

Airport Commission Meeting of
January 09, 2025

Honorable Chair and Members
of the Airport Commission
City Hall
Torrance, California

Members of the Commission:

**SUBJECT: Item 7B Supplemental Material – Presentation by Coalition for
Torrance Airport Reform
(COTAR).**

Attached is the supplemental material for item 7B.

Respectfully Submitted,



Gerry Pinela,
Facilities Operations Manager



January 6, 2025

SUBMITTED ELECTRONICALLY

Members of the Airport Commission:

The Coalition for Torrance Airport Reform (COTAR) thanks the Commission for the invitation to make a presentation at your upcoming meeting. We will briefly describe our actions to date, but we want to place greatest emphasis on the question of Noise Abatement reporting, one of the areas of jurisdiction for the Commission in its advisory role to the City Council. Attached are the slides we plan to use.

The current system of quarterly noise abatement reports does not serve the public well. It undercounts violations and makes no mention of follow-up on non-compliance with “recommended” procedures. It does not give the Commission an accurate basis on which to evaluate the magnitude of the problem or effectiveness of the City’s program.

Reviewing the report of phone complaints, most of which are simply repetitive calls, is of little to no value in dealing with the core issue of noise policy: identifying flights that fail to comply and taking corrective actions.

The Casper system provides reliable data to airport staff to identify and list aircraft that fail to comply. This data would be helpful to the public and the Commission but it is not currently being provided in Quarterly Noise Abatement reports.

The Hearing Board phase of enforcement apparently has a structural legal flaw that the City Attorney and staff are in the process of correcting for new Council approval. Such hearings are an essential part of enforcement.

COTAR urges the Commission to consider asking staff to revise the reporting system to make it a monthly report with content similar to the report that has been used effectively by Santa Monica Airport for many years. (See the attached example.)

For COTAR,

Charles Costello

Richard Root

Attachments:

COTAR Slide Presentation

Santa Monica Airport Monthly Operations Report

**TORRANCE AIRPORT NOISE
CURRENT COMMUNITY PERSPECTIVE**

By

COALITION FOR TORRANCE AIRPORT REFORM (COTAR)

For

Airport Commission Meeting

JANUARY 9, 2025

BACKGROUND - COUNCIL ACTIONS

AIRPORT NOISE ORDINANCES

- Early Left Turns (1950's)
- Airport curfew at night
- 82 dB max and 88 dB SENEL noise limits
- Enforcement procedures (Hearing Boards)

8/15/22 – CASPER NOISE ABATEMENT SYSTEM LIVE

- Identifies
 - Potential noise violations
 - Non-compliance with voluntary flight procedures

7/25/23 – COUNCIL DIRECTED ENFORCEMENT FOR EARLY LEFT TURNS

3/8/24 – TRAINING LIMITATIONS EFFECTIVE

- Ban touch-and-go
- Limit hours/days for low-approaches and taxi-backs

SET STANDARDS FOR A "HARMONIOUS RELATIONSHIP" BETWEEN THE COMMUNITY AND THE AIRPORT

SUCCESS DEPENDS ON COMPLIANCE – FOCUS OF PRESENTATION

WHAT IS HAPPENING NOW?

MIXED PICTURE

SEEING SOME COMPLIANCE – EXAMPLE SLING ACADEMY

- Good written TOA noise abatement policy
- Good compliance (not yet perfect)

SEEING VERY LITTLE ENFORCEMENT (OVER TWO YEARS)

- No Hearing Boards for noise violations
- 6 hearing boards in July, Aug, Sept, 2024 for T&G and Low Approaches
 - But none in past three months

STILL NON-COMPLIANCE BY SOME PILOTS

UNCLEAR PICTURE

- Degree of compliance?
- Follow-up on variance from voluntary measures?
- Noise abatement reports lack accuracy/context/transparency

WHAT THE PUBLIC SEES ON NOISELAB – JULY 2024 NOISE MONITOR 1

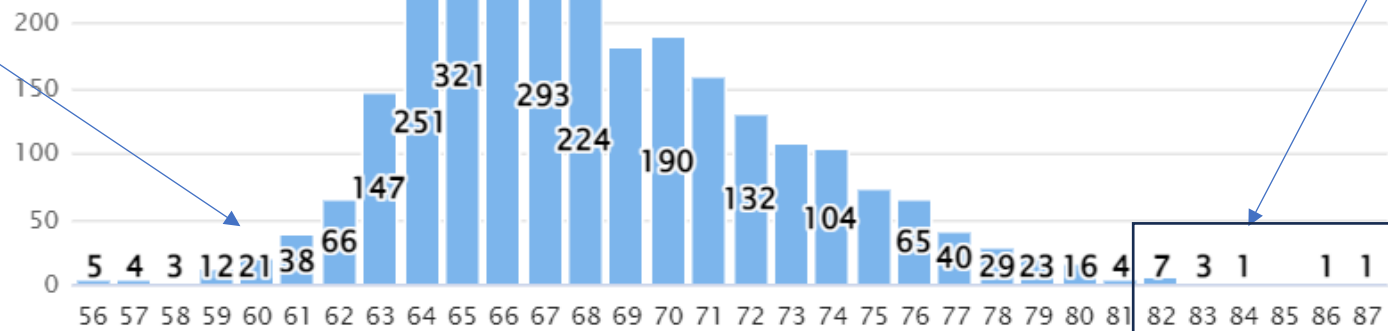
Address: 3920 W. 235 St Torrance, CA 90505
Type: Fixed location
In use since: June 2022
Status: Inactive

Aircraft noise events by dB(A)

"At 60 dB(A), noise impairs the ability to hear speech..."
(Torrance General Plan - April 2010)

Potential annoyance
2782 flights >60 dB

Pilot focus
13 flights ≥ 82 dB



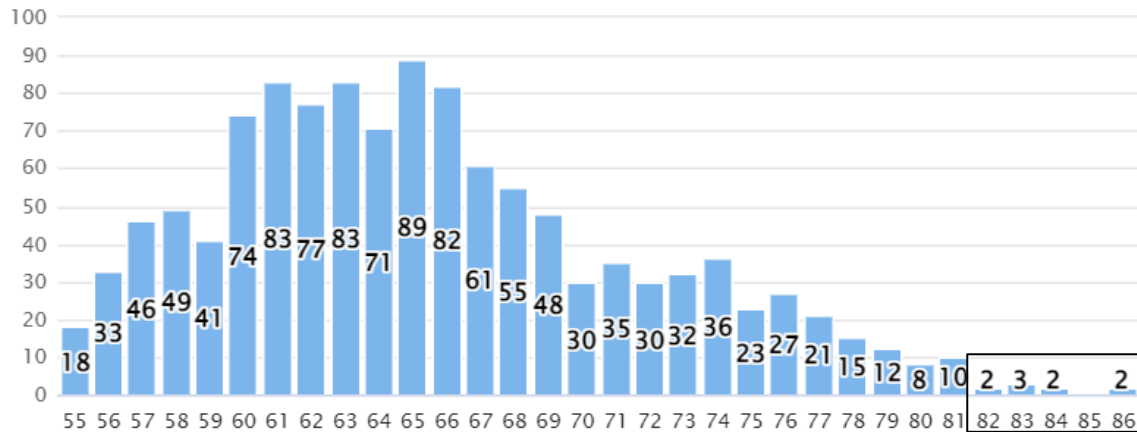
DISCREPANCY – HOW MANY NOISE VIOLATIONS?

NOISELAB July 2024 – Noise Monitor 5

Noisemonitor 5

Address: 2416 W 251st St Torrance, CA 90501
 Type: Fixed location
 In use since: June 2022
 Status: Active

Aircraft noise events by dB(A)



All Monitors in July \geq 82 dB

Source: Aircraft noise events

- 13 TOA-01
- 1 TOA-02
- 2 TOA-03
- 3 TOA-04
- 9 TOA-05
- 0 TOA-06
- 0 TOA-07

28 TOTAL

Quarterly Noise Report

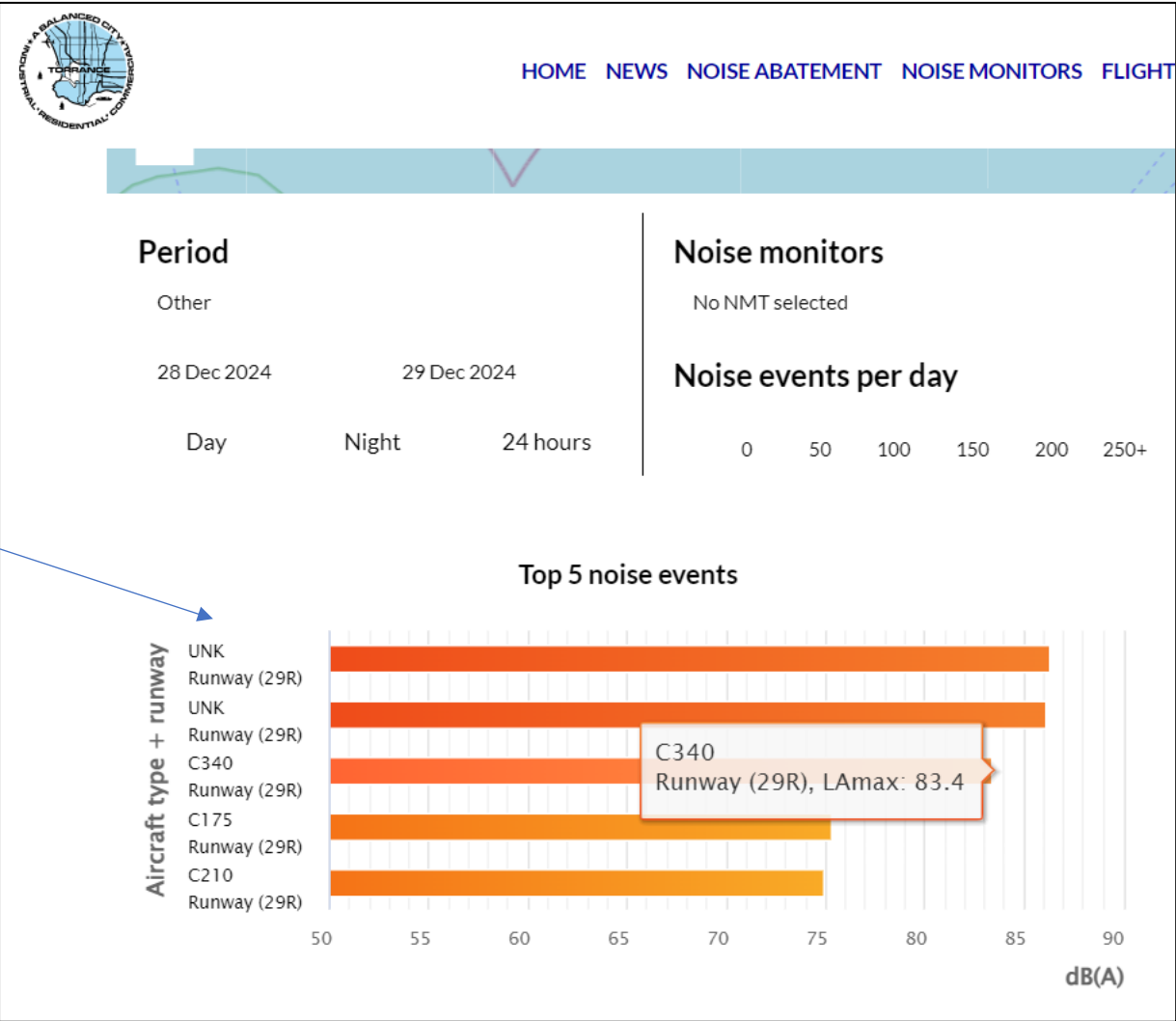
VIOLATIONS FOR QUARTER 3 - 2024

MONTH	NOISE	TRAINING CURFEW	CURFEW	Touch & Go	Hearing Boards
July	1	1	0	6	1
August	7	1	0	2	2
September	1	0	0	1	3

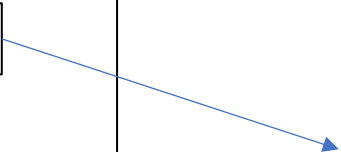
**SHOWS ONLY 1 NOISE VIOLATION.
 WHERE ARE THE MISSING NOISE VIOLATIONS?**

EXAMPLE: ONE RECENT NOISE EVENT - DEC 28, 2024

CASPER NOISELAB – FLIGHT HISTORY TAB



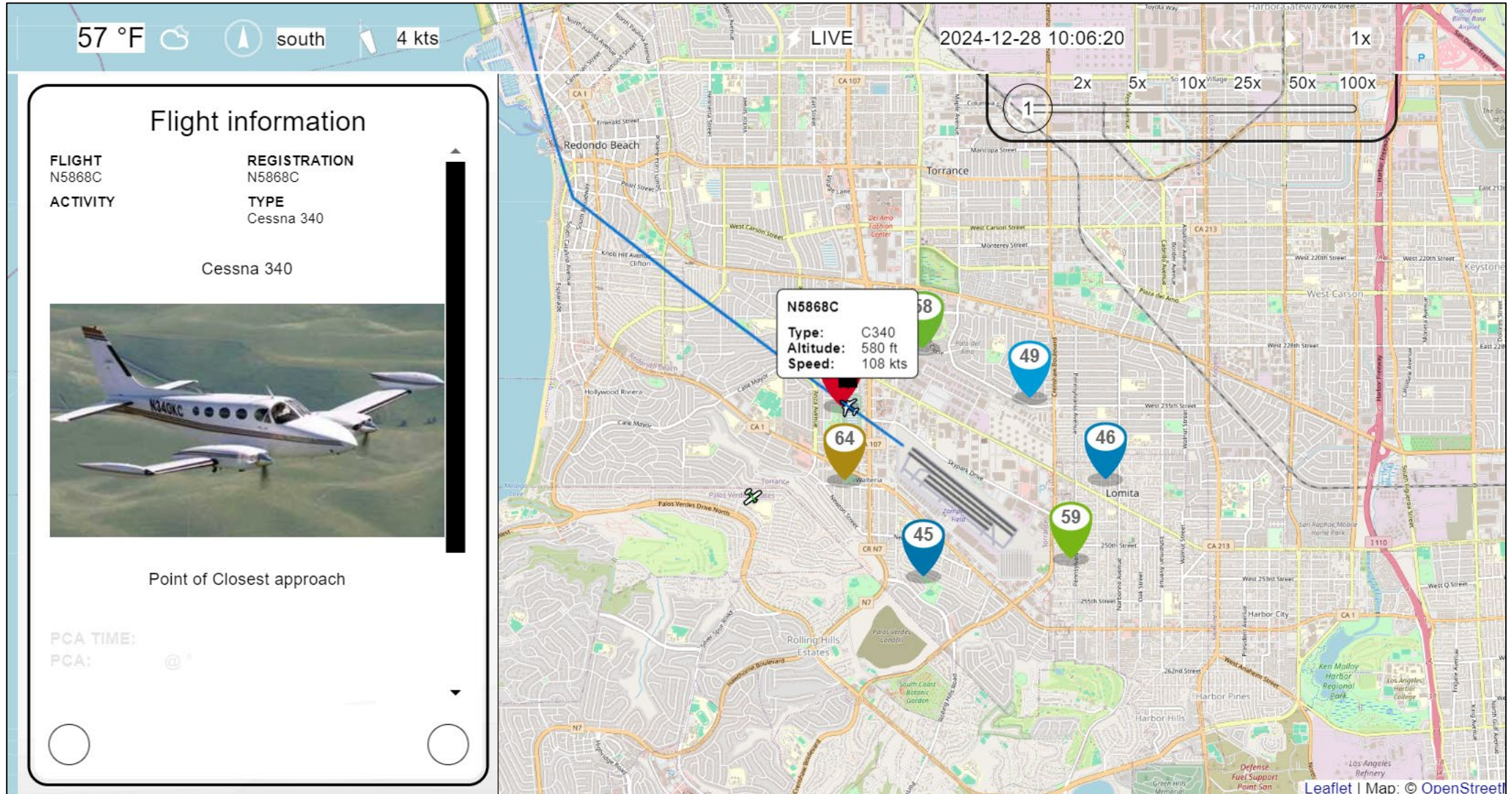
Public can see flight noise levels



FLIGHT TRACK FOR FLIGHT – C340

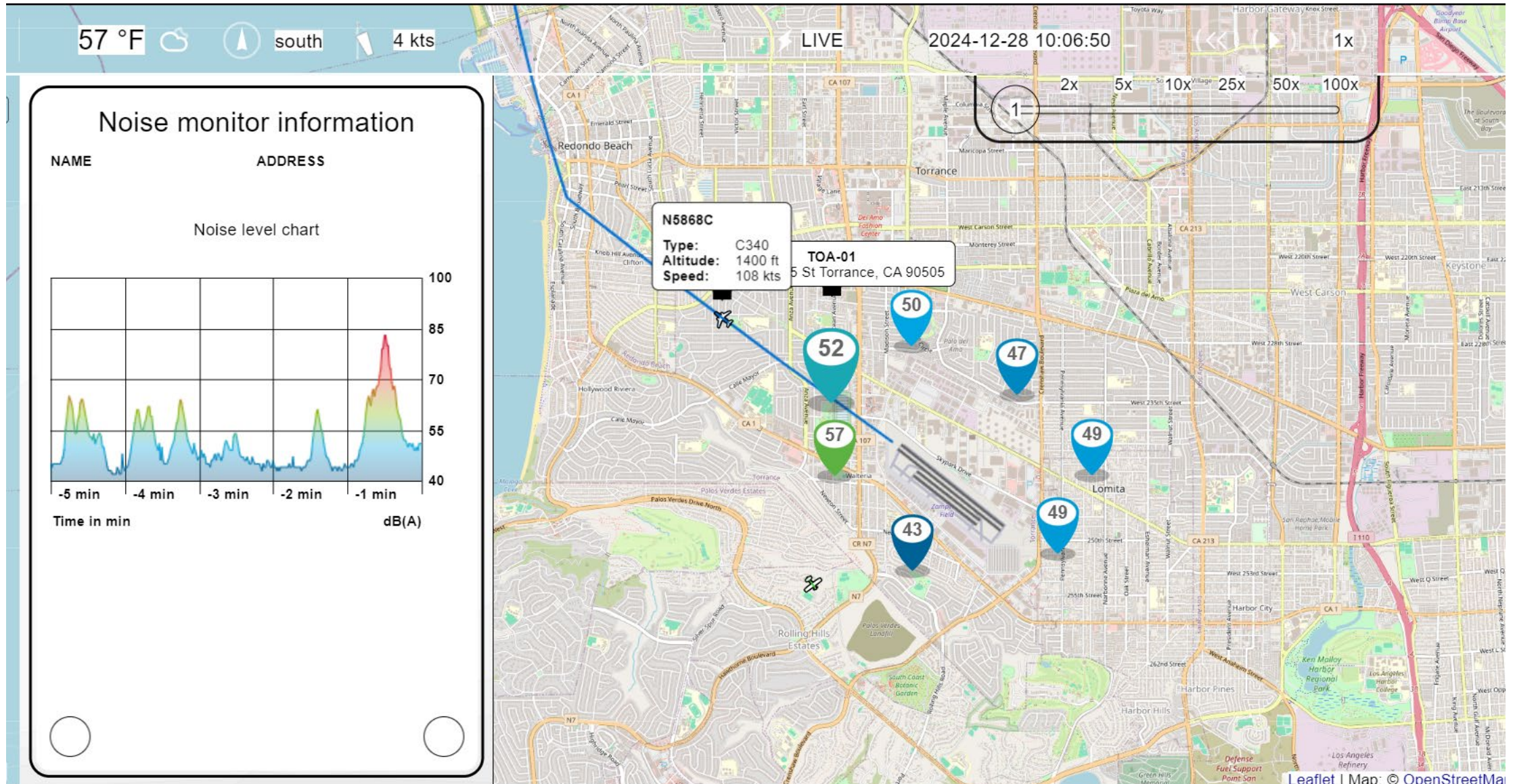
- REGISTERED 83.4 dB ON TOA-01

NOISELAB – FLIGHT TRACKER TAB DEC 28, 2024



SAME PLANE ABOUT 30 SECONDS LATER

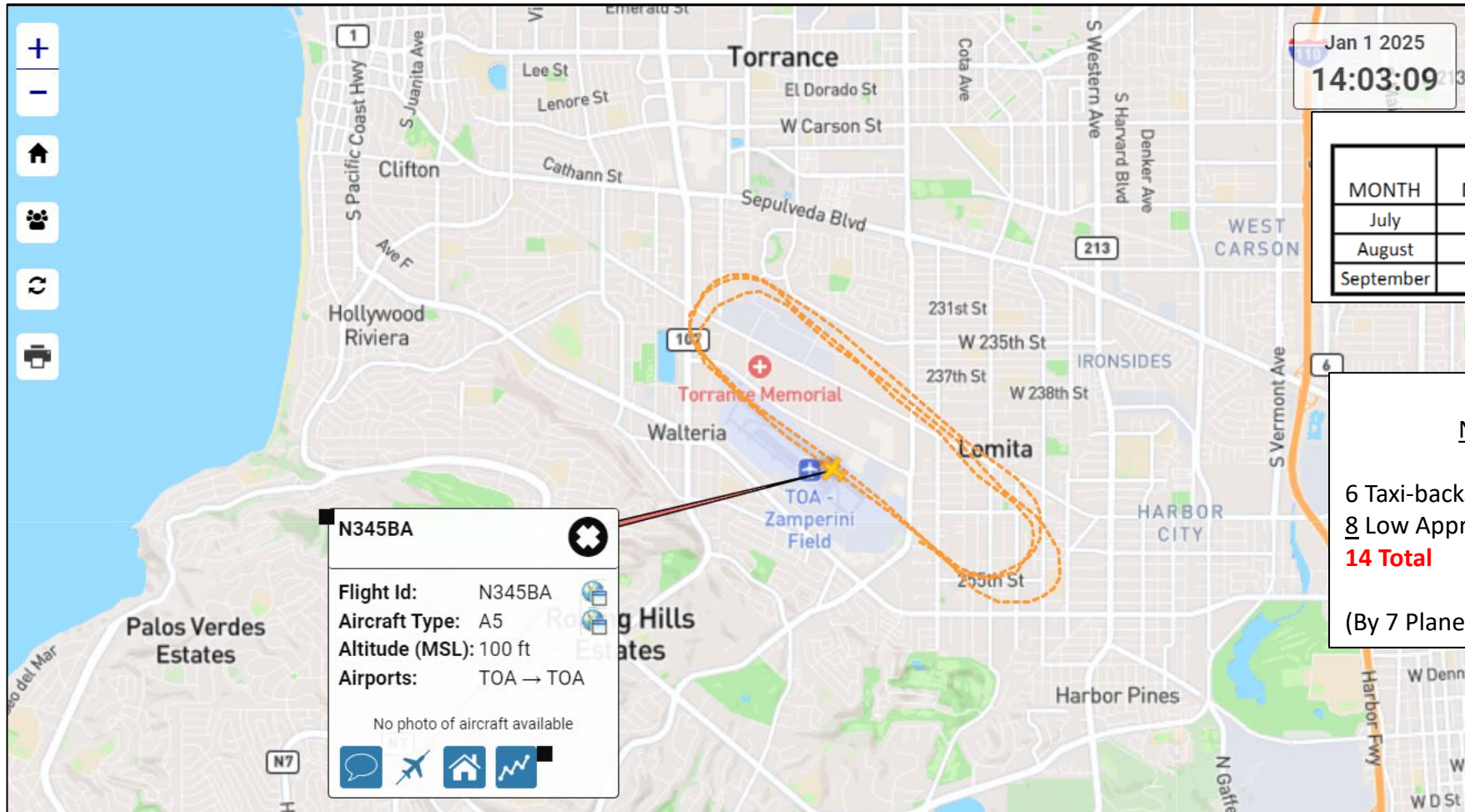
NOISELAB – NOISE MONITOR TAB



TAXI-BACK AND LOW APPROACHES

APPEAR TO BE UNDERCOUNTED

EXAMPLE LOW APPROACHES ON NEW YEARS DAY



Jan 1 2025
 14:03:09

VIOLATIONS FOR QUARTER 3 - 2024

MONTH	NOISE	TRAINING CURFEW	CURFEW	Touch & Go	Hearing Boards
July	1	1	0	6	1
August	7	1	0	2	2
September	1	0	0	1	3

RECENT STUDY
NEW YEARS DAY 2025 11 AM-5 PM

6 Taxi-backs
 8 Low Approaches
14 Total

(By 7 Planes – mostly locally based)

EXAMPLE – DEPARTURE CURFEW VIOLATION NOT ENFORCED?

- TOA based plane
- Take off before 8 AM on a Saturday
- Missing from quarterly noise report

Quarterly Report					
VIOLATIONS FOR QUARTER 3 - 2024					
MONTH	NOISE	TRAINING CURFEW	CURFEW	Touch & Go	Hearing Boards
July	1	1	0	6	1
August	7	1	0	2	2
September	1	0	0	1	3

61 °F variable 0 kts

2024-08-31 07:33:47

Flight information

FLIGHT 1200	REGISTRATION N2060U
ACTIVITY	TYPE Cessna 172
Cessna 172	

Point of Closest approach

PCA TIME: @

To view a flight's **Point of Closest Approach** make you select a

1200
Type: C172
Altitude: 556 ft
Speed: 73 kts

EARLY LEFT TURN ON TAKE-OFF WEST

3 TYPES

- 1 Straight out
- 2 Downwind left departure
- 3 Left closed traffic

This plane made at least 23 downwind left departures in last two years. Are Fly Friendly letters effective?

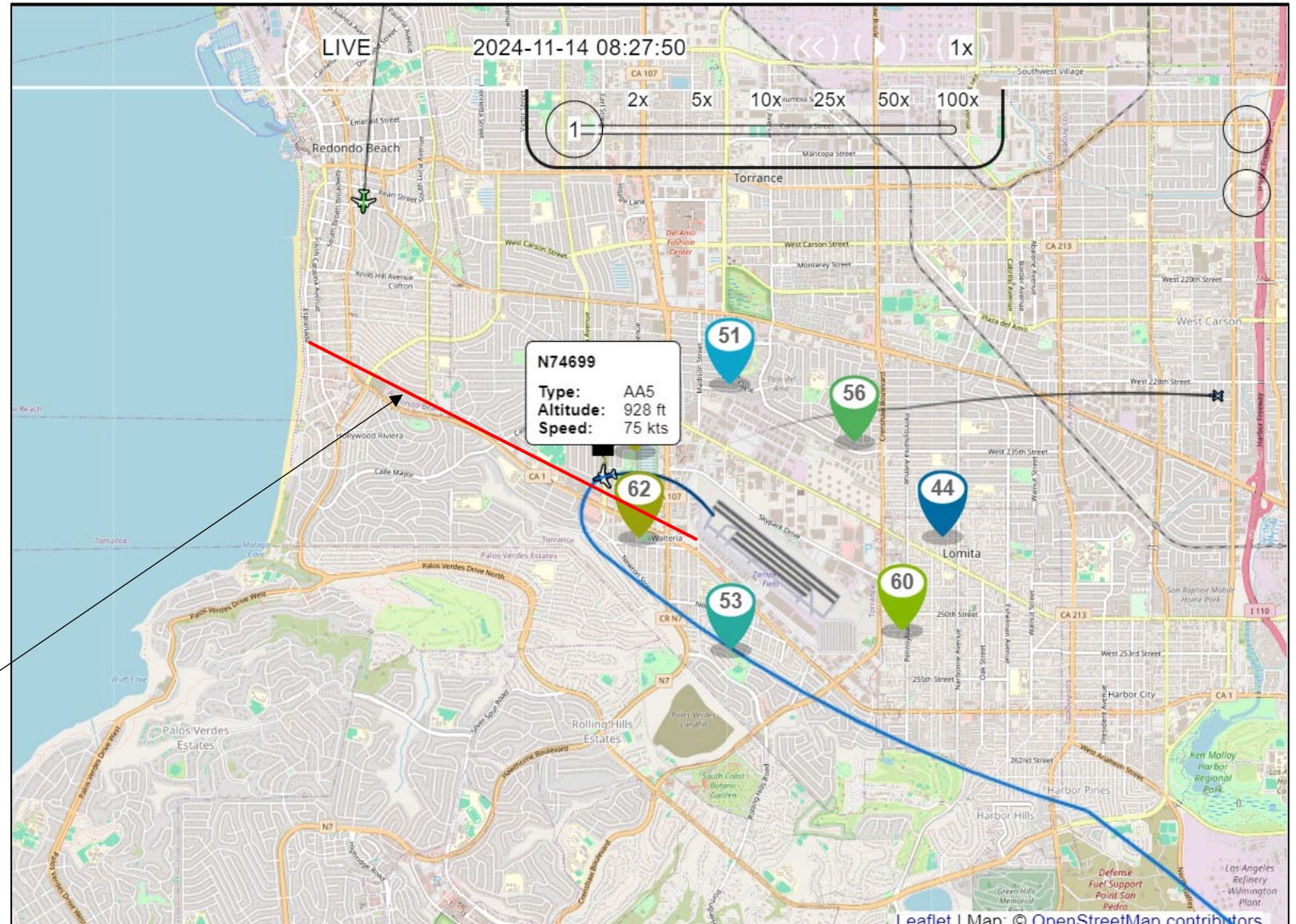
Suggestion: Early left turns should be listed in Noise Report.

Suggestion: Gate should be shown on Flight Tracker screens.

Good for:

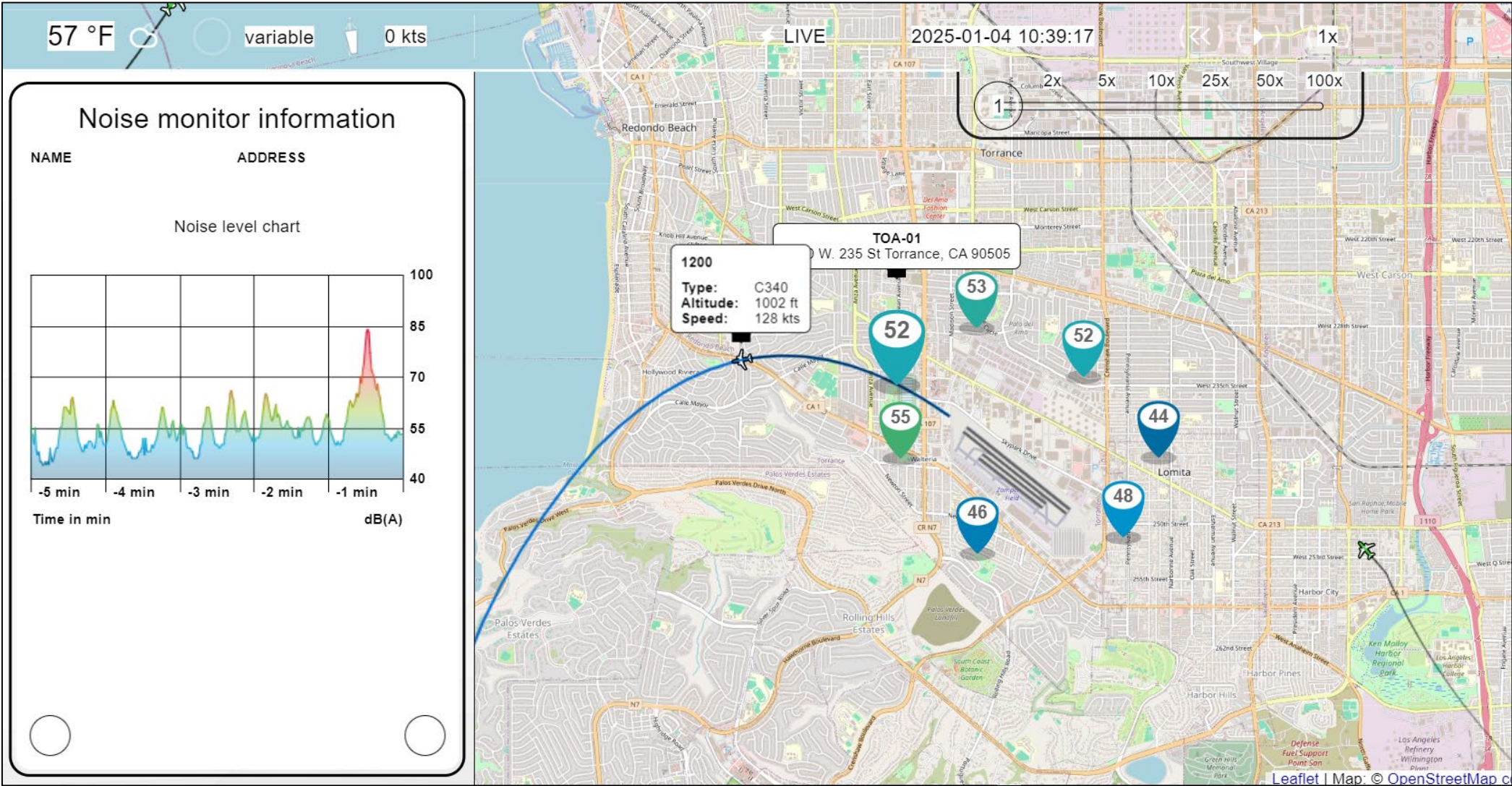
- Pilots
- Residents

NOISELAB FLIGHT TRACKER

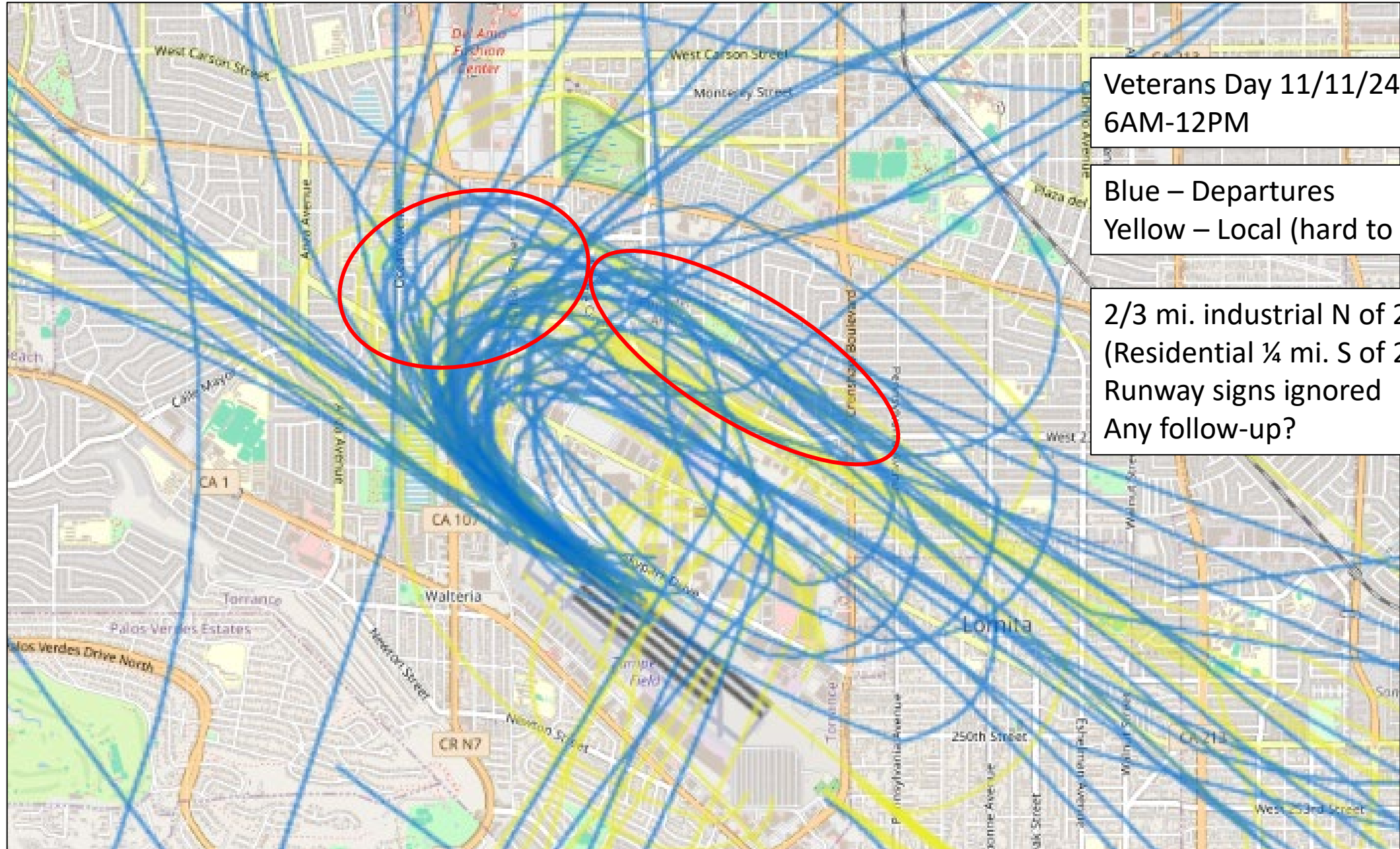


EARLY LEFT TURN ON WEST DEPARTURE (TO CATALINA) – JAN 4

- ALSO REGISTERED 83.9 dB ON TOA-01
- SAME C340 THAT REGISTERED 83 dB ON DEC 28 (EARLIER SLIDE)



NORTH PATTERN RESIDENTIAL HOT SPOTS – HOW EFFECTIVE ARE VOLUNTARY MEASURES?



Veterans Day 11/11/24
6AM-12PM

Blue – Departures
Yellow – Local (hard to see)

2/3 mi. industrial N of 29R
(Residential 1/4 mi. S of 29L)
Runway signs ignored
Any follow-up?

NOISE ABATEMENT REPORT – INFORMATION NEEDED

Number/percentage of operations doing pattern training? Departures? Arrivals?
Percentage operations for fixed wing? Helicopters? Jets?
Average daily community noise levels per noise monitor?

What are the real (accurate) total numbers of non-compliant flights?

- **Voluntary as well as mandatory?**

Number of investigations conducted? Findings?

List of all specific violations

- **Date/Time?**
- **Type of violation (including SENEL)?**
- **Type/model aircraft?**
- **Aircraft (N-Number)?**
- **First, second, third...offense?**
- **Action taken (NOV, Hearing Board)?**

Results of Hearing Boards held?

Follow-up on voluntary measures?

- **Fly Friendly Letters sent?**
- **Personal contacts made?**

Noise Abatement Reports should provide this type of information.

For example, see Monthly Operations Report by Santa Monica Airport (submitted separately)

**ATTACHMENT D
(Aircraft Noise Violations)**

AIRCRAFT ENGINE CATEGORY LEGEND

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

DATE	TIME	NUMBER	TYPE	RWY	SENL	RMS	COMPANY NAME	ACTION	ENGINE
10/2/23	9:09	N722AV	P32R	21	95.8	1	MCDANIEL IBARRA PROFESSIONAL SERVICES	WARNING	P
10/9/23	9:10	N408QS	E55P	21	95.5	1	NETJETS AVIATION INC	\$2,000	J
10/17/23	12:35	N303QS	E55P	21	96.6	1	NETJETS AVIATION INC	\$2,000	J

UNENFORCEABLE VIOLATIONS

DATE	TIME	NUMBER	TYPE	RWY	SENL	RMS	COMPANY NAME	REASON
10/13/23	19:17	CYO24	HELO	21	95.5	1	U. S. MARINES	MILITARY
10/24/23	16:58	N850MH	EC30	21	95.4	2	MAVERICK HELICOPTERS INC	ATC INSTRUCTION

CLOSING SUMMARY THOUGHTS

RECENT COUNCIL ACTIONS SEEM TO BE HELPING

NOISE LAB IS HELPFUL BUT COULD BE IMPROVED

- Show gates on Flight Tracker
- Add top 5 noise events in SENEL?

STILL SEEING TOO MUCH NON-COMPLIANCE

- Both mandatory and voluntary measures
- Noise abatement reports not reliable/lack context, trends

NEED MORE/BETTER DATA

- Accurate numbers of non-compliant flights
 - Mandatory and voluntary
 - More transparency

RECOMMENDATIONS:

- Model Noise Abatement Reports after Santa Monica report
- Submit to Commission monthly

QUESTIONS?



Santa Monica Airport Monthly Operations Report

October 2023

Report prepared by:

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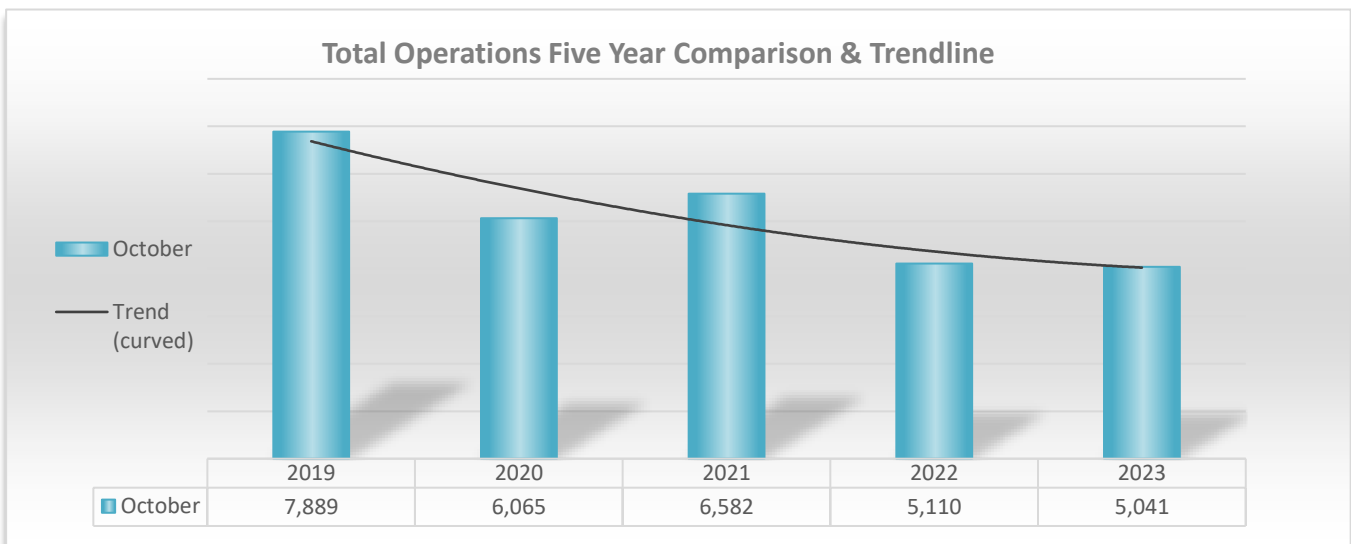
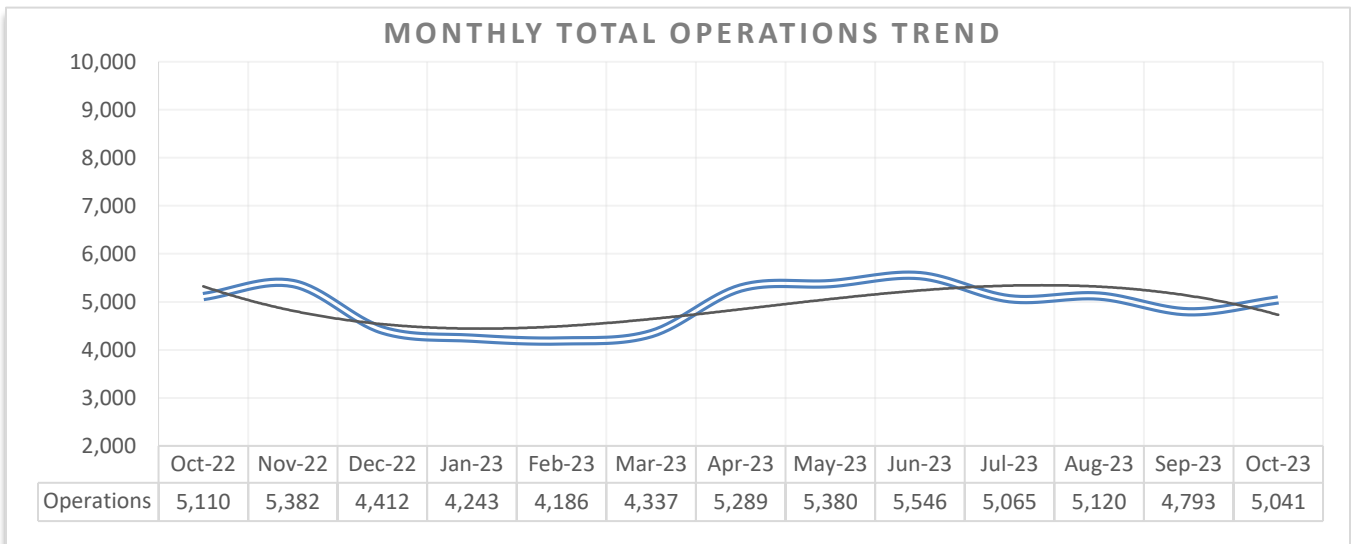
I. Introduction

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 October 2023.

II. Aircraft Operations Data

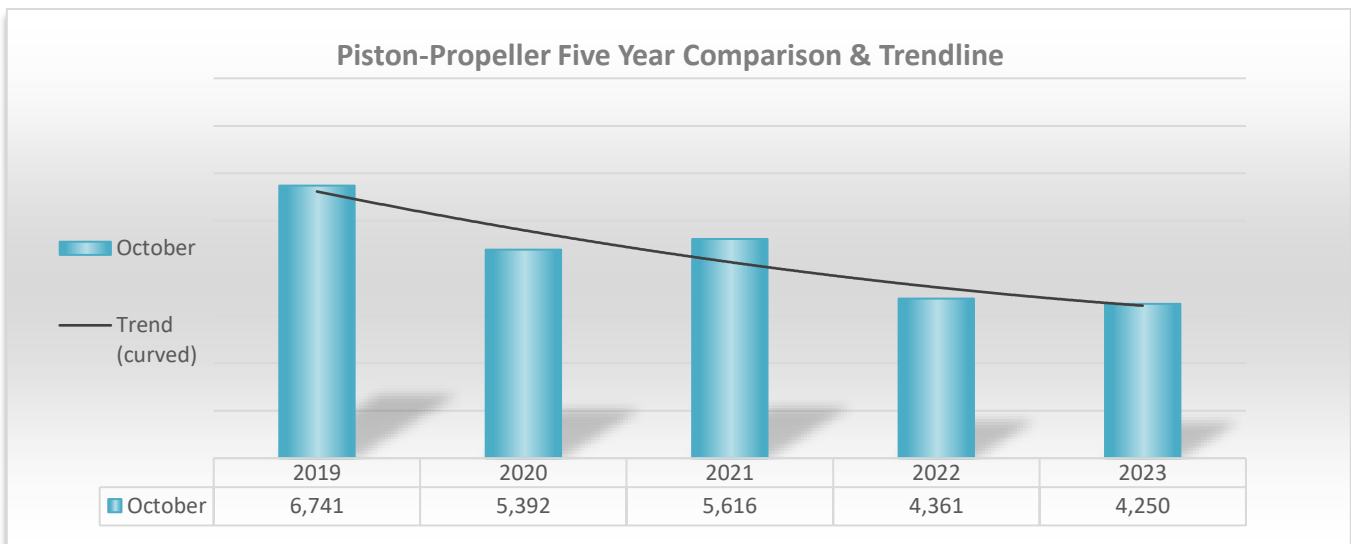
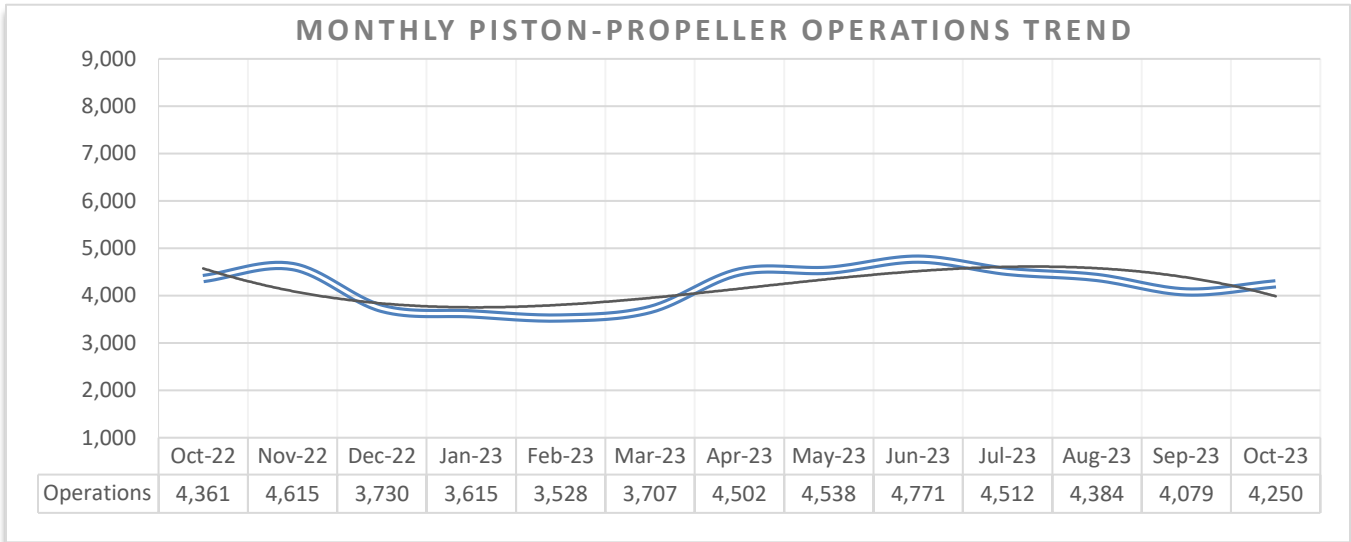
The total number of aircraft operations recorded during the month of October 2023 was 5,041, which represents a 1% decrease from the 5,110 operations recorded during October 2022. Approximately 15% of the operations were instrument flights (IFR transient), 38% were local flights (VFR local operations), and 48% 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.



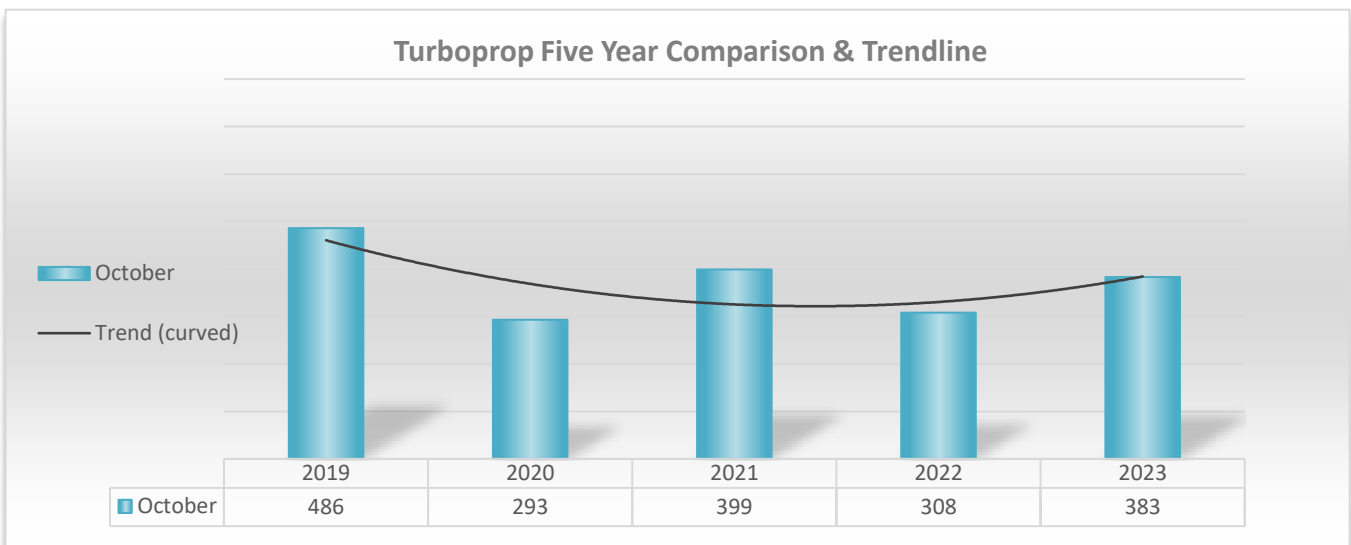
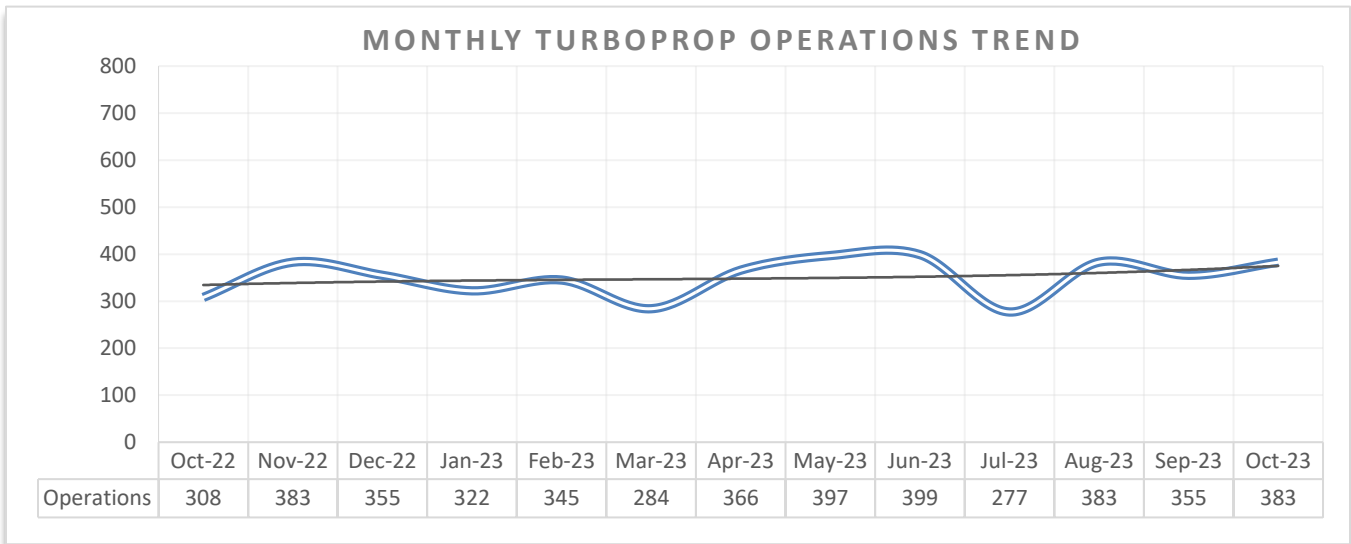
Piston-propeller Aircraft Operations

There were approximately 4,250 piston-propeller aircraft operations recorded, comprising about 84% of the total operations. Piston-propeller aircraft operations for October 2023 decreased 3% from the 4,361 piston-propeller aircraft operations recorded during October 2022.



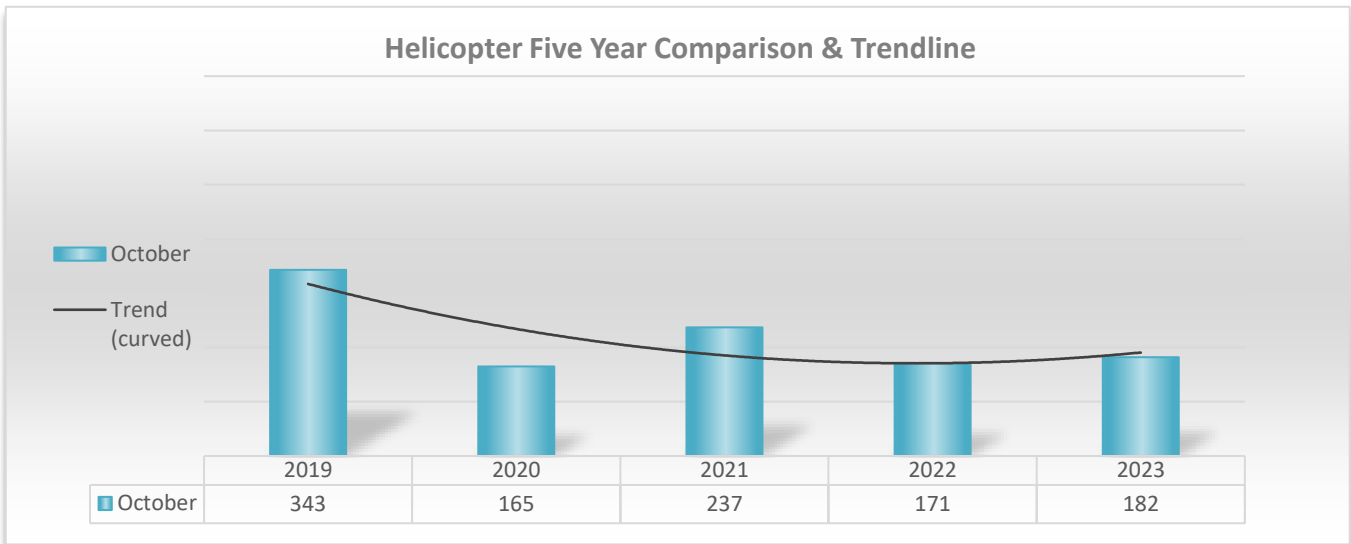
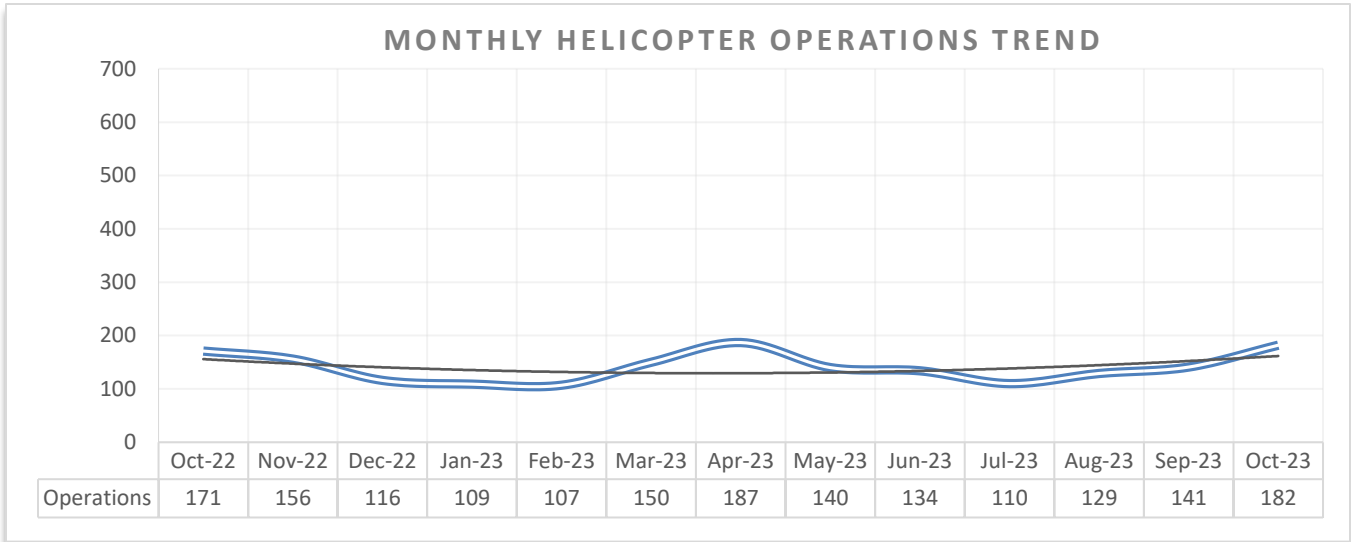
Turboprop Operations

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 October 2023, approximately 383 were by turboprop aircraft, comprising around 8% of the total operations. Turboprop aircraft operations increased by approximately 24% from the 308 operations recorded during October 2022.



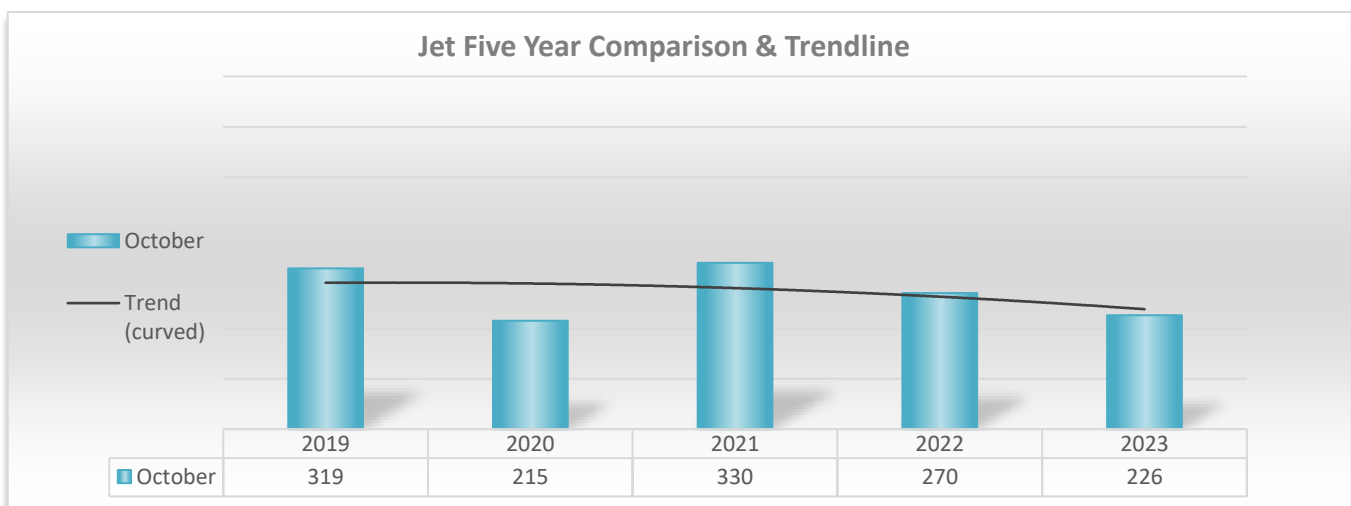
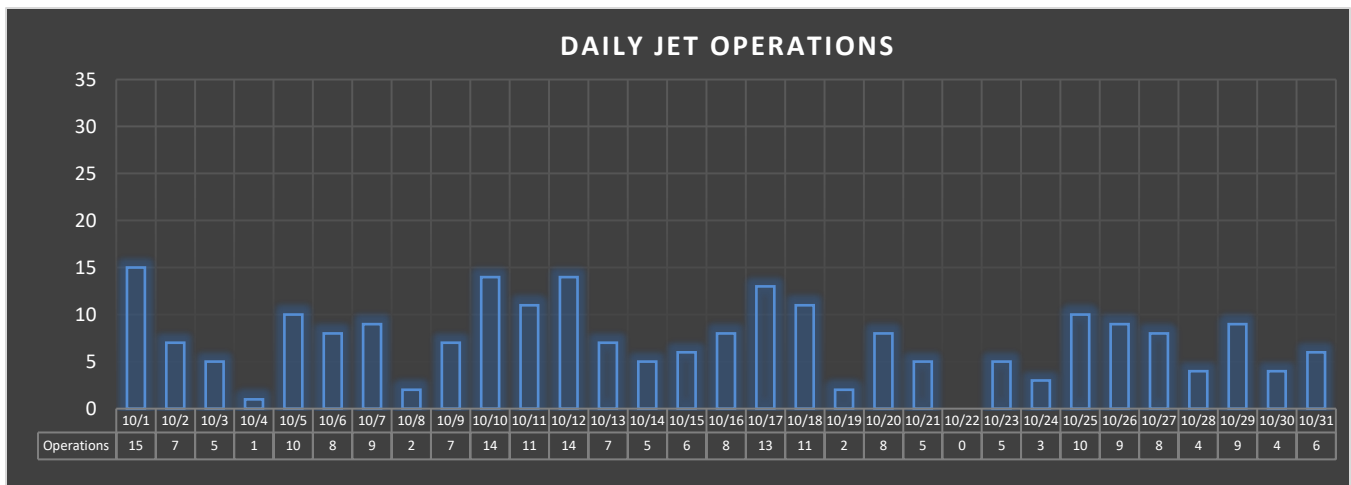
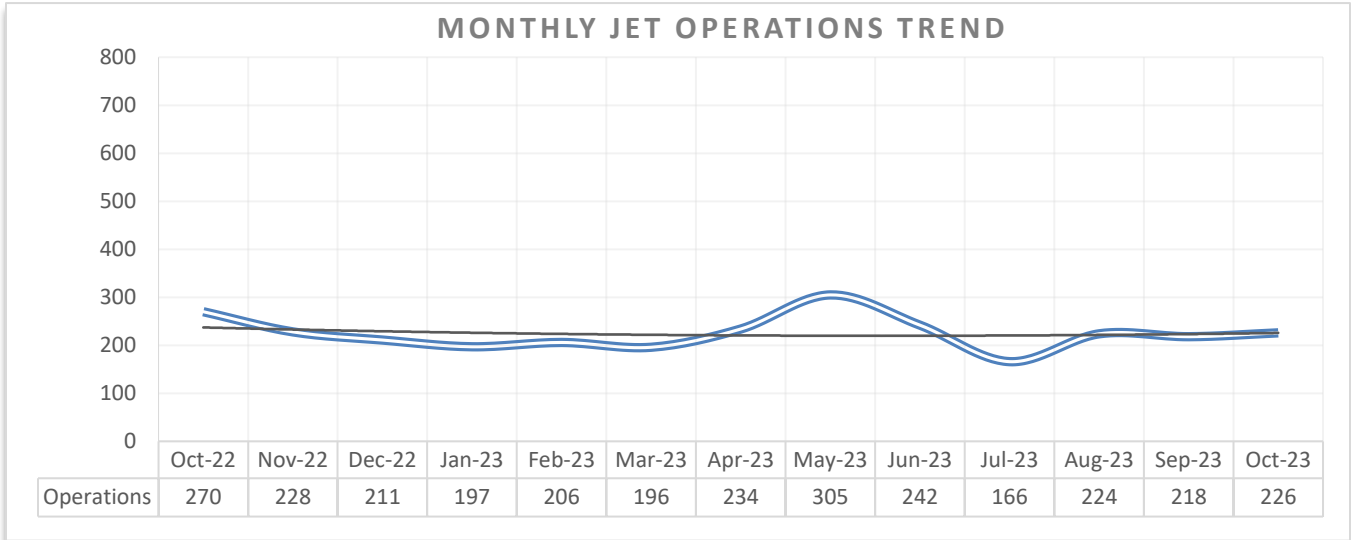
Helicopter Operations

Of the monthly aircraft operations for October 2023, approximately 182 operations are attributed to helicopters, comprising about 4% of the total operations. Helicopter operations during October 2023 increased by approximately 6% from the 171 helicopter operations recorded in October 2022.



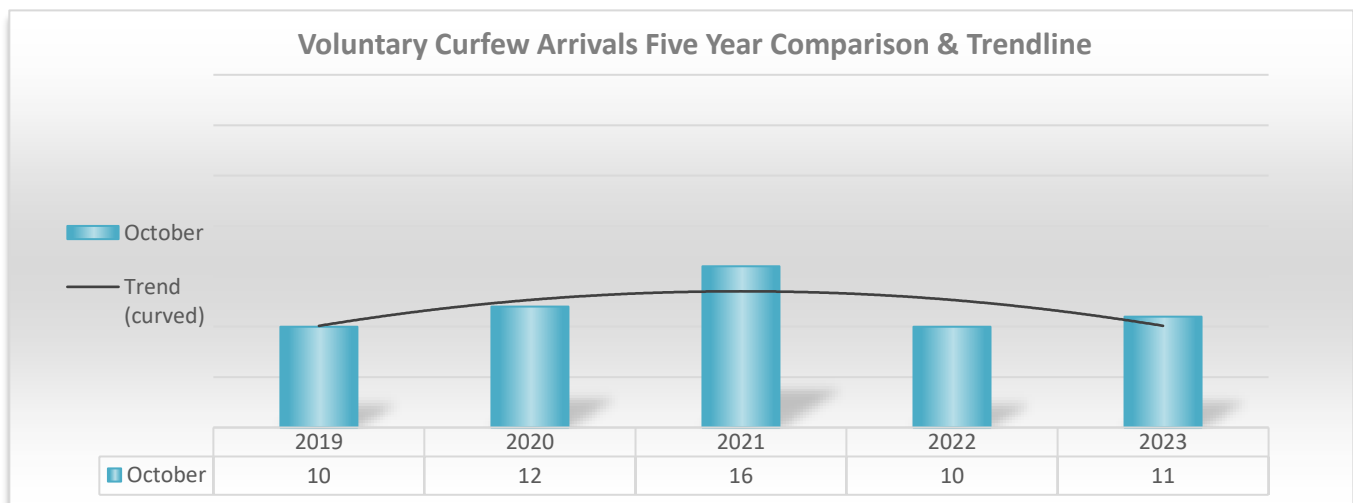
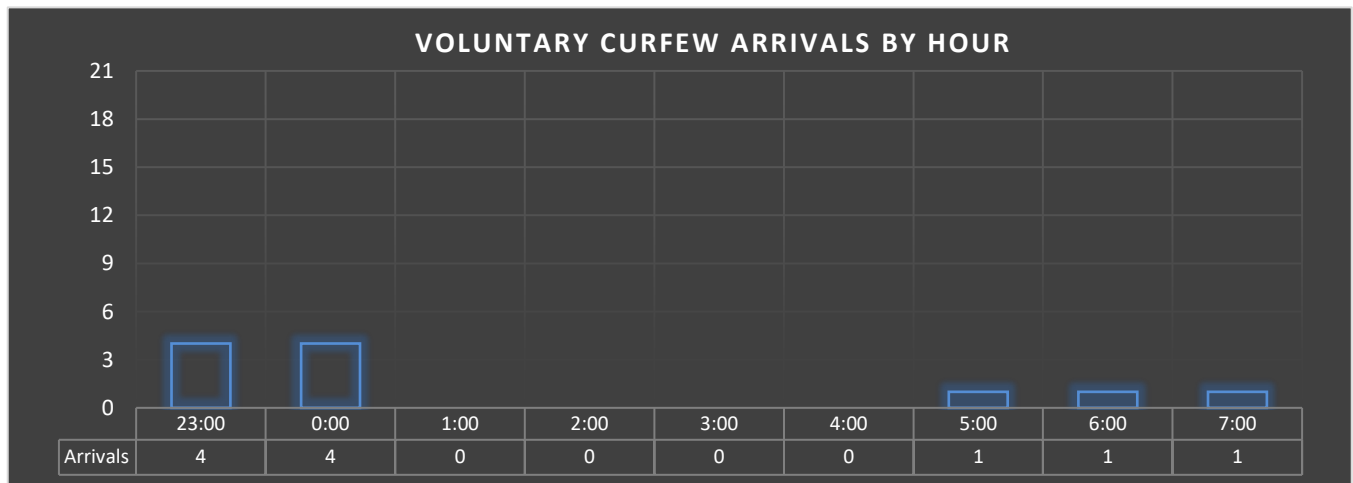
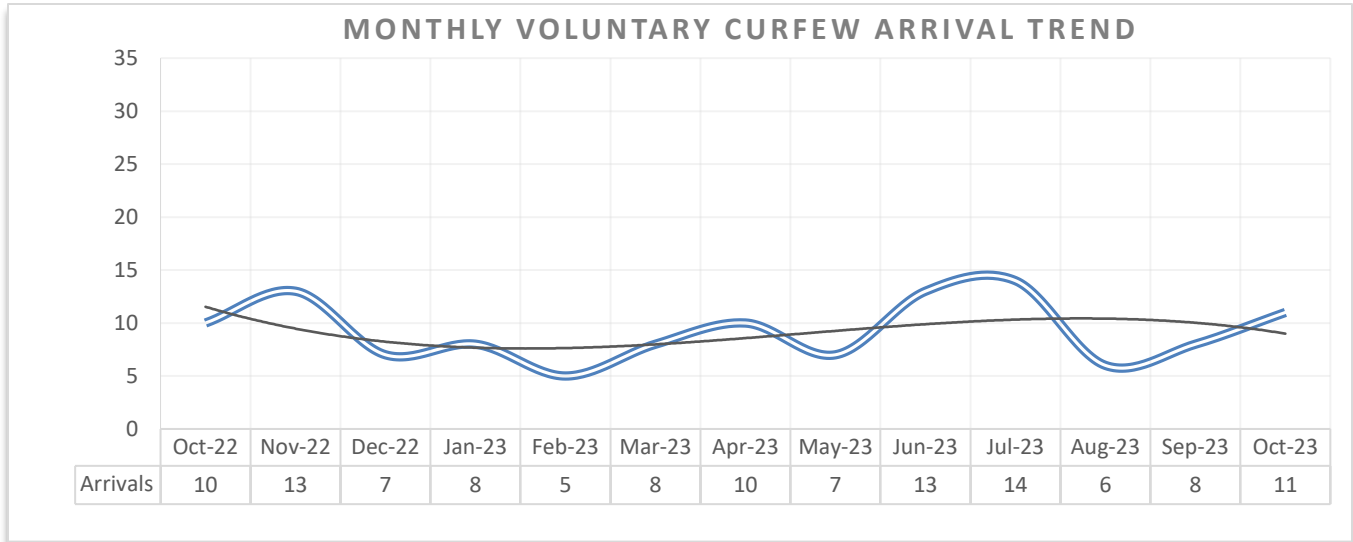
Jet Aircraft Operations

In October of 2023, there were approximately 226 jet operations recorded, encompassing around 4% of the total operations. Jet operations for October decreased by 16% from the 270 jet aircraft operations recorded during October 2022. Daily jet operations vary significantly day over day. During the month of October 2023, jet aircraft averaged 8 operations per day. The bar graph below represents the monthly and daily operations for jet-engine aircraft for the month of October 2023.



III. Voluntary Arrival Curfew

During the month of October 2023, 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 October 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 October 2023, there were two authorized departures during curfew hours, and two 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 October 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

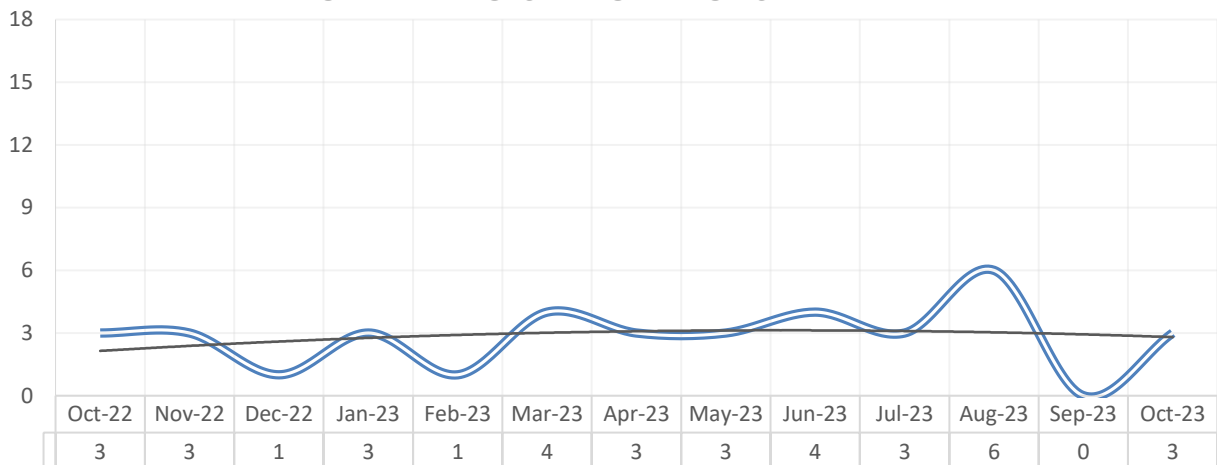
Santa Monica Airport enforces a maximum noise limit as approved by City Ordinance adopted in 1985. The Santa Monica Municipal Code section 10.04.04.060 states that “No aircraft shall exceed a Single Event Noise Exposure Level (SENEL) of 95.0 dBA as measured at the Airport Noise Measuring Stations existing 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 October 2023, there were 3 noise violations recorded, no change from the 3 noise violations recorded during October 2022. A summary of noise violations for October 2023 is listed in Attachment D. Of the 5,041 aircraft operations recorded during the month of October 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.

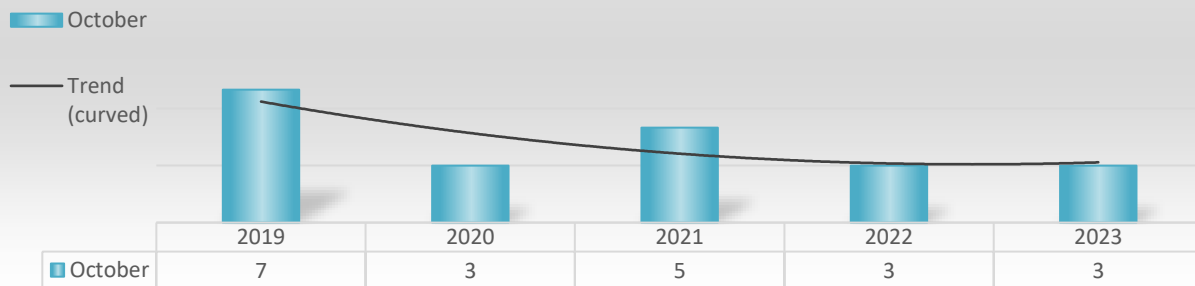
Violations Breakdown by Decibel Level

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	1	1	0	0	0	0	0	2	67%
Propeller	1	0	0	0	0	0	0	1	33%
Helicopter	0	0	0	0	0	0	0	0	0%
Total:	2	1	0	0	0	0	0	3	
%	67%	33%	0%	0%	0%	0%	0%		100%

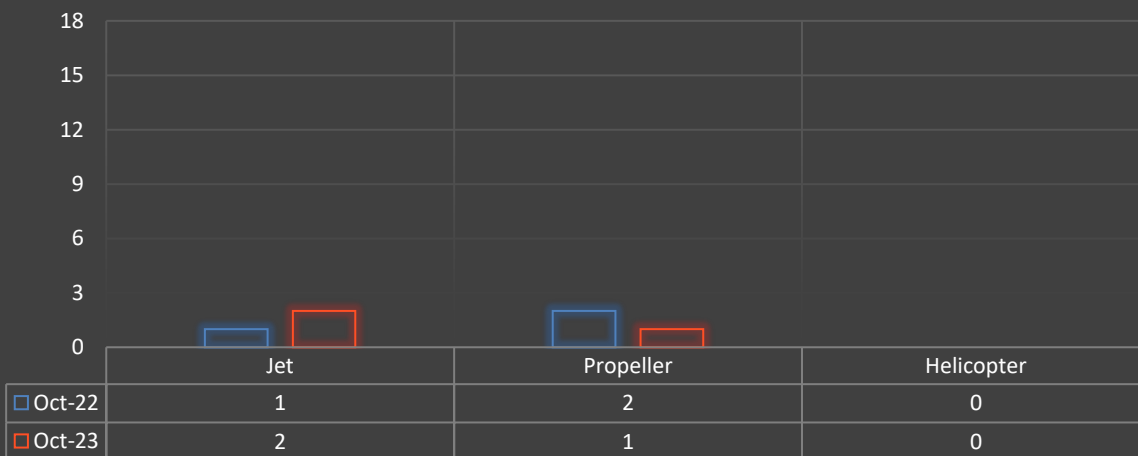
MONTHLY NOISE VIOLATIONS TREND



Noise Violations Three Year Comparison & Trendline

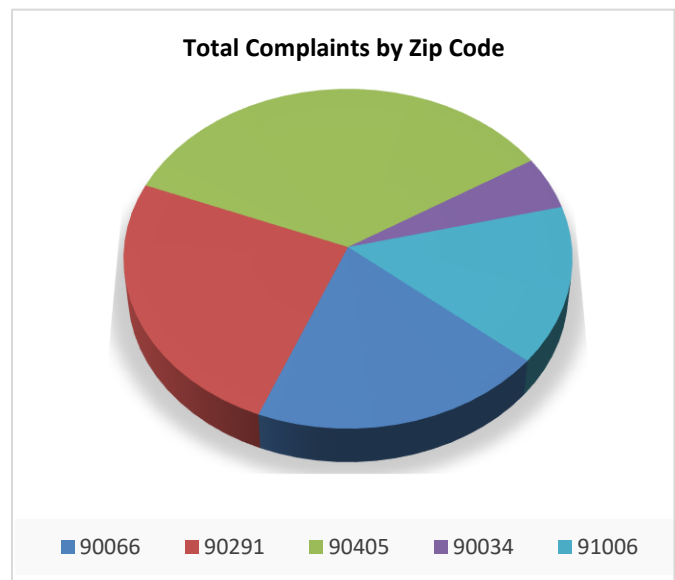
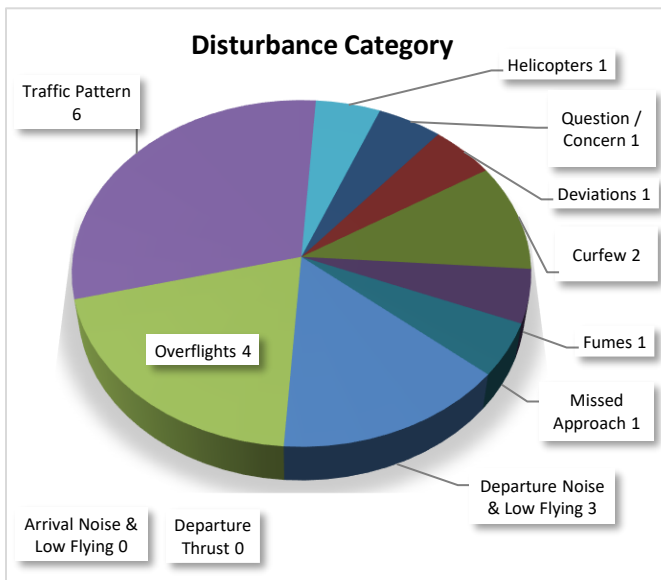
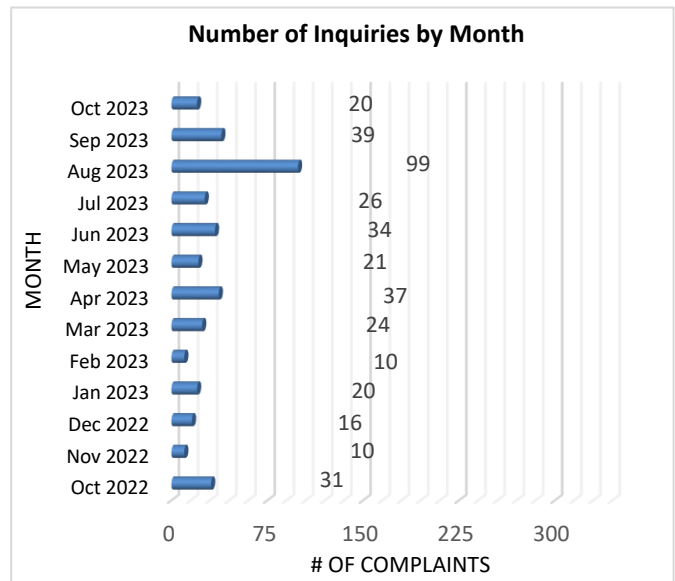
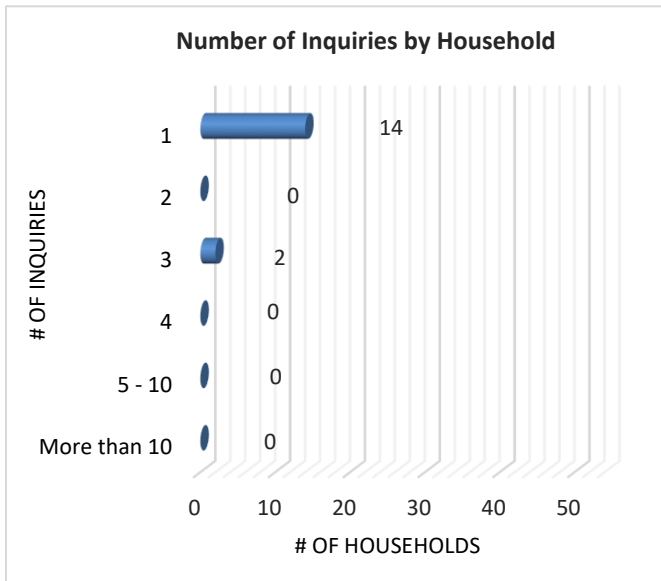


NOISE VIOLATIONS BY AIRCRAFT TYPE



VIII. Aircraft Related Inquiries

During the month of October 2023, 16 individual households logged a total of 20 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 October 2023.



ATTACHMENT A

(10-1) FACILITY TYPE ("X" ONE) (11) <div style="display: flex; align-items: center; margin-top: 10px;"> <div style="margin-right: 10px;"> APPROACH CONTROL TOWERS </div> <div style="margin-right: 10px;"> > </div> <div style="display: flex; flex-direction: column; gap: 5px;"> <input type="checkbox"/> B. RADAR <input type="checkbox"/> C. LIMITED RADAR <input type="checkbox"/> D. NON-RADAR </div> </div> <p style="margin-top: 10px;"> <input checked="" type="checkbox"/> E. VFR TOWER <input type="checkbox"/> G. CONTRACT TOWER (Continue on reverse) </p> <p style="font-size: small; margin-top: 5px;">(also submit FAA Form 7230-26)</p>		FACILITY TYPE CHANGED (12) <input type="checkbox"/> YES	IF DAILY HOURS OF OPERATION HAVE CHANGED, ENTER NEW HOURS HRS. 10 THS →
--	--	--	--

(77-78) (79)

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	10	101	0	111	85	0	85	196	196
2	0	8	99	0	107	101	0	101	208	404
3	0	5	113	0	118	73	0	73	191	595
4	0	8	94	0	102	79	0	79	181	776
5	0	14	87	0	101	34	0	34	135	911
6	0	9	98	0	107	70	0	70	177	1088
7	0	9	79	0	88	64	0	64	152	1240
8	0	5	82	0	87	45	0	45	132	1372
9	0	10	51	0	61	35	0	35	96	1468
10	0	13	73	0	86	48	0	48	134	1602
11	0	12	14	4	30	52	0	52	82	1684
12	0	21	114	0	135	41	0	41	176	1860
13	0	10	144	3	157	76	0	76	233	2093
14	0	8	118	0	126	88	0	88	214	2307
15	0	11	137	0	148	54	0	54	202	2509
16	0	9	84	0	93	48	0	48	141	2650
17	0	11	76	0	87	31	0	31	118	2768
18	0	9	72	0	81	10	0	10	91	2859
19	0	10	73	0	83	86	0	86	169	3028
20	0	8	106	2	116	79	0	79	195	3223
21	0	4	128	0	132	38	0	38	170	3393
22	0	1	96	0	97	40	0	40	137	3530
23	0	12	73	0	85	80	0	80	165	3695
24	0	8	104	2	114	43	4	47	161	3856
25	0	15	56	1	72	76	0	76	148	4004
26	0	10	85	1	96	83	0	83	179	4183
27	0	10	124	0	134	67	0	67	201	4384
28	0	5	113	0	118	92	0	92	210	4594
29	0	9	52	0	61	4	0	4	65	4659
30	0	10	78	0	88	97	0	97	185	4844
31	0	7	105	0	112	85	0	85	197	5041
TOTAL	0	291	2829	13	3133	1904	4	1908	5041	

ATTACHMENT A

THIS SIDE 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	11	16	0	(16-19)	27			
2	0	6	10	0	(20-23)	16			
3	0	4	5	0	(24-27)	9			
4	0	2	5	0	(28-31)	7			
5	0	10	8	0	(32-35)	18			
6	0	8	7	0	(36-39)	15			
7	0	7	13	0	(40-43)	20			
8	0	3	31	0	(44-47)	34			
9	0	8	22	0	(48-51)	30			
10	0	12	32	0	(52-55)	44			
11	0	12	14	0	(56-59)	26			
12	0	16	5	0	(60-63)	21			
13	0	10	18	0	(64-67)	28			
14	0	4	9	0	(68-71)	13			
15	0	8	19	0	(72-75)	27			
16	0	9	14	0	(76-79)	23			
					(14-2)				
17	0	11	22	0	(16-19)	33			
18	0	9	24	0	(20-23)	33			
19	0	10	20	0	(24-27)	30			
20	0	5	12	0	(28-31)	17			
21	0	7	22	0	(32-35)	29			
22	0	2	26	0	(36-39)	28			
23	0	11	17	0	(40-43)	28			
24	0	7	17	0	(44-47)	24			
25	0	10	31	0	(48-51)	41			
26	0	6	12	0	(52-55)	18			
27	0	10	27	0	(56-59)	37			
28	0	4	14	0	(60-63)	18			
29	0	6	3	0	(64-67)	9			
30	0	2	11	0	(68-71)	13			
31	0	3	15	0	(72-75)	18			
TOTAL	0	233	501	0		734			
	(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
10/11/23	23:30	N412QS	E55P	3	88.9	1	NETJETS INC	J
10/16/23	5:35	N8464W	P28A	21	76.0	2	SHANE L WIEDEMANN	P
10/17/23	0:37	N5148V	C172	21	DNR	2	SANTA MONICA FLYERS	P
10/17/23	0:52	N116FR	P28R	21	76.3	2	PROTEUS AIR SERVICES	P
10/21/23	23:34	N769EB	PC12	21	86.9	2	SPRINTBACH CORP	T
10/22/23	0:43	N353MV	C172	21	DNR	2	SANTA MONICA FLYERS	P
10/23/23	23:17	N93GS	SR20	21	72.0	2	AIRSPACERS	P
10/24/23	0:48	N223LA	AS50	3	86.8	1	LAPD AIR SUPPORT DIVISION	H
10/26/23	23:33	N862RJ	S22T	21	79.5	2	AERO SUMMIT LLC	P
10/28/23	7:40	N94141	C206	21	DNR	2	VICTORIA ELIZABETH ROMER-POLLIS	P
10/29/23	6:09	N36RX	EC35	21	74.1	2	REACH AIR MEDICAL SERVICES	H

ATTACHMENT C
(Authorized Departures & Curfew Violations)

Authorized Curfew Departures

DATE	TIME	NUMBER	TYPE	OPERATOR	RUNWAY
10/24/23	0:52	N223LA	AS50	LAW ENFORCEMENT	3
10/29/23	6:09	N36RX	EC35	LIFE FLIGHT	21

Curfew Violations

DATE	TIME	NUMBER	TYPE	RUNWAY	OPERATION	ACTION
10/7/23	7:05	N307AF	DA40	N/A	ENGINE START	WARNING
10/14/23	7:54	N383CP	SR22	N/A	ENGINE START	WARNING

**ATTACHMENT D
(Aircraft Noise Violations)**

AIRCRAFT ENGINE CATEGORY LEGEND

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

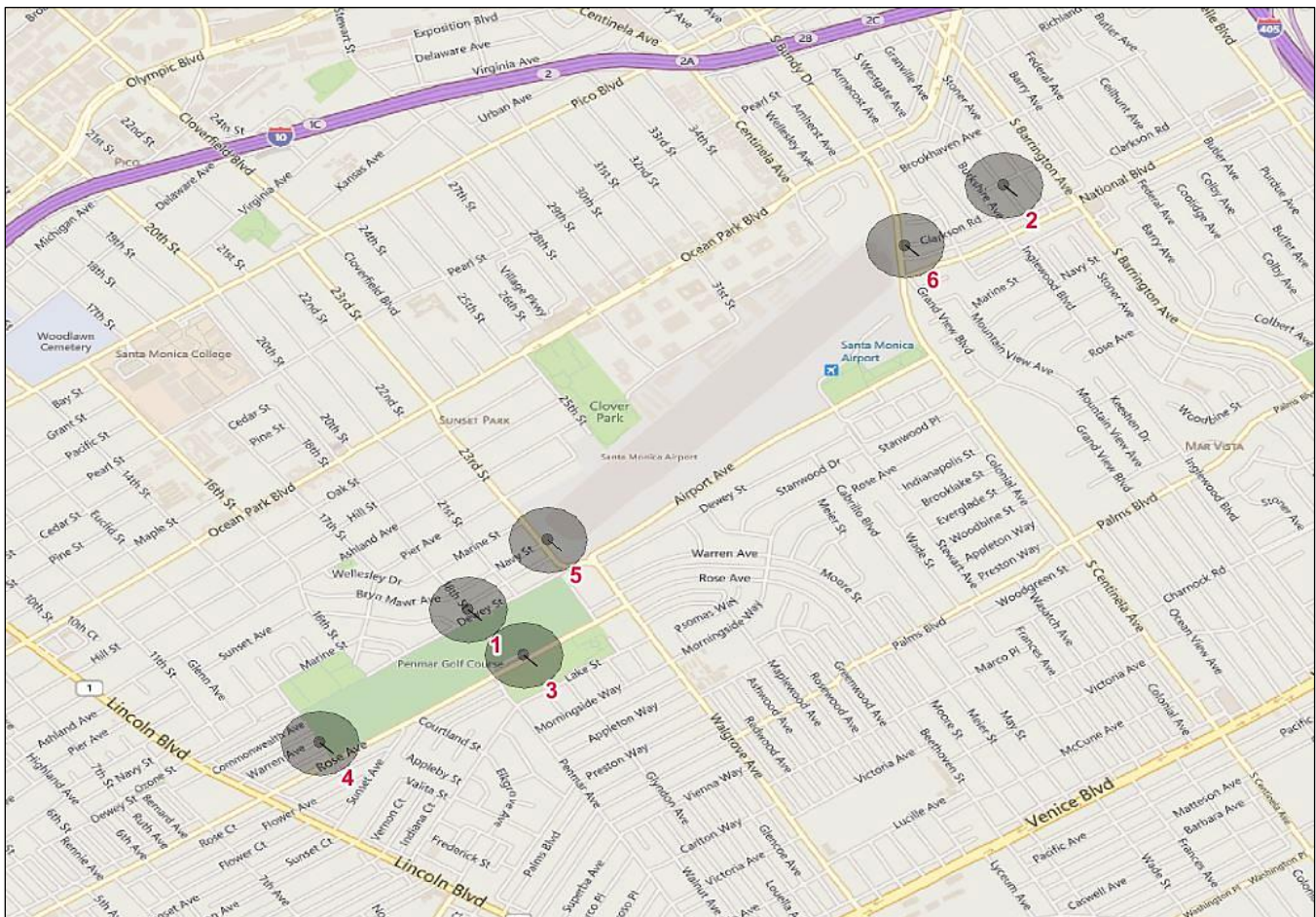
DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	ACTION	ENGINE
10/2/23	9:09	N722AV	P32R	21	95.8	1	MCDANIEL IBARRA PROFESSIONAL SERVICES	WARNING	P
10/9/23	9:10	N408QS	E55P	21	95.5	1	NETJETS AVIATION INC	\$2,000	J
10/17/23	12:35	N303QS	E55P	21	96.6	1	NETJETS AVIATION INC	\$2,000	J

UNENFORCEABLE VIOLATIONS

DATE	TIME	NUMBER	TYPE	RWY	SENEL	RMS	COMPANY NAME	REASON
10/13/23	19:17	CYO24	HELO	21	95.5	1	U. S. MARINES	MILITARY
10/24/23	16:58	N850MH	EC30	21	95.4	2	MAVERICK HELICOPTERS INC	ATC INSTRUCTION

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.

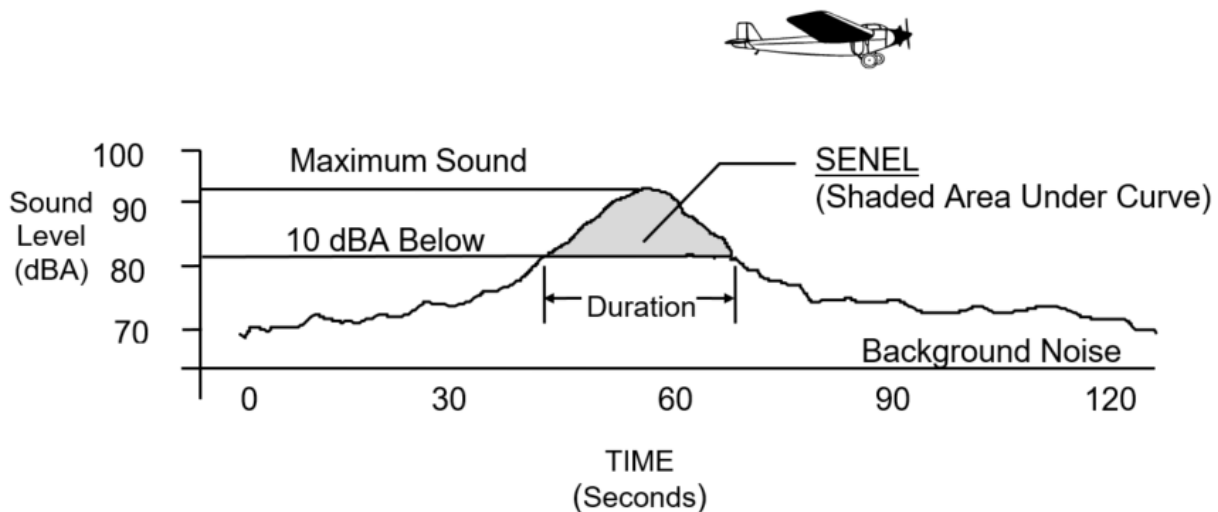
ATTACHMENT F (Single Event Noise Exposure Level)

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.