

**SANTA MONICA AIRPORT
VISIONING PROCESS
FINAL WORKSHOP:**

PHASE III UPDATE

**APRIL 01, 2013
AIRPORT COMMISSION**

Overview – Iterative Process

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 (CDG) & 312 participants over three months; recorded community comments and ideas
- **PH III: May 2012 thru Early 2013**
 - **IBI** non-aviation land enhancements
 - **City Staff** evaluation and implementation efforts
 - **Various Consultant Support** landing fee study; midfield run-up

Timeline – PH III Visioning Process

- **PH III: May 2012 thru Early 2013**
 - **May 8, 2012**
 - Council approved Phase III initiatives
 - **August 14, 2012**
 - IBI was selected to perform analysis in the areas of access and parking, land uses and alignment, site infrastructure, and feasibility of a sustainable transportation business incubator
 - **November 26, 2012**
 - Airport Commission Phase III Visioning workshop to discuss the status of work activities related to Council direction to staff at the May 8, 2012 meeting and obtain feedback from the Airport Commission and the community
 - **April 1, 2013**
 - Airport Commission Phase III Visioning workshop to discuss the status of work activities related to Council direction to staff at the May 8, 2012 meeting and obtain feedback from the Airport Commission and the community
 - **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

Summarized in two groups:

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

PH III Initiatives – Non-aviation

Non-aviation areas of review – IBI

- ❑ Evaluate greater mixed-use options:
 - Outdoor recreational facilities
 - Light retail
 - Arts and education facilities
- ❑ Improve bicycle, pedestrian, and mass-transit access
- ❑ Analysis of infrastructure and facilities
- ❑ Sustainable Transportation Business Incubator

(see IBI presentation posted separately)

PH III Initiatives – Non-aviation

Airport Sustainability Plan Update

- **Energy Audit** 3 projects identified for total energy savings of 32,070 Kwh/yr. and energy costs savings of \$5,790/yr.:
 - 1) In 2012: HVAC system reduction in hours of operation
 - 2) In 2013: Installation of heat pump economizers
 - 3) In 2014: Installation of return air programmable thermostats
- **Water Audit** made changes to fixtures for Savings of 200,135 gallons & \$2,020
- **SM Green Office Program Pilot:**
 - ▣ 80% of certificate requirements complete do date
 - ▣ Completion anticipated June 2013

PH III Initiatives – Aviation Areas of Review

Aviation Areas of Review:

- ❑ 2nd Annual Airport Open House on September 22, 2012
 - ~1500 attendees
 - To be held on the fourth Saturday in September on-going

- ❑ Enhance mitigation walls
 - Engineering Division developed proposal based on Caltrans Standard Plans
 - ~\$3.5 Million
 - Along PL at the South, North/West Corner, North/East Corner, & East

- ❑ Airport Operations Data
 - Monthly operational data on website (FAA & Landing Fee data)
 - Repetitive Operations Counts: Sept 10 - Sept 23; second count in April

Airport Operations Data

- 2 week period from Sept 10 - Sept 23, 2012
- The purpose of the analysis was to further characterize the type of operations being conducted at the Airport.

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

Aviation Areas of Review:

- ❑ Educational seminars (Directed to conduct two)
 1. Future of AVGAS on June 30th, 2012
 2. Health Effects of Noise on September 24, 2012
 3. Aircraft Silencer Technology on 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
 - July 2013
- ❑ General Aviation Airport Comparative Data / Best Practices
 - Matrix: 43 Airports; total operations; # of flight schools with planes/school
 - Further completed for Landing Fee Study

Identifying best practices at other airports

- 43 Airports were studied
 - Provide context of operational restrictions at other airports (enforceable & recommended)
 - How does SMO compare to these airports
- Staff's research
 - Interviews with noise management staff from each airport
 - Review of noise programs detailed in a database developed by the Boeing Corporation (Updated annually)

Identifying best practices at other airports

- Criteria Used:
 - ▣ Airport's known to have enforceable operational restrictions
 - ▣ Similarly situated (active airports in highly urbanized environment)
 - ▣ Airports with similar number of aircraft operations
- Data Provided in the Report
 - ▣ Operational Data
 - ▣ Mandatory Restrictions
 - Maximum noise limit, curfews, maintenance run-up, pattern flying restrictions, etc.
 - ▣ Voluntary Programs
 - Recommended flight paths, voluntary arrival and departure times, noise limits, etc.
 - ▣ Flight School information
 - Number of flight schools and number of aircraft

AIRPORT	STATE	TOTAL OPERATIONS 2011	LOCAL OPERATIONS	MANDATORY RESTRICTIONS		VOLUNTARY	FLIGHT SCHOOLS	
				MAXIMUM NOISE LIMITS	CURFEW		Number of Flight Schools	Number of Flight School Aircraft
Santa Monica Airport	CA	110,694	40,930	X	X	X	6	32
Deer Valley Airport, Phoenix	AZ	317,443	189,435			X	2	85
Phoenix Mesa Gateway Airport, Mesa	AZ	171,200	92,835			X	4	58
Bob Hope Airport, Burbank	CA	123,092	19,475	X	X	X	0	0
Buchanan Airport, Concord	CA	78,166	37,249	X	X	X	2	14
Camarillo Airport	CA	133,403	61,693			X	3	18
Charles M. Schulz, Santa Rosa	CA	79,562	24,613	X		X	3	12
Gillespie field, El Cajon	CA	219,621	131,622			X	7	42
Hayward Executive, Hayward	CA	89,787	44,829	X		X	6	27-40
John Wayne Airport, Santa Ana	CA	261,812	71,673	X	X	X	3	40
Lake Tahoe Airport, South Lake Tahoe	CA	Unavailable	Unavailable	X	X	X	2	5
Long Beach Airport	CA	295,902	146,647	X	X	X	9	77
McClellan-Palomar Airport, Carlsbad	CA	143,670	44,518			X	4	39
Modesto County Airport, Modesto	CA	44,608	11,412			X	1	3
Monterey Peninsula Airport, Monterey	CA	54,404	10,664			X	1	10
Montgomery Field, San Diego	CA	199,141	89,771	X		X	6	90
Palo Alto Airport, Palo Alto	CA	172,814	99,059			X	5	75
Reid HillView Airport, San Jose	CA	128,097	80,913			X	4	40-50
Sacramento Executive Airport	CA	91,840	23,598	X		X	4	28
Sacramento Mather Airport	CA	73,121	17,865			X	0	0
Torrance Airport	CA	129,029	65,019	X	X	X	7	23
Van Nuys Airport	CA	298,049	95,076	X	X	X	8	56
Aspen/Pitkin County Airport	CO	37,615	3,516		X	X	1	1
Igor Sikorsky Memorial Airport, Bridgeport	CT	64,633	31,743	X	X	X	2	11
Clearwater Air Park	FL	Unavailable	Unavailable		X	X	1	3
Ft Lauderdale Executive Airport	FL	150,197	23,670			X	4	29-33
Naples Municipal Airport	FL	83,163	17,617			X	4	45
Opa Locka, Miami	FL	100,553	33,077			X	2	33
Orlando Executive Airport	FL	109,189	47,438			X	3	24
Vero Beach Municipal Airport	FL	149,915	74,942			X	2	115
West Palm Beach International	FL	143,194	1,526	X		X	0	0
Chicago Executive Airport, Prospect Heights	IL	84,110	22,906			X	6	50
Laurence G Hanscom	MA	162,997	60,393			X	2	20
Spirit of St Louis	MO	102,654	37,540			X	2	11
Mercer County Airport, Trenton	NJ	76,283	34,095			X	2	9
Morristown Municipal Airport	NJ	103,806	33,656			X	3	33
Teterboro Airport	NJ	161,043	-	X		X	0	0
Islip L. I. MacArthur Airport, Long Island	NY	135,265	62,991		X	X	4	21
Republic Airport, Long Island	NY	188,219	80,391			X	14	50
Westchester County, White Plains	NY	194,732	24,041			X	3	19
Paine Field, Everett	WA	113,070	52,097			X	4	45
Renton Airport	WA	82,032	47,074			X	5	30
Jackson Hole Airport	WY	25,776	1,961	X		X	1	1

Identifying best practices at other airports

□ Findings:

- 27 airports have some sort of mandatory restrictions
- 16 have enforceable maximum noise limits
- All of the airports studied have some sort of a voluntary restriction
- SMO has one of the strictest noise abatement programs in the country
- Difficult to conduct a comparative analysis of level of strictness from one airport to another. Variances include:
 - Configuration of real-time noise monitoring systems (i.e. location/number)
 - Corresponding noise level metrics (real time vs. certificated)
 - Hours of curfew restrictions
 - Hours available for flight training
 - Run-up restrictions for aircraft maintenance

PH III Initiatives – Aviation Areas of Review

Aviation Areas of Review:

- ❑ Evaluate opportunities and advancements in runway safety (EMAS)
 - No technical advancements at this time
- ❑ Repetitive Operation Reduction Efforts
 - Removed from consideration at this time
- ❑ Conduct a landing fee study
 - Completed; City Council 04.30.13
- ❑ 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

Aviation Areas of Review:

- ❑ Support alternative fuel for aircraft
 - ❑ Potential of electric aircraft and biofuels
 - ❑ As Industry Partner, joined University of Kansas on FAA application to study alternative jet fuels and the environment
- ❑ Continue work with an intergovernmental team
 - ❑ Eliminating low-lead fuel
- ❑ Improvements of the National Airspace System - NextGen
 - ❑ Technological advances in GPS navigation
 - ❑ Reduce delays and provide environmental benefits reducing fuel consumption, carbon emissions, and aircraft noise

PH III Initiatives

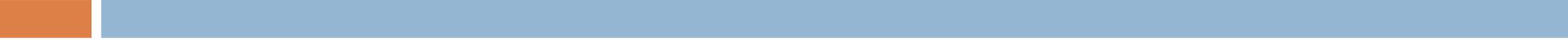
Other:

- Voluntary reduction of flight school operational hours
 - Night Flying Restrictions, 2011-2013
 - 10 non-compliance letters sent to local flight schools
- Quarterly Certified Flight Instructor Clinics
 - Chief Pilots of local flight schools
- 1600+ letters sent to operators for deviations from the “Fly Neighborly Program” since March 2012 – March 2013
 - Voluntary Night Arrival Curfew, Flight path deviations, 93 dBA SENEL letters

Next Steps – Recommendations for Further Exploration

1. Assess Risks/Benefits of Closure Options
2. Potential for Significant Operational Impact Reductions:
 - ❑ Muffler Incentive Program
 - ❑ Strengthen Noise Limits
 - ❑ Expand Departure Curfew
 - ❑ Develop Performance Standards for Leases*
 - ❑ Reduce Repetitive Operations*
 - ❑ Incentivize Unleaded Fuel/Biofuel Dispensing*
 - ❑ Reduce the numbers/sizes of flight schools*
 - ❑ Reduce the Number of FBOs
 - ❑ Separation Waiver/NextGen
 - ❑ Reconfigure Uses throughout the Airport Campus to Buffer Neighborhoods

Questions and Answers



The Future of Santa Monica Airport

Next Steps:

City Council April 30, 2013