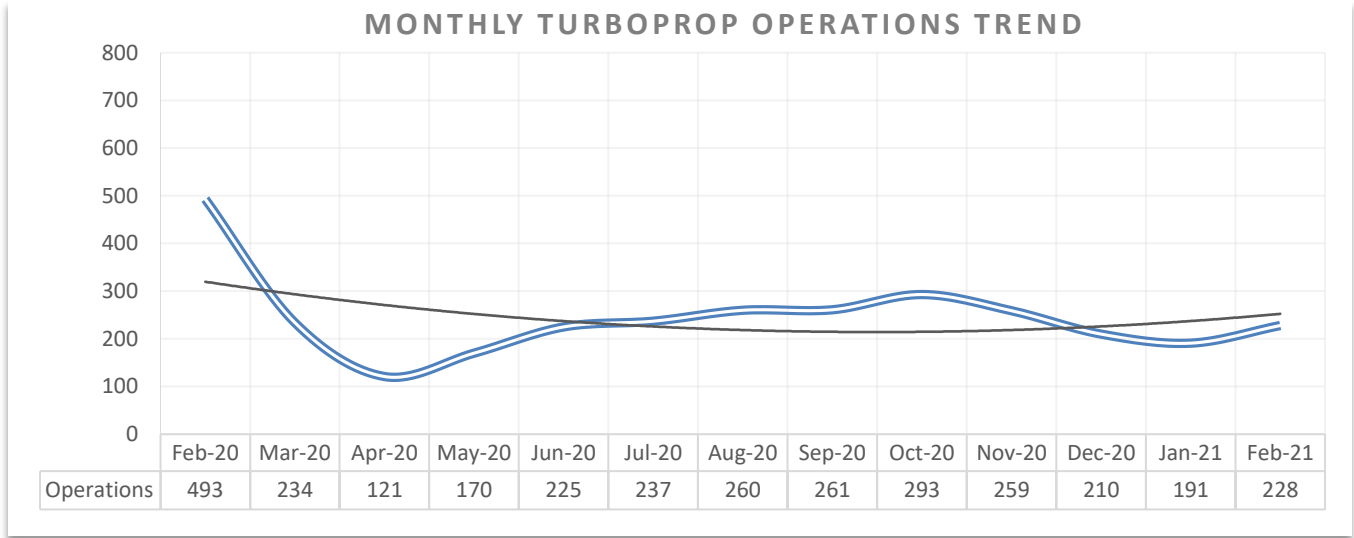
### Piston-propeller Aircraft Operations

There were approximately 3,148 piston-propeller aircraft operations, comprising approximately 86% of the total operations. Piston-propeller aircraft operations for February 2021 decreased 42% from the 5,458 piston-propeller aircraft operations recorded during February 2020.



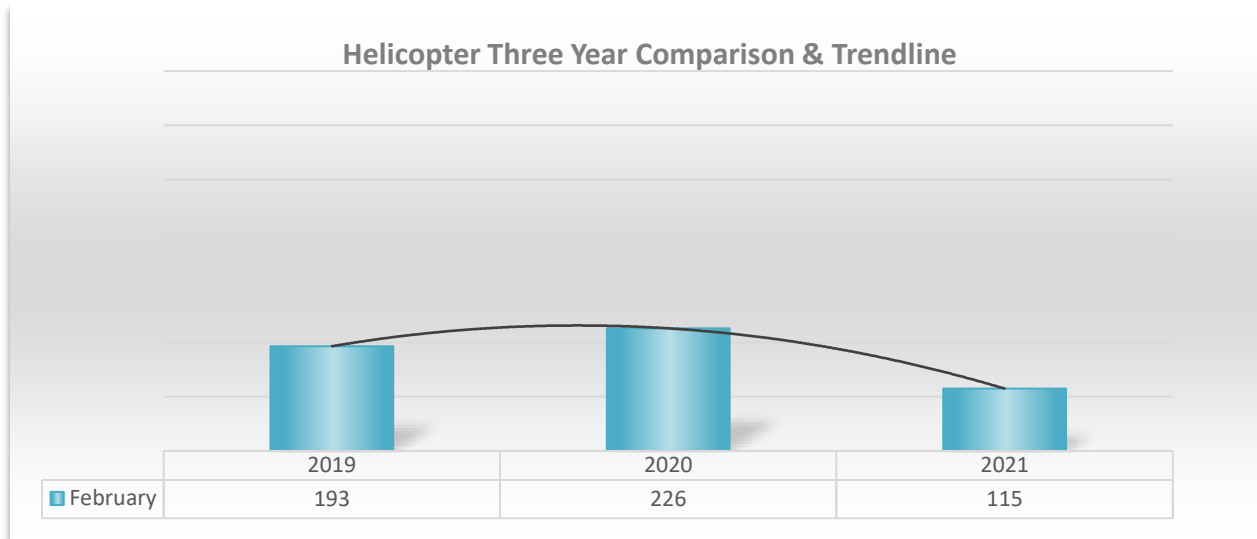
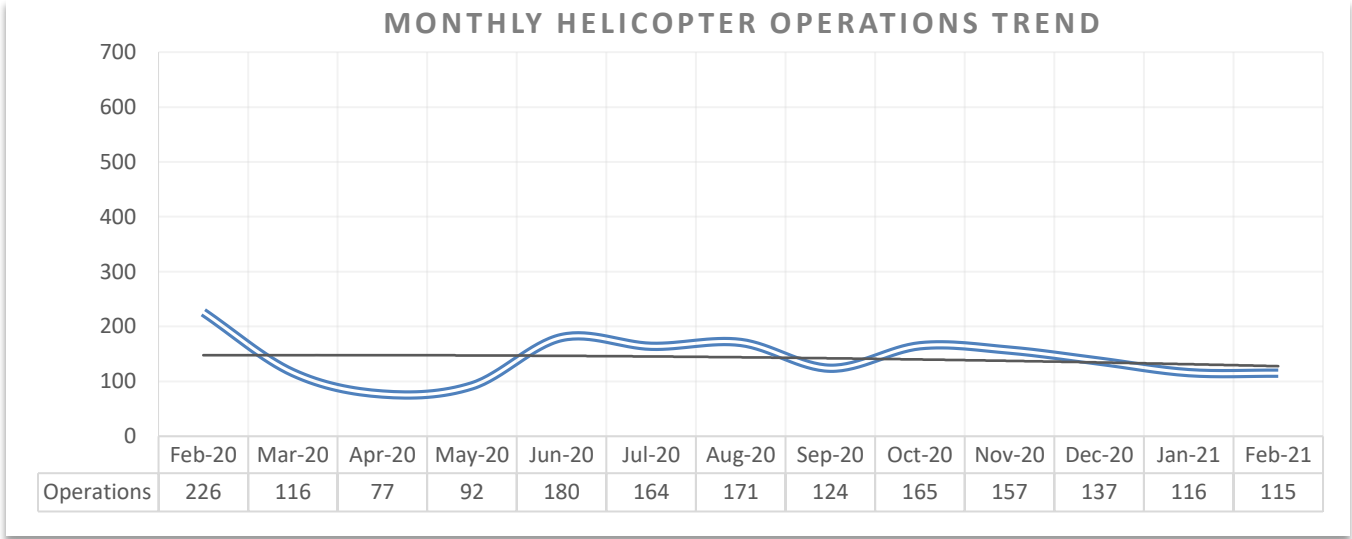
### Turboprop Operations

The difference between a turboprop and piston-propeller aircraft is simply the 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 February 2021, approximately were by 228 turboprop aircraft, comprising approximately 6% of the total operations. Turboprop aircraft operations decreased approximately 54% from the 493 operations recorded during February 2020.



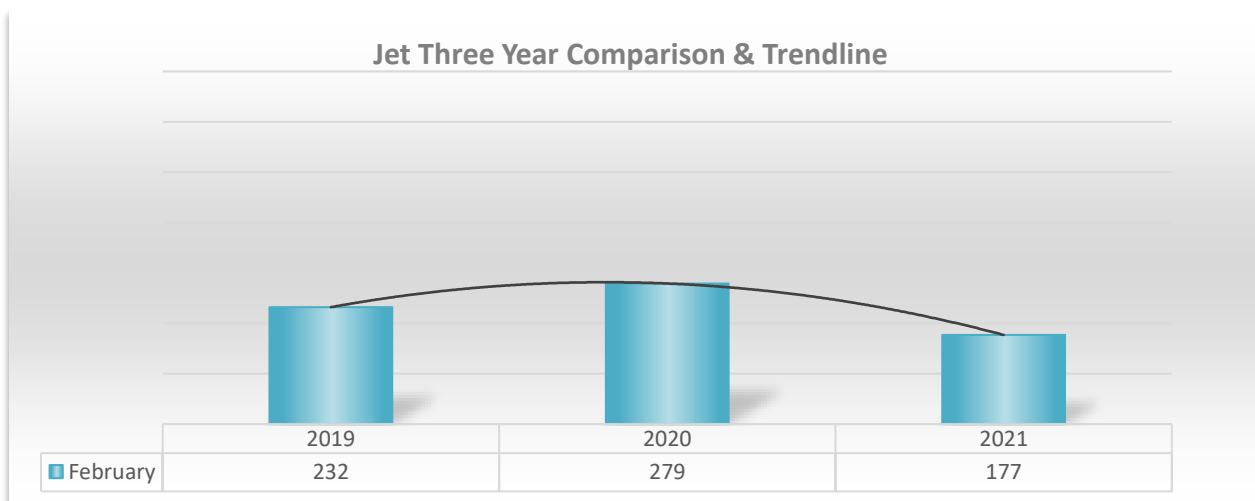
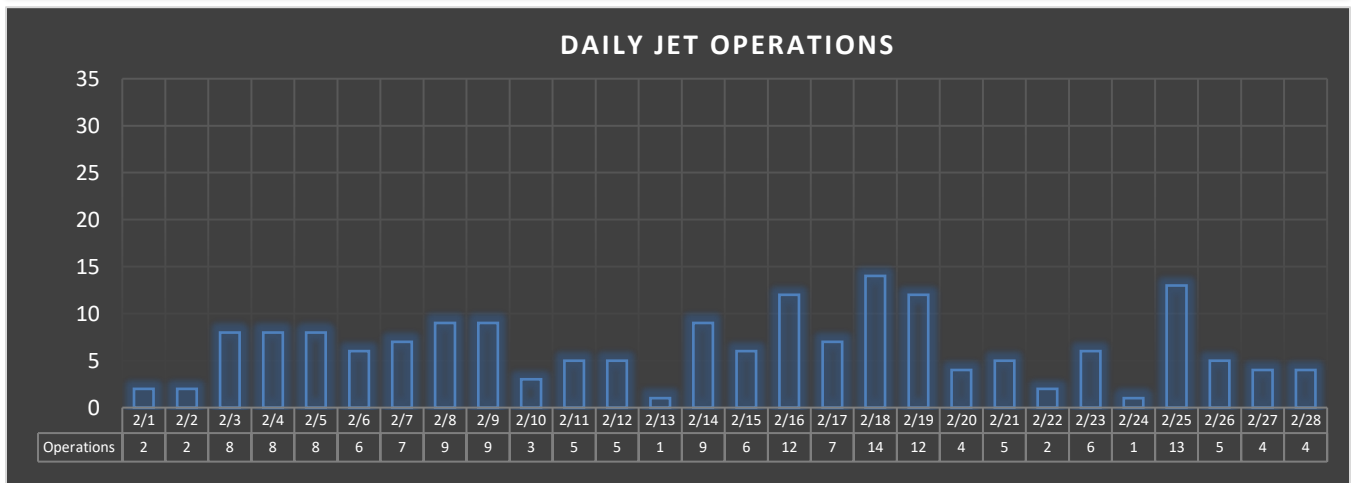
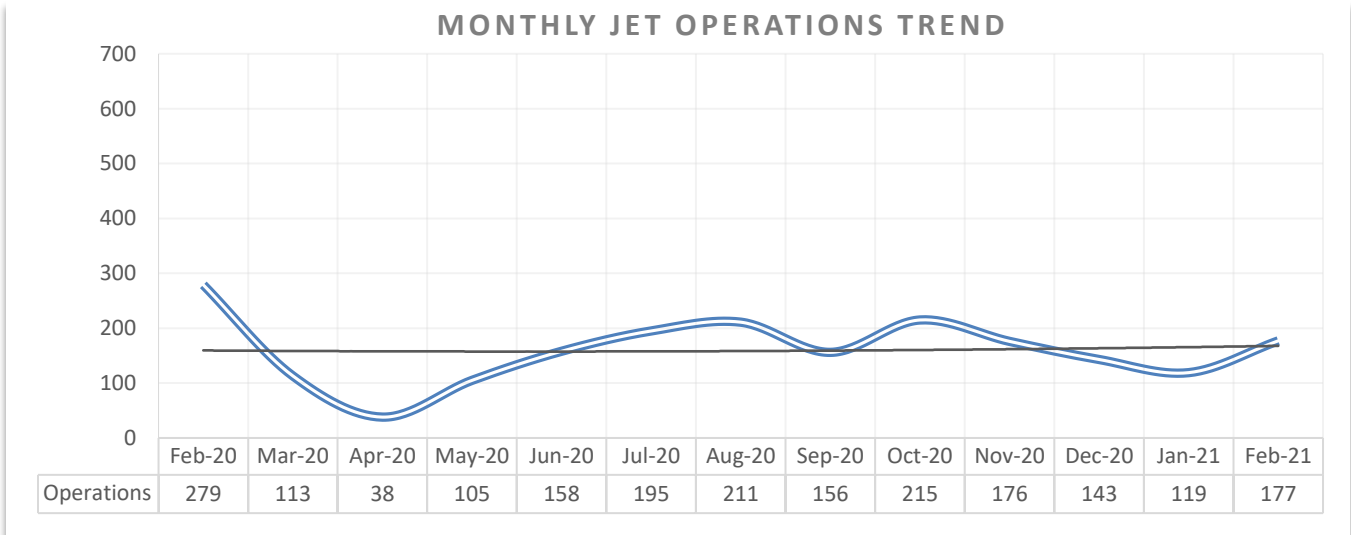
## Helicopter Operations

Of the monthly aircraft operations for February 2021, approximately 115 operations were from helicopters, comprising approximately 3% of the total operations. Helicopter operations for February 2021 decreased 49% from the 226 helicopter operations recorded in February 2020.



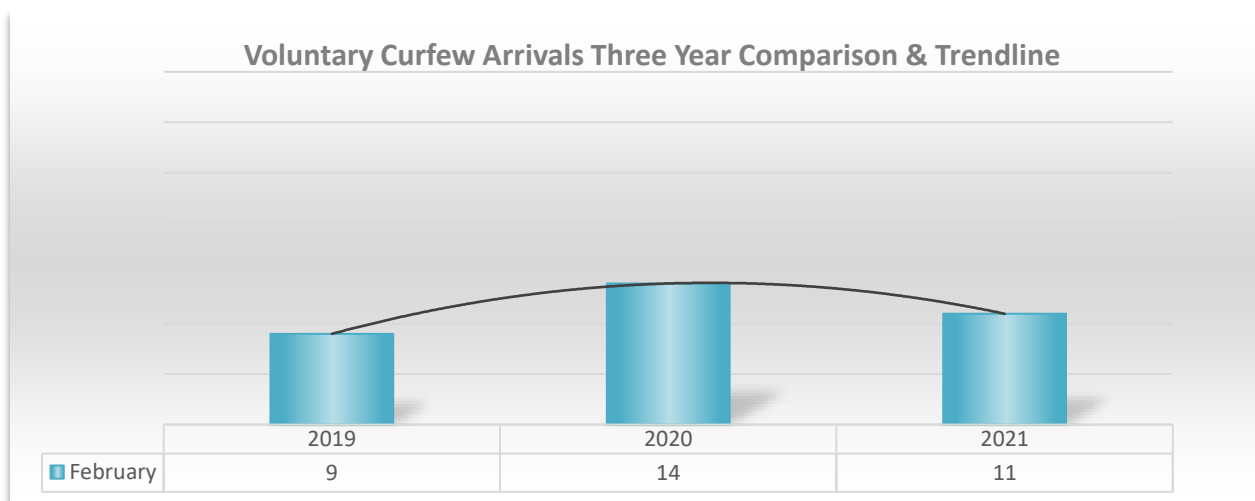
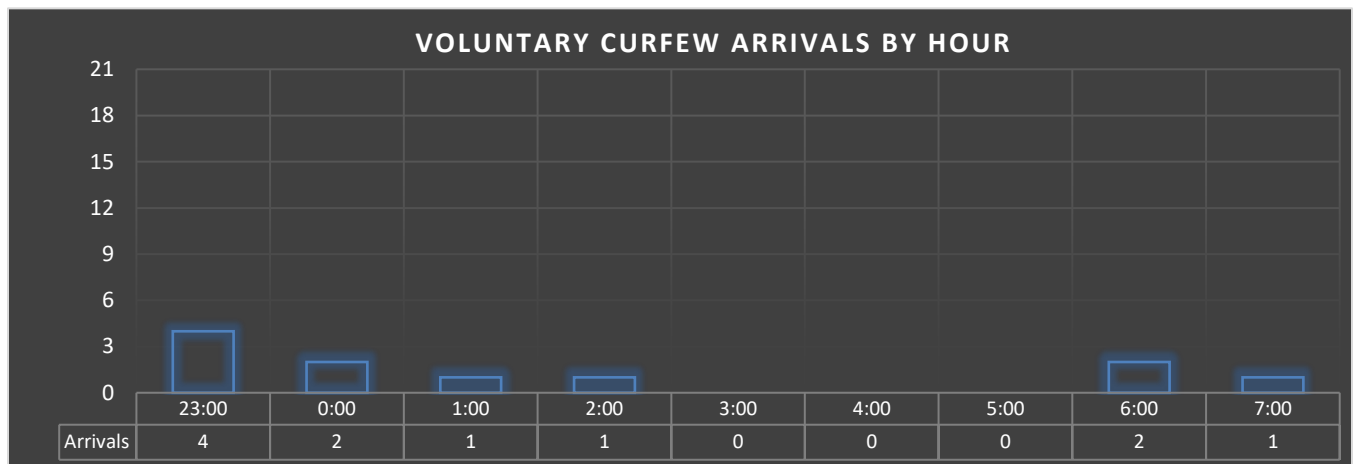
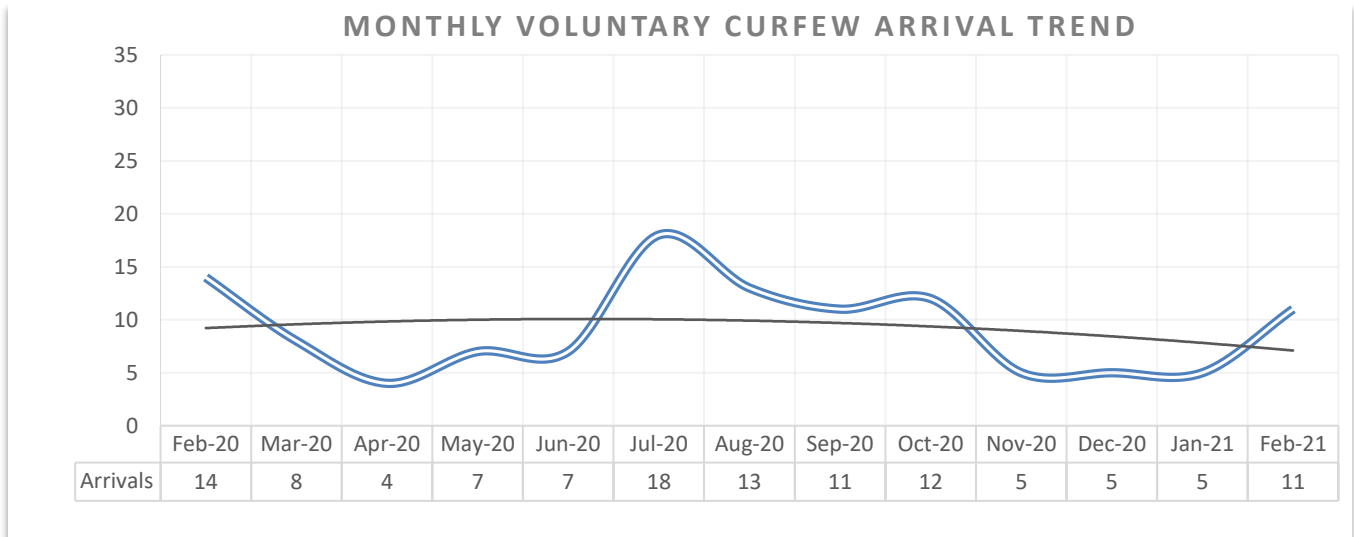
## Jet Aircraft Operations

In February of 2021, there were approximately 177 jet operations, comprising approximately 5% of the total operations. Jet operations for February decreased 37% from the 279 jet aircraft operations recorded during February 2020. Daily jet operations significantly vary day over day. During the month of February 2021, jet aircraft averaged 7 operations per day. The bar graph below represents the daily operations for jet engine driven aircraft for the month of February 2021.



### III. Voluntary Arrival Curfew

During the month of February 2021, Airport Staff logged a total of 11 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 February 2021. 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 February 2021, there were no authorized departures during curfew hours, and no 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 advised of the proper Noise Management procedures. During the month of February 2021 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 deviated due to weather, traffic or 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, which will lower aircraft noise levels, which in turn will minimize the impact of aircraft operations to the surrounding community.

#### VII. Noise Violations

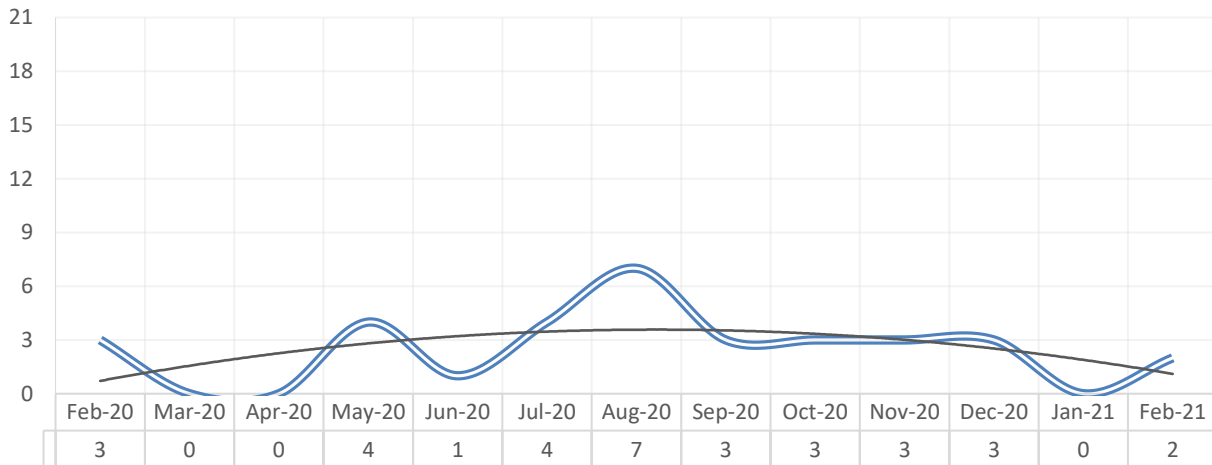
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that "No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing on February 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 February 2021, there were 2 noise violations recorded which represent a 33% decrease from the 3 noise violations recorded during February 2020. A summary of noise violations for February 2021 is listed on attachment D. Of the 3,668 aircraft operations recorded during the month of February 2021, 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 from 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	1	0	0	0	0	0	0	1	50%
Propeller	0	1	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%

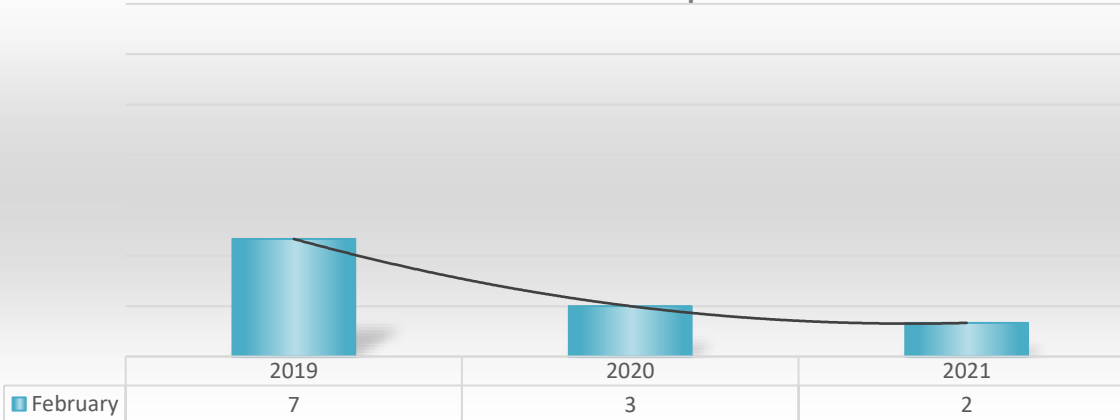
### MONTHLY NOISE VIOLATIONS TREND



### NOISE VIOLATIONS BY AIRCRAFT TYPE



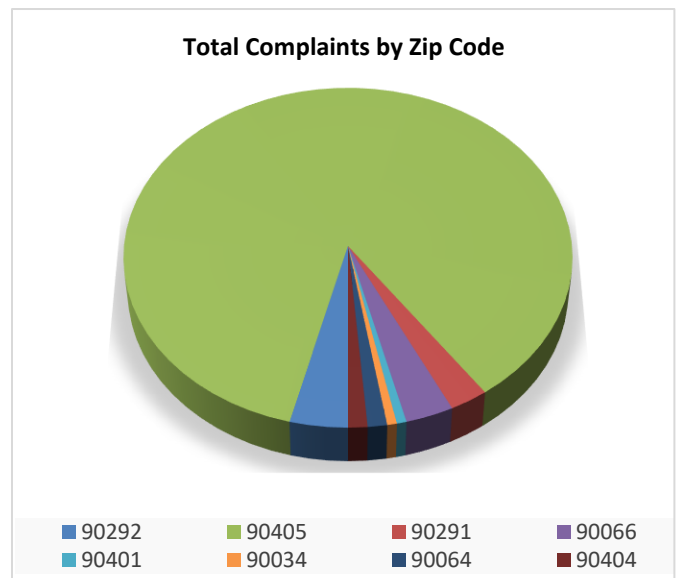
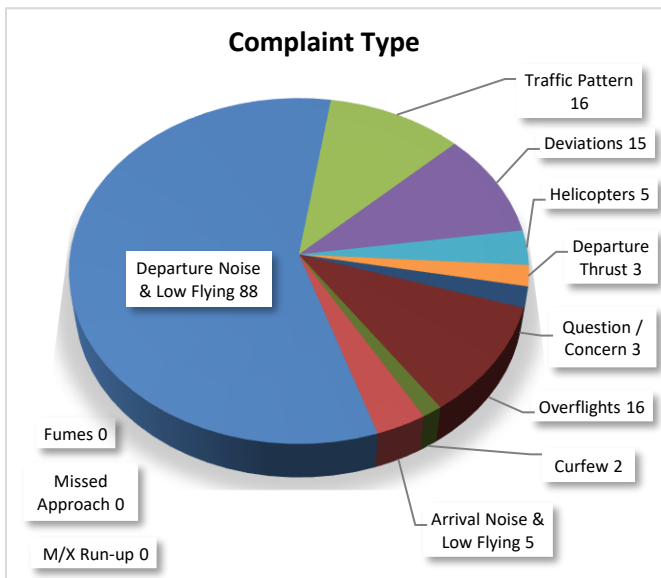
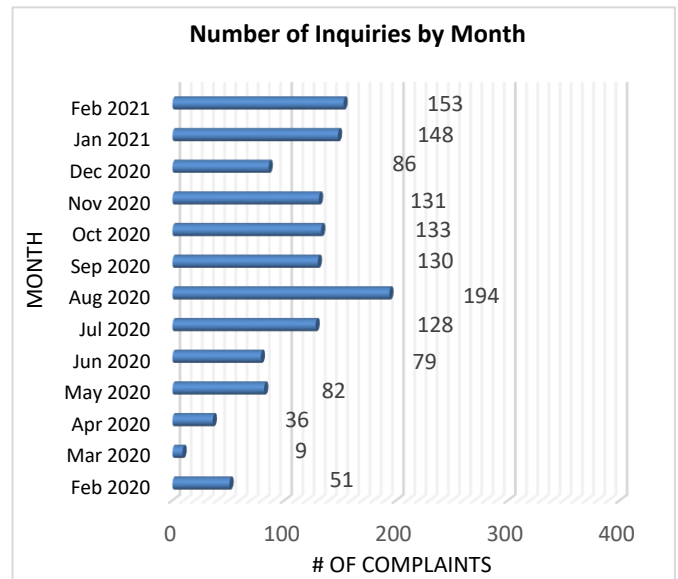
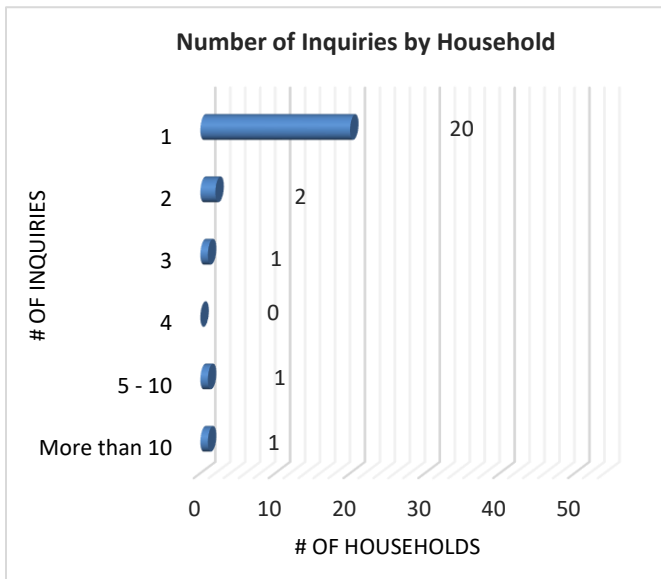
### Noise Violations Three Year Comparison & Trendline



## VIII. Aircraft Related Complaints

During the month of February of 2021, 25 individual households logged a total of 153 reports pertaining to 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 February 2021.

At the request of the Airport Commission, staff began tracking inquiries caused by the Airbus A320 aircraft series. From the 16 overflight reports recorded during February of 2021, zero A320 overflights were attributed to these reports.



## ATTACHMENT A

<b>AIRPORT TRAFFIC RECORD</b> <small>Mail ORIGINAL of this form to Washington Office, APO-110, thru Regional Air Traffic Division.</small>	<b>FACILITY NAME</b> Santa Monica ATCT	<b>LOCATION</b> Santa Monica, California	<b>SMO</b> (1-2) (3-4) (5-9) MO. YR. LOCID							
(10-1) <b>FACILITY TYPE ("X" ONE)</b> (11) <div style="display: flex; justify-content: space-between; align-items: flex-start; margin-top: 5px;"> <div style="width: 45%;"> <p>APPROACH CONTROL TOWERS </p> <p><input type="checkbox"/> B. RADAR</p> <p><input type="checkbox"/> C. LIMITED RADAR</p> <p><input type="checkbox"/> D. NON-RADAR</p> </div> <div style="width: 45%; text-align: center;"> <p><input checked="" type="checkbox"/> E. VFR TOWER</p> <p><input type="checkbox"/> G. CONTRACT TOWER</p> <p>(Continue on reverse)</p> </div> </div> <p style="text-align: center; margin-top: 5px;">(also submit FAA Form 7230-26)</p>	<b>FACILITY TYPE CHANGED</b> (12) <input type="checkbox"/> YES	<b>IF DAILY HOURS OF OPERATION HAVE CHANGED, ENTER NEW HOURS</b> HRS. 10 THS	(77-78) (79)							
<b>AIRPORT OPERATIONS COUNT</b>										
	<b>ITINERANT</b>					<b>LOCAL</b>			<b>TOTAL OPERATIONS</b>	<b>SPECIAL USE</b>
<b>DAY</b> <small>(15-16)</small>	<b>AC</b> <small>(17-21)</small>	<b>AT</b> <small>(22-26)</small>	<b>GA</b> <small>(27-31)</small>	<b>MIL</b> <small>(32-36)</small>	<b>TOTAL ITINERANT</b>	<b>CIVIL</b> <small>(37-41)</small>	<b>MILITARY</b> <small>(42-46)</small>	<b>TOTAL LOCAL</b>	<b>OPERATIONS</b>	<b>USE</b> <small>(47-51)</small>
1	0	2	49	0	51	47	0	47	98	98
2	0	0	47	0	47	44	0	44	91	189
3	0	3	46	0	49	27	0	27	76	265
4	0	10	83	0	93	59	0	59	152	417
5	0	4	87	0	91	54	0	54	145	562
6	0	0	94	0	94	75	0	75	169	731
7	0	4	67	0	71	3	0	3	74	805
8	0	6	48	0	54	34	0	34	88	893
9	0	7	30	0	37	71	0	71	108	1001
10	0	3	67	0	70	63	0	63	133	1134
11	0	1	59	0	60	30	0	30	90	1224
12	0	4	37	0	41	23	0	23	64	1288
13	0	4	58	0	62	26	0	26	88	1376
14	0	8	32	0	40	2	0	2	42	1418
15	0	2	86	0	88	49	0	49	137	1555
16	0	16	55	0	71	79	0	79	150	1705
17	0	5	41	0	46	31	0	31	77	1782
18	0	9	71	0	80	86	0	86	166	1948
19	0	11	132	0	143	30	0	30	173	2121
20	0	5	45	0	50	1	0	1	51	2172
21	0	6	64	0	70	0	0	0	70	2242
22	0	2	65	0	67	61	0	61	128	2370
23	0	2	83	0	85	72	0	72	157	2527
24	0	2	92	0	94	85	0	85	179	2706
25	0	4	49	0	53	97	0	97	150	2856
26	0	5	133	0	138	140	1	141	279	3135
27	0	2	60	0	62	17	0	17	79	3214
28	0	7	87	0	94	10	0	10	104	3318
29	0				0		0	0	0	3318
30	0				0		0	0	0	3318
31	0				0		0	0	0	3318
<b>TOTAL</b>	0	134	1867	0	2001	1316	1	1317	3318	

## ATTACHMENT A

<b>THIS SIDE</b> <b>FOR USE BY VFR TOWERS ONLY</b> (ALL Approach Control Terminals MUST use FAA Form 7230-26)					ALL VFR Towers recording Instrument Operations on this side <b>MUST COMPLETE</b>		/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	0	5	0	(16-19)	5			
2	0	0	5	0	(20-23)	5			
3	0	3	10	0	(24-27)	13			
4	0	10	12	0	(28-31)	22			
5	0	4	19	0	(32-35)	23			
6	0	0	11	0	(36-39)	11			
7	0	4	15	0	(40-43)	19			
8	0	6	11	0	(44-47)	17			
9	0	7	15	0	(48-51)	22			
10	0	3	14	0	(52-55)	17			
11	0	1	27	0	(56-59)	28			
12	0	4	11	0	(60-63)	15			
13	0	4	26	0	(64-67)	30			
14	0	8	9	0	(68-71)	17			
15	0	4	23	0	(72-75)	27			
16	0	14	12	0	(76-79)	26			
						<b>(14-2)</b>			
17	0	5	2	0	(16-19)	7			
18	0	5	12	0	(20-23)	17			
19	0	11	23	0	(24-27)	34			
20	0	4	12	0	(28-31)	16			
21	0	6	11	0	(32-35)	17			
22	0	1	13	0	(36-39)	14			
23	0	3	8	0	(40-43)	11			
24	0	0	10	0	(44-47)	10			
25	0	4	11	0	(48-51)	15			
26	0	5	19	0	(52-55)	24			
27	0	2	7	0	(56-59)	9			
28	0	5	9	0	(60-63)	14			
29	0			0	(64-67)	#VALUE!			
30	0			0	(68-71)	#VALUE!			
31	0			0	(72-75)	#VALUE!			
<b>TOTAL</b>	0	123	362	0		#VALUE!			
		(17-21)	(22-26)	(27-31)	(32-36)				
FACILITY USE									

**ATTACHMENT B**  
**Registered Noise Levels for Night Arrivals**  
**11 pm and 7 am Weekdays**  
**11 pm and 8 am Weekends**

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ENGINE
2/1/21	23:04	N427R	CRUZ	21	DNR	2	SANTA MONICA FLYERS	P
2/6/21	0:40	N5322P	C172	21	DNR	2	SNEAK PEAK AVIATION	P
2/8/21	23:40	N579WW	SR20	21	DNR	2	MATTOS LLC	P
2/9/21	6:52	N386QS	E55P	21	86.0	2	NETJETS INC	J
2/11/21	6:36	N349FX	E55P	21	85.5	2	FLEXJET LLC	J
2/12/21	23:43	N974TA	C172	21	DNR	2	SKY PEAK AVIATION LLC	P
2/13/21	1:38	N593EH	SR20	21	68.4	2	HYPERSCALE.DESIGN LLC	P
2/21/21	7:24	N9311Y	BE35	21	76.3	2	SETH HENSEL	P
2/23/21	2:28	N796SP	C172	3	71.5	1	OPENSKY AIRWAYS LLC	P
2/26/21	0:31	N5148V	C172	3	DNR	3	AYRES AVIATION LLC	P
2/26/21	23:06	N315HP	SR22	21	79.4	2	N315HP LLC	P

**ATTACHMENT C**  
**(Authorized Departures & Curfew Violations)**

**Authorized Curfew Departures**

NONE

**Curfew Violations**

NONE

**ATTACHMENT D**  
**(Aircraft Noise Violations)**

**AIRCRAFT ENGINE CATEGORY LEGEND**

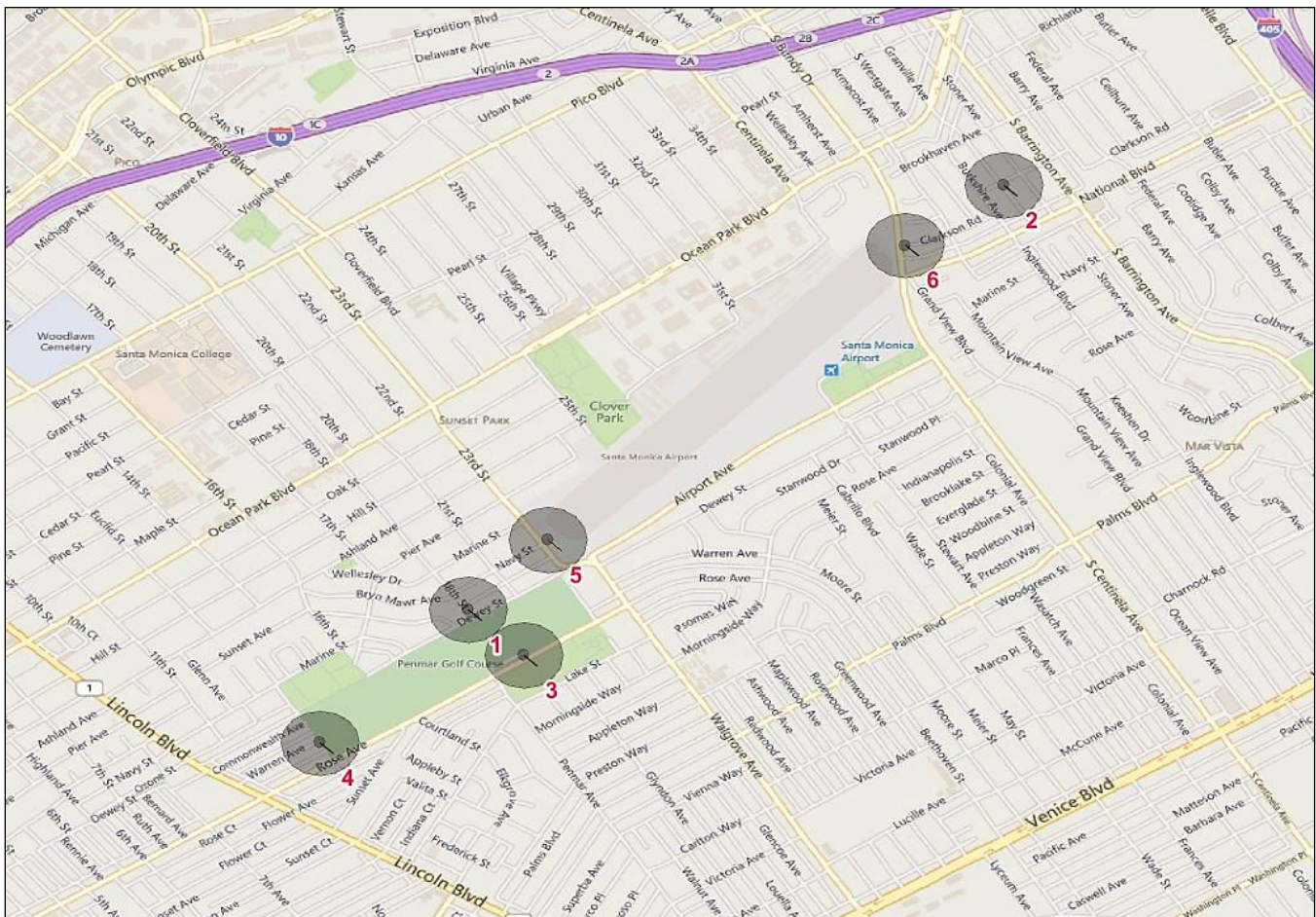
(J) = Jet (P) = Piston-propeller  
(T) = Turboprop (H) = Helicopter

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
2/6/21	16:59	N731NR	C210	21	96.4	1	WIFE APPROVED LLC	WARNING	P
2/13/21	08:40	N288G	C25A	21	95.4	1	AIRDINE LLC	WARNING	J



## ATTACHMENT E Location of Remote Noise Monitoring Stations (RMS)

- RMS – 1** 18<sup>th</sup> 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** 23<sup>rd</sup> 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)

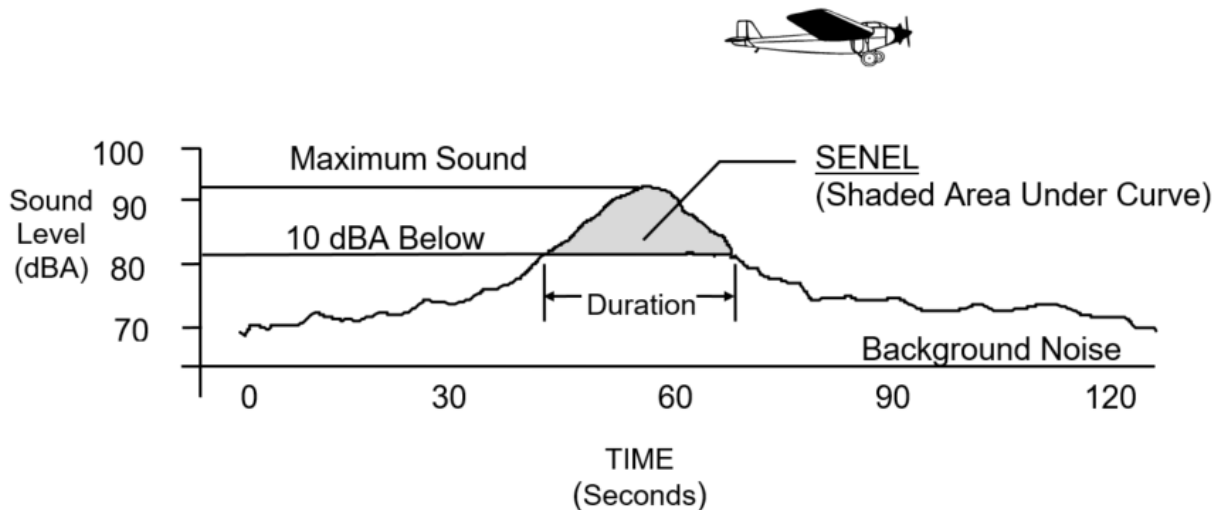
### Definition of Single Event Noise Exposure Level (SENEL)

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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.