



APPROVED
MINUTES
AIRPORT COMMISSION
SPECIAL MEETING
JANUARY 27, 2020
EAST WING CIVIC CENTER
1855 MAIN STREET
SANTA MONICA CA 90401
7:00 PM

Call to Order

Chair Wilder called the meeting to order at 7:02 P.M.

Pledge of Allegiance

Chair Wilder led assemblage in the Pledge of Allegiance

Roll Call

The following persons were recorded in attendance by the Recording Secretary:

Present: Chair Andrew Wilder
Vice-chair Chris Waller
Commissioner Lael R. Rubin
Commissioner Joe Schmitz
Commissioner Geoff Neri

Absent: None

Also Present: Susan Cline, Director of Public Works
Diana Hernandez, Airport Operations Analyst
Ivan Campbell, Deputy City Attorney
Michael Ferguson, Secretary

Special Agenda Item

**Tufts University Final
Report on Environmental
Testing during Runway
Shortening Project**

On August 28, 2017, the Airport Commission requested City Council have a natural experiment performed to measure jet pollution before, while, and after the runway is closed within the timeframe of the Runway Shortening Project in December 2017. Tufts University performed the natural experiment and provided a final report on the findings.

Neelakshi Hudda, Research Assistant Professor Civil and Environmental Engineering, Tufts University, presented the final report to the Airport Commission. The goal of the study was to ascertain whether reduced jet activity improves air quality near Santa Monica Airport by measuring air pollution before, during, and after

the Runway Shortening Project ("Shortening").

The December 2017 runway shortening project reduced the runway length from 5,000 feet to 3,500 feet and as a result of the reduction in runway length certain types of turbine aircraft (jets), due to size and/or performance characteristics, were unable to utilize the newly configured runway.

Air quality samples near the runway and in the nearby residential neighborhood were taken before, during, and after Shortening to measure:

1. Particle number concentrations (PNC);
2. Black carbon (BC) concentration and;
3. Lead (Pb) in the fine size fraction of particulate matter (PM_{2.5})

These samples were used to quantify if Shortening improved air quality and compare these measurements to previously reported South Coast Air Quality Management District's (SCAQMD General Aviation Airport Air Monitoring Study.Final Report August 2010.

The study concluded that after Shortening:

- Air quality improved;
- Ultrafine PNC were consistently low after Shortening.
- BC is also lower but reductions less, likely due to local vehicular and inland contribution.
- Lead was also substantially reduced (but still measurable) in spite of the lack of commensurate change in piston operations.

Overall, after the Shortening, Santa Monica Airport's impacts to PNC and BC are now comparable to, or lower than, from other sources in the area with the exception of lead, which does not have any known local sources.

The Commission and Tufts staff discussed the testing protocols, including wind variations and local wild-fire impacts, technical data analysis, and health concerns promulgated by the pollutants.

The Commission and Tufts staff discussed data obtained during the study but was not part of the scope of work for the final report and Tufts will provide a supplemental

information to the Commission regarding the PM 2.5 results and a comparison of air quality near Santa Monica Airport to air quality elsewhere in the Los Angeles basin.

Consent Calendar

All items will be considered and approved in one motion unless removed by a Commissioner for discussion.

Motion

Motion by Chair Wilder; seconded by Commissioner Rubin to approve the Consent Calendar was confirmed by unanimous voice vote.

Minutes

Recommendation to approve the Minutes of December 11, 2019 special meeting was accepted.

***Non-aviation
Commercial Operations
Permit***

Recommendations to approve Non-aviation Commercial Operations Permit for Wide Angle Group Event Company accepted.

**Airport Management
Report**

***Monthly Operations
Report***

4a) Monthly Operations Report for November & December 2019 was presented by Diana Hernandez, Airport Operations Analyst.

The Commission and staff discussed +100db noise violations and the Commission requested Airport staff provide the air speed & altitude of noise violations of 100+db.

The Commission and staff discussed night arrival curfew by Airport leaseholders.

Public Comment

Member of the public: Paul Fleisher commented on the Monthly Operations Reports.

Airport Leases

4b) Airport Leases approved during December 2019 and those currently in process were presented to the Commission. In addition, staff provided an update on the lease assignment arrangement between current Airport tenant Spitfire Grill and Chancery Restaurant, Inc.

Part 16 Determination

4c) Part 16 Determination update was provided by Ivan Campbell, Deputy City Attorney, City of Santa Monica. City is waiting for determination of appeal extension.

The Commission and staff discussed next steps in the process and associated attorney fees.

SoCal Metroplex

4d) SoCal Metroplex information was presented by Diana Hernandez, Airport Operations Analyst, in the form of a presentation to LAX/Community Noise Roundtable January 8, 2020 regarding an Evaluation of Community Proposals for LAX North Downwind Arrival Routes.

The Project Objectives were to conduct technical assessment and noise/emissions evaluation for two proposed alternate LAX North Downwind Arrival Routes

- Option A:

- Task 1: Airspace Analysis/ Technical Assessment of Proposed Alternative

- Task 2: Noise/ Emissions Modeling of Alternative as compared to Existing Route

- Option B:

- Task 1: Airspace Analysis/ Technical Assessment of Proposed Alternative

- Task 2: Noise/ Emissions Modeling of Option B was not conducted as the option was determined to be infeasible.

Conclusions

- Both Proposals will cause aircraft to burn additional fuel and produce more emissions to reduce noise which is prohibited per 14 CFR Part 150.35

- Both Proposals will result in a loss of close-in sequencing to final and result in a decrease of efficiency / acceptance rate for RWY 24R (14 CFR Part 150.35)

- Large-scale airspace redesign process (e.g., Metroplex) is required for Option B (and possibly for Option A) that involves creating new procedures, conducting Environmental Assessments and performing other necessary related functions.

- It will be very difficult to obtain acceptance of these proposals from the following entities due to the increased airspace conflicts, increased controller/pilot

workload, increased emissions, increased fuel burn, increased noise for new communities, and the impact on the LAX arrival acceptance rate:

- FAA, Air Traffic Controllers, and National Air Traffic Controllers Association (NATCA)
- Airlines and Airlines for America (A4A)
- Southern California Airspace Users Work Group (SCAUWG)

Both Proposals will create new /additional noise exposure for other communities and constitute a shifting of noise, which is not consistent with the Roundtable's no shifting of noise policy

• Proposals to shift noise were rejected by the FAA in other jurisdictions:

- "This recommendation would shift aircraft noise from one community to another. The FAA

cannot support creation of such a procedure without consensus from all affected communities." -FAA Response to SJC South Flow Arrivals, May 2019.

- "The FAA does not support the establishment of an approach from the east as it would be extremely difficult due to the terrain and would shift aircraft noise to a different community."

-FAA Response to SJC South Flow Arrivals. May 2019.

- "San Jose International Airport Reverse Flow: Aircraft Arrivals. Reverse flow conditions at SJC have arrival aircraft at lower altitudes to the west of SJC. Can these arrivals be shifted to the east of SJC?" "Not endorsed since this shift of arrivals equates to a shifting of noise to another community." -Select Committee on South Bay Arrivals, FAA Response. July 2017.

• Based on all these factors, it is highly unlikely that the FAA would adopt either of the Community Proposals.

Airport staff will continue to attend meetings and report on progression of the project.

Special Meeting of the Airport Commission

4e) Special Meeting of the Airport Commission April 7, 2020 was announced and that it will feature a presentation of the City's draft Park and Recreation Master Plan (PRMP).

Next Meeting

4f) Next Meeting of the Airport Commission was announced for Monday, February 24, 2020 at East Wing

of Civic Auditorium 1855 Main Street, Santa Monica;
Agenda submittal deadline February 18, 2020.

Old Business

***Public Landscape
Division Relocation to
Airport Maintenance
Facility***

5a) Public Landscape Division Relocation to Airport Maintenance Facility update was provided by Peter James, Chief Operations Officer City of Santa Monica Public Works Department, presented the Commission his mission to Help Design a Public Process that Engages the Community in Identifying a Location for Public Landscape Operations Planned location that drew strong concerns from adjacent neighborhood City Manager and Public Works Director committed to a new open process.

Peter James presented a background on the Public Landscape Division Relocation Project followed by the sites considered in preliminary effort and how the process will be administered going forward. First public meeting to be held February 19, 2020 at Joselyn Park 6:30 pm – 8:00 pm.

The Commission and staff discussed the processes going forward including the permanency of the facilities, change in transparency, costs and timeframe.

Public Comment

Members of the public: Zina Joseph, Julia Brewer and David Kaplan commented on the Public Landscape Division Relocation project.

***Airport Safety
Information &
Dissemination to Pilots***

5b) Airport Safety Information and Dissemination to Pilots update was given by Diana Hernandez, Airport Operations Analyst. Awaiting Request for Proposals (RFP) to be submitted.

Adjournment

On order of Chair Wilder, the Commission adjourned at 9:41 pm on January 27, 2020 with all Commissioners present.

Attest:

Approved:



Michael Ferguson, Secretary



Andrew Wilder, Chair