

**SANTA MONICA AIRPORT
VISIONING PROCESS:**

**PHASE III FINDINGS
AND
NEXT STEP RECOMMENDATIONS**

APRIL 30, 2013



Visioning Process: Overview



- SMO in 1917 (Cloverfield)
- Grass Landing Strip
- WWI Pilot Training

Visioning Process: Overview



- SMO WWII Era: Federal Operations
- Home to Douglas Aircraft and Employees

Visioning Process: Overview



SMO Today

Visioning Process: Overview



Visioning Process: Overview

Considering middle ground improvements

- **PH I: December 2010 thru October 2011**
 - **RAND** best practices and conceptual uses
 - **Point C** preliminary community interviews
 - **HR&A** general economic impacts analysis

- **PH II: October 2011 thru May 2012**
 - **MIG** 32 community discussion groups W/312 participants over three months; recorded community comments and ideas

- **PH III: May 2012 thru April 2013**
 - **IBI** non-aviation land enhancements
 - **City Staff** evaluation and implementation efforts

PH III Visioning Process – Timeline

PH III: May 2012 thru Early 2013

- ▣ **May 8, 2012**
 - Council approved Phase III initiatives

- ▣ **November 26, 2012 & April 1, 2013**
 - Phase III Visioning Process Workshops at Airport Commission

- ▣ **April 30, 2013**
 - Return to council with findings from Phase III

PH III Initiatives – Covered in 5 thematic areas

1. Transparency, communications and trust
2. Green Airport
3. More community friendly Airport with greater community benefit
4. Design improvements on non-aviation land
5. Continue on-going dialogue with the FAA

Added by Council

1. Work cooperatively on health impacts
2. Evaluate legal parameters & opportunities for closure

PH III Initiatives – Aviation & Non-Aviation Areas



Summarized in two areas:

- Aviation Areas of Review
- Non-Aviation Areas of Review

PH III Initiatives – Aviation Areas of Review

Airport Sustainability Plan Update

□ Energy Audit

- Energy savings: 32,070 Kwh/yr. (\$5,790)

□ Water Audit

- Water Savings: 200,135 gallons/yr. (\$2,020)

□ SM Green Office Program Pilot:

- 80% of certificate requirements complete do date
 - Completion: June 2013

PH III Initiatives – Aviation Areas of Review

- ❑ **2nd Annual Airport Open House on September 22, 2012**
 - ~1500 attendees
 - Every 4th Saturday in September

- ❑ **Enhance mitigation walls (for future consideration)**
 - Engineering Division; based on Caltrans Standard Plans
 - ~\$3.5 Million
 - Along majority of property line

- ❑ **Airport Operations Data**
 - Posted Monthly on website (FAA & Landing Fee data)
 - Repetitive Operations Counts: Sept 10 - Sept 23

PH III Initiatives – Aviation Areas of Review

Airport Operations Data

- 2 week period from Sept 10 - Sept 23, 2012
- Purpose to further characterize types of operations

Type	Operations	%
Propeller Aircraft	2,816	81%
Jet Aircraft	517	15%
Helicopter	144	4%
Total	3,477	100%

Type	Operations	% of Total Operations	% of Propeller Operations
Touch & Go	426	12 %	15%
Stop & Go	2	0.06%	0.07%
Taxi back	442	13%	16%
Low Approach	46	1%	2%
Total Pattern Flying Activity	918	26%	33%

PH III Initiatives – Aviation Areas of Review

□ **Educational seminars (Directed to conduct two)**

1. Future of AVGAS: June 30th, 2012
2. Health Effects of Noise: September 24, 2012
3. Aircraft Silencer Technology: September 22, 2012
 - ❖ Muffler Flight Test December 6th (baseline) and 17th (w/muffler), 2012

□ **Quantifying Aircraft Lead Emissions at Airports Study**

- Airport Cooperative Research Program
- Start up July 2013

□ **GA Airport Best Practices Analysis**

- Comparative Data

PH III Initiatives – GA Best Practices

□ **43 Airports studied**

- Interviews with noise management staff
- Review of noise programs in the Boeing database (updated annually)

□ **Findings:**

- 27 have mandatory restrictions
- 16 have enforceable maximum noise limits
- All have voluntary restriction
- Difficulties in conducting a comparative analysis:
 - Configuration of real-time noise monitoring system
 - Corresponding noise level metrics (real time vs. certificated)
 - Hours of curfew restrictions
 - Hours available for flight training

PH III Initiatives – Aviation Areas of Review

- ❑ **Evaluate opportunities and advancements in runway safety (EMAS)**
 - No technical advancements at this time

- ❑ **Repetitive Operation Reduction Efforts**
 - Proposed Training Relocation Program
 - Removed from consideration at this time

- ❑ **Ground Power Units**
 - Recommended to be included in new leasing requirements

- ❑ **Mid-field run up area**
 - Not recommended per consultant evaluation by Mead and Hunt

PH III Initiatives – Aviation Areas of Review

- ❑ **Support alternative fuel for aircraft**
 - ❑ Monitor potential of electric aircraft and biofuels
 - ❑ Center of Excellence for Alternative Jet Fuels and Environment (Industry Partner)
 - FAA grant application to establish the Center
 - University of Kansas, applicant

- ❑ **Continue work with an intergovernmental team**
 - ❑ Eliminating low-lead fuel
 - ❑ Meeting quarterly

- ❑ **Improvements of the National Airspace System - NextGen**
 - ❑ Advances in GPS navigation
 - ❑ Benefits: reductions in delays; fuel consumption; carbon emissions; and aircraft noise

PH III Initiatives – Aviation Areas of Review

Landing Fee: Overview

- Airport Fund Status
- 2005, last updated
- Cost Recovery Model
- FAA Policy on Airport Rates and Charges
- Outreach: 7 meetings since March 11, 2013

PH III Initiatives – Aviation Areas of Review

Landing Fee: Methodology

	FY 2011-2012 (actual)	FY 2012-2013 (budget)	FY 2013-2014 (forecast)
TOTAL AIRFIELD COSTS	\$ 1,613,553	\$ 1,845,308	\$ 1,947,467
TOTAL AIRFIELD CREDITS	\$ (219,479)	\$ (222,414)	\$ (226,862)
NET AIRFIELD COSTS	\$ 1,394,074	\$ 1,622,894	\$ 1,720,605
AIRPORT ABATEMENT OF AIRFIELD COSTS	\$ (1,092,119)	\$ (1,322,894)	-
ADJUSTED NET AIRFIELD COSTS	\$ 301,955	\$ 300,000	\$ 1,720,605
LANDED WEIGHT (1,000-lb. units)			
Based aircraft			119,026
Itinerant			195,010
TOTAL LANDED WEIGHT (1,000-lb. units)			314,036
LANDING FEE (1,000-LB. UNIT)	\$ 2.07	\$ 2.07	\$ 5.48
LANDING FEE REVENUES	\$ 301,955	\$ 300,000	\$ 1,720,605

PH III Initiatives – Aviation Areas of Review

Landing Fee: Recommendation

- Adopt Resolution Revising Landing Fee
 - ▣ Application across all users:
itinerant and based
 - ▣ From \$2.07 to \$5.48 per thousand pounds of certificated maximum gross landing weight

PH III Initiatives – Aviation Areas of Review

Other:

- ❑ **Voluntary reduction of flight school operational hours**
 - Night Flying Restrictions, started July 2011
 - 10 non-compliance letters sent to local flight schools

- ❑ **Quarterly Certified Flight Instructor Clinics**
 - Chief Pilots of local flight schools

- ❑ **Fly Neighborly Program**
 - 1600+ letters sent to operators for deviations (March 2012-13)
 - Voluntary Night Arrival Curfew, Flight path deviations, 93 dBA SENEL letters

PH III Initiatives – Non-Aviation Areas IBI Report



- ❑ **Access and Parking**
 - Improve bike, pedestrian and mass-transit access
- ❑ **Analysis of Facilities and Infrastructure**
- ❑ **Uses, Alignments & Opportunities**
 - Evaluate greater mixed-use options
 - Outdoor recreational facilities
 - Light retail
 - Arts and education facilities
- ❑ **Sustainable Business Incubator Concept:**
 - Creative Innovation District*
 - (see IBI report)*

IBI Recommendations:

- ***Before 2015:***
 - ***Smaller enhancements; infrastructure***
 - ***Develop a scalable CIP program***
 - ***Implementation contingent upon funding***

- ***After 2015***
 - ***Larger improvements***
 - ***Develop a broader plan; requiring further outreach***
 - ***Revisit when greater certainty of the future achieved***
 - ***Implementation contingent upon funding/investment***

Before 2015

- Repairs and ADA compliance
- Enhance walkability and bike measures along Airport Ave
- Encourage multimodal access
- Repave and restripe parking lots

After 2015

- Improve intersection of 23rd/Walgrove Avenue
- Implement larger scale improvements:
 - tree planting, widened sidewalks, formal bike path, traffic calming devices, street furniture

Before 2015

- Develop architectural standards for buildings
- Determine which buildings to reuse, renovate or demolish
- Soften excess hardscape
- Continue implementing sustainability options

After 2015

- Increase and enhance parks and open space with emphasis on flexible space
- Implement infrastructure upgrades based on development need

Before 2015

- Further define community supporting land uses and open space enhancements
- Further study Creative Innovation District
- New leasing criteria & guidelines
- Renew leases to current tenants who satisfy requirements
- Calendar community events

After 2015

- Develop a comprehensive approach to improvements
- Plan and implement inexpensive visual enhancements
- Build a series of infill buildings to house additional core land uses
- Implement activity spots for the community in underutilized areas

Before 2015

- ❑ Decide on the objectives for incubation strategy
- ❑ Conduct workshops with local stakeholders
- ❑ Develop a business plan
- ❑ Pursue funding for the Creative Innovation District
- ❑ Enhance lease guidelines for different desired tenants

After 2015

- ❑ Develop & launch marketing & communications plan
- ❑ Implement business plan
- ❑ Consider leasing major structures to for-profit incubator
- ❑ Selectively lease limited retail

Next Steps / Q & A

□ Recommendations

- Adopt Landing Fee Resolution
- Approve development of aircraft silencing incentive program
- Comment on Phase III findings

□ Direct Staff to:

- Further analyze impact reductions by all means
- Assess risks/benefits of potential full/partial closure
- Develop a phased CIP program for enhancements (IBI)
 - Small scale; Contingent upon funding
- Report back by March, 2014