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
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

<table>
<thead>
<tr>
<th>Type</th>
<th>Operations</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Propeller Aircraft</td>
<td>2,816</td>
<td>81%</td>
</tr>
<tr>
<td>Jet Aircraft</td>
<td>517</td>
<td>15%</td>
</tr>
<tr>
<td>Helicopter</td>
<td>144</td>
<td>4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,477</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type</th>
<th>Operations</th>
<th>% of Total Operations</th>
<th>% of Propeller Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Touch &amp; Go</td>
<td>426</td>
<td>12%</td>
<td>15%</td>
</tr>
<tr>
<td>Stop &amp; Go</td>
<td>2</td>
<td>0.06%</td>
<td>0.07%</td>
</tr>
<tr>
<td>Taxi back</td>
<td>442</td>
<td>13%</td>
<td>16%</td>
</tr>
<tr>
<td>Low Approach</td>
<td>46</td>
<td>1%</td>
<td>2%</td>
</tr>
<tr>
<td><strong>Total Pattern Flying Activity</strong></td>
<td><strong>918</strong></td>
<td><strong>26%</strong></td>
<td><strong>33%</strong></td>
</tr>
</tbody>
</table>
PH III Initiatives – Aviation Areas of Review

- Educational seminars (Directed to conduct two)
  1. Future of AVGAS: June 30th, 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
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
## Landing Fee: Methodology

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

**Access & Parking**

<table>
<thead>
<tr>
<th>Before 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Repairs and ADA compliance</td>
</tr>
<tr>
<td>- Enhance walkability and bike measures along Airport Ave</td>
</tr>
<tr>
<td>- Encourage multimodal access</td>
</tr>
<tr>
<td>- Repave and restripe parking lots</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>After 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Improve intersection of 23rd/Walgrove Avenue</td>
</tr>
<tr>
<td>- Implement larger scale improvements:</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>PH III Initiatives</td>
</tr>
<tr>
<td>--------------------</td>
</tr>
<tr>
<td><strong>Before 2015</strong></td>
</tr>
<tr>
<td>- Develop architectural standards for buildings</td>
</tr>
<tr>
<td>- Determine which buildings to reuse, renovate or demolish</td>
</tr>
<tr>
<td>- Soften excess hardscape</td>
</tr>
<tr>
<td>- Continue implementing sustainability options</td>
</tr>
</tbody>
</table>
PH III Initiatives  

**Uses, Alignments & Opportunities**  

<table>
<thead>
<tr>
<th>Before 2015</th>
<th>After 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Further define community supporting land uses and open space enhancements</td>
<td>□ Develop a comprehensive approach to improvements</td>
</tr>
<tr>
<td>□ Further study Creative Innovation District</td>
<td>□ Plan and implement inexpensive visual enhancements</td>
</tr>
<tr>
<td>□ New leasing criteria &amp; guidelines</td>
<td>□ Build a series of infill buildings to house additional core land uses</td>
</tr>
<tr>
<td>□ Renew leases to current tenants who satisfy requirements</td>
<td>□ Implement activity spots for the community in underutilized areas</td>
</tr>
<tr>
<td>□ Calendar community events</td>
<td></td>
</tr>
</tbody>
</table>

IBI Report
### PH III Initiatives

#### Creative Innovation District

<table>
<thead>
<tr>
<th>Before 2015</th>
<th>After 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>□ Decide on the objectives for incubation strategy</td>
<td>□ Develop &amp; launch marketing &amp; communications plan</td>
</tr>
<tr>
<td>□ Conduct workshops with local stakeholders</td>
<td>□ Implement business plan</td>
</tr>
<tr>
<td>□ Develop a business plan</td>
<td>□ Consider leasing major structures to for-profit incubator</td>
</tr>
<tr>
<td>□ Pursue funding for the Creative Innovation District</td>
<td>□ Selectively lease limited retail</td>
</tr>
<tr>
<td>□ Enhance lease guidelines for different desired tenants</td>
<td></td>
</tr>
</tbody>
</table>
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