Introduction

Pursuant to the existing regulatory structure, the Federal Aviation Administration (FAA) governs aviation in the United States. Although the City of Santa Monica (City) retains limited authority as the proprietor of the Santa Monica Airport (Airport), the federal government retains the overriding authority to set national aviation policy. This report details the interrelationships between the various divisions within the FAA and the City in regards to the operation of the Airport and is presented periodically for the benefit of the public.

Discussion

On many occasions, staff has referred to the FAA in various staff reports and in discussions regarding airport and aircraft operations. This broad-brush reference to the FAA fails to fully explain the framework of the FAA’s organization or their role in the operation of the Santa Monica Airport and the National Air Transportation System. In general, the FAA’s operation can be broken down into distinct operations: FAA Headquarters in Washington D.C.; nine (9) national regions and associated regional offices; a Technical Center located in Atlantic City; and a Training Center located in Oklahoma City. The Santa Monica Airport is located within the Western-Pacific Region of the FAA.

The City of Santa Monica owns, operates and maintains the 227 acres of property that constitute the Airport. However, the operation of the Airport is also highly regulated, monitored and supervised by many different divisions and organizations within the FAA. Each one of the
FAA divisions serves a distinct function and is responsible for specific aspects of aircraft and airport operations.

In general, the City is required to maintain, operate and improve the Airport in accordance with applicable Federal, State and local laws (the Santa Monica Municipal Code) and rules & regulations. The provisions of 1984 Settlement Agreement with the FAA provides additional guidance and/or restriction of the Airport’s operation. The FAA is responsible for the operation and regulation of the Nation’s air space by:

- The establishment, regulation and enforcement of Federal Air Regulations (FARs) covering all aspects of air space and aircraft operations within the continental United States and its protectorates
- The operation of the National Air Transportation System
- Aviation security (in concert with the Department of Home Land Security, TSA and other military & law enforcement agencies).
- The controlling of air traffic
- Pilot certification & testing
- Aircraft certification & testing
- Aircraft Emissions and Noise standards certification and enforcement
- Accident investigation
- Maintenance of ground-based navigational aides (both visual and electronic) and FAA facilities
- Airport compliance inspections, and
- Administering of the Federally funded Airport Improvement Project grant program

Simply put, the Federal Government owns and regulates the airspace within the continental United States and its protectorates and preempts all local and state rules and regulations for the control and use of that air space. It also regulates and sets standards for the certification of all
aircraft and their engines, including emissions and noise. Aircraft emission standards are established by the FAA and the US Environmental Protection Agency as required by the US Clean Air Act.

Listed below is a brief synopsis of these various divisions of the FAA that staff deals with in the operation of the Airport:

**Airports Division**

The Airports Division staff at the Western-Pacific Regional offices consults with Airport staff to monitor whether the Santa Monica Airport is maintained and operated in accordance with national standards and applicable Federal Air Regulations. The primary mission of the Airports Division is to provide FAA leadership in planning and development of a safe and efficient national airport system with due consideration for economics, environmental compatibility, local proprietary rights, and safeguarding the public investment. Within the Airports Division there are two separate organizations: the Office of Airport Planning and Programming and the Office of Airport Safety and Standards.

The FAA Office of Airport Planning and Programming serves as the principal organization of FAA responsible for all of the Airports Division program matters pertaining to national airport planning, environmental and social requirements, airport grants, property transfers, passenger facility charges, and ensuring adequacy of the substantive aspects of FAA rulemaking actions relating to these programs the office is also responsible for:

1. Administering Airports grant programs, passenger facility charges and conveyance or lease of Federal land and surplus property for airport purposes.

2. Developing eligibility criteria governing airport grants, passenger facility charges, and entry criteria for the National Plan of Integrated Airport Systems (NPIAS).
(3) Providing guidance and central control over national planning of integrated airport systems, including development and issuance of the NPIAS.

(4) Developing guidelines for coordination and implementation of intermodal and multimodal transportation planning relating to the Airports program.

(5) Provides for airport planning and planning support, including development of guidance for master and system planning.

(6) Administers the program for environmental review and approval of airport development, airport noise compatibility planning under Federal Aviation Regulations Part 150, airport noise and access restrictions under Federal Aviation Regulations Part 161, and other Airports Program activities relating to environmental issues. It also administers the program for environmental review and documentation of airport projects, the airport noise compatibility planning program under Federal Aviation Regulations Part 150 and Part 161, and other Airports program activities relating to environmental issues.

(7) Establishes and maintains liaison with Federal agencies and other organizations to ensure effective coordination of airport planning and development.

(8) The formulation of regulations, policies, criteria, and procedures for implementing equal employment opportunity and other civil rights programs as they apply to airport development programs.

(9) The processing and coordination of environmental impact statements, noise exposure maps, and noise compatibility programs, and in the implementation of environmental provisions contained in the Airport and Airway Improvement Act, the Aviation Safety and Noise Abatement Act, the National Environmental Policy Act of 1969, and the DOT Act and guided by policy guidance development by the Office of Environment and Energy and approved by the Administrator.
With respect to Part 150 of the Federal Aviation Regulations, the Director of Airport Planning and Programming is delegated authority to issue headquarters objections to specific Part 150 determinations proposed by the regions if deemed necessary by the Office of Airport Planning and Programming.

The Airports Division Office of Airport Planning and Programming administers the program for review of airport noise and access restrictions under Federal Aviation Regulations Part 161 under a team concept, involving the participation of the Office of Aviation Policy, Plans, and Management Analysis, the Office of Environment and Energy, the Office of the Chief Counsel, and the Office of Airport Safety and Standards. The Office of Airport Planning and Programming chairs the Part 161 team.

The FAA Office of Airport Safety and Standards serves as the principal organization of the FAA and is responsible for all airport program matters pertaining to standards for airport design, construction, maintenance, operations, safety, and data, including ensuring adequacy of the substantive aspects of FAA rulemaking actions relating to the certification of airports. The Office of Airport Safety and Standards develops FAA standards and criteria for:

1. Airport design, construction, maintenance, safety, and data.
2. FAA-wide programs for continuous safe operation of airports and for airport safety certification.
3. Compliance with Federal airport assistance agreements, conveyance or lease of Federal land and surplus property for airport purposes, and airport certification requirements.
4. Administers the Airport Safety and Certification Program.
5. Manages the program for collecting and maintaining airport facilities data on the Nation's airports.
6. Provides guidance to regions for promoting emergency operations, vulnerability reduction, and damage control at civil airports; develops plans for emergency
management and restoration of civil airports after attack or natural disaster, including determining the need for equipment, materials, and supplies.

(7) Identifies and monitors research and development elements of the FAA on airport design related research.

(8) Establishes and maintains liaison with other Federal agencies and other organizations to ensure effective coordination of airport design, construction, maintenance, operational, and safety matters within the purview of this office.

Air Traffic Services Division

The primary mission of the Air Traffic Services Division (ATS) is to ensure the safe and efficient operation, maintenance, and use of the air transportation system, maximization and utility of the airspace resources, and increased system safety, capacity, and productivity. Air Traffic Services is made up of Air Traffic, Airway Facilities, Air Traffic System Requirements, System Capacity, Independent Operational Test and Evaluation, and the NAS Configuration Management Evaluation staff and Runway Safety Program staff offices. ATS integrates all core elements of the air traffic control system. ATS employees are Air Traffic controllers, engineers and technicians, pilots and flight inspection personnel, business managers, and support staff. Following are some of the responsibilities of the approximately 36,500 ATS employees:

- Control 200,000 aircraft takeoffs and landings per day
- Provide 24 hours of air traffic control daily
- Manage the NAS infrastructure by operating and maintaining 32,500 facilities and systems
- Maintain 8,200 terminal instrument flight procedures and 9,000 airway segments
- Conduct over 11,000 flight inspections nationally and internationally each year to preserve the safety, quality, and reliability of the airspace system
· Assign and protect more than 40,000 aeronautical radio frequencies used in Air Traffic Control; and
· Direct the modernization of the National Air Space infrastructure (Free Flight).

The FAA Air Traffic Division of ATS is responsible for directing, coordinating, controlling, and ensuring the safe and efficient utilization of the National Airspace System and is directly responsible for air traffic control at the Santa Monica Airport. Air Traffic is comprised of the following offices: Tactical Operations, Planning and Procedures, Airspace Management, and Resource Management. Air Traffic facilities consist of: The Air Traffic Control System Command Center; Automated Flight Service Stations and Flight Service Stations nation-wide; Alaskan Flight Service Stations; Air Route Traffic Control Centers; FAA Airport Traffic Control Towers; 185 Terminal Radar Approach Control facilities; 2 Radar Approach Control facilities; and 3 Combined Center/Radar Approach Control facilities.

**Airway Facilities Services**

The FAA Airway Facility Services (AFS) is responsible for managing, modernizing, and operating the nation-wide airspace system infrastructure which includes radar, communication, ground based navigation aids, automation, and radios used to facilitate communication between air traffic controllers and pilots. On a local level, AFS personnel maintain all FAA navigational aids (both electronic and visual), radio equipment, radar displays and the air traffic control tower located at the Airport at no cost to the City.

FAA Airway Facilities Service (AFS) promotes the safe and efficient use of the National Airspace System through transition, integration, and maintenance engineering; instrument flight procedures development; flight inspection; and field support. Approximately 11,512 employees work to manage, maintain, design, and install more than 44,000 pieces of equipment and systems at over 6,000 facilities. AF pilots and other personnel flight check air traffic control
systems worldwide, engineer and protect over 50,000 radio frequencies, and manage over 30 million lines of automated system computer code.

**Flight Standards Service**

Aviation Flight Standards Service (AFSS) - locally known as the Flight Standards District Office or FSDO - is primarily responsible enforcement of the Federal Air Regulations related to the operation and certification of aircraft and the certification of pilots and aircraft operators. AFSS is also responsible for advocating aviation safety (both general & commercial aviation) and ensuring the safe operation of National Air Space System. Flight Standards Inspectors routinely hold pilot safety seminars, spot check aircraft repair stations, ramp check pilots, inspect air charter operators, conduct airport surveillance to ensure that pilots and operators are adhering to the FARs.

FAA Flight Standards is responsible for a wide array of programs that involve aircraft and pilot certification and include:

- General Aviation
- Certification of Pilots and Instructors (Flight and Ground)
- Guide for Deaf Pilots and their Instructors
- FAA Position on the Use of Autogas
- Aviation Safety Programs (regular meetings are held at Santa Monica Airport)
- Publishing FAA Aviation News
- Disseminating Airworthiness Alerts & Directives
- National Air Show Coordination
- Amateur Built Aircraft Safety Program
- Aircraft Maintenance Program
- Continuous Airworthiness Maintenance Division
The Los Angeles Flight Standards District Office (LAX FSDO) is responsible for handling and investigating complaints, concerns & inquiries from the general public concerning aircraft operations in the Southern California region. Members of the general public are encouraged to call the LAX FSDO duty officer whenever an aircraft is observed to be operating in a dangerous manner. The LAX FSDO office telephone number is listed in the attachment.

Office of the Regional Counsel

The Office of the Regional Counsel provides legal counsel and representation to all operating lines of business within the Western Pacific Region. The Office of the Regional Counsel provides legal advice and guidance on regulations, procurement, real estate, environmental law,
airport grants, airport access, ethics, employment law, labor relations, and airspace matters, and responses to Freedom of Information Act (FOIA) and Privacy Act requests. Additionally, the Regional Counsel’s Office accepts service of legal process for FAA organizations in the Region, including garnishment orders for employees in the Region, and responds to requests for testimony of FAA employees.

The Office of the Regional Counsel also handles enforcement cases against pilots, mechanics, air carriers, repair stations, airports, and others for violations of the Federal Aviation Regulations generated by regional Flight Standards, Airports, Medical and Civil Aviation Security Divisions. These cases are litigated before the National Transportation Safety Board and the Department of Transportation. The Office also responds to requests from members of the public for interpretations of the Federal Aviation Regulations.

**FAA Headquarters**

Staff has been dealing and interacting with FAA Headquarters staff in regards to runway safety area issues and the adoption of the Aircraft Conformance Program. The FAA Headquarters staff is usually involved in highly complex issues such as:

- resolving regulatory compliance issues that might effect the nationwide system of airports
- Addressing FAR Part 16 complaints
- FAR Part 161 studies
- noise and access restrictions, and
- environmental preemption issues

FAA Headquarters houses the key management personnel that direct the operation and management of the FAA and include the following offices:

- Office of the Administrator
- Office of Chief Counsel
The above listed Office of Environment and Energy has the responsibility within the FAA for aircraft emissions standards. It works with the US EPA and with the international aviation organization, ICAO (International Civilian Aviation Organization) on aircraft emissions and noise standards.

Conclusion

This report has been provided for informational purposes and is intended to offer a brief overview of the federally regulated environment that the Santa Monica Airport operates within. It is not intended to cover all aspects of the FAA’s operations and responsibilities. Staff recommends that the Airport Commission thoughtfully receive this report and that any questions or concerns regarding the relationship between the City of Santa Monica and the FAA be shared and discussed with during the Airport Commission meeting. Attached are addresses, telephone numbers and web addresses for key FAA offices.

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Key Federal Aviation Administration Offices
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Los Angeles Flight Standards District Office (LAX FSDO)
2250 East Imperial Highway
El Segundo, California 90245
(310) 215-2150

Flight Service Station
1-(800) WX-BRIEF (992-7433)

Western Pacific Region
Federal Aviation Administration
15000 Aviation Boulevard
Hawthorne, California 90261

Office of the Administrator
William C. Withycombe
Regional Administrator, Western Pacific Region
Mailing Address:
P.O. Box 92007
Los Angeles, CA 90009
(310) 725-3550

Office of the Western Pacific Regional Counsel
Naomi Tsuda, Regional Counsel
Mailing Address
P. O. Box 92007
Los Angeles, CA 90009
(310) 725-7100

Western Pacific Region Airports Division
Mailing Address:
P.O. Box 92007
Los Angeles, CA 90009

Mark McClardy, Manager, Airports Division (310) 725-3600
Brian Armstrong, Manager, Los Angeles ADO (310) 725-3644
Mia Ratcliff, Manager, Planning & Programming (310) 725-3610
David Kessler, Environmental Specialist (310) 725-3615
Eric Vermeeren, Lead Program Manager (310) 725-3631
Anthony Garcia, Compliance Manager (310) 725-3634
George Aiken, Manager, Safety & Standard Branch (310) 725-3620
William Critchfield, Safety/Compliance, Certification Inspector (310) 725-6688
**FAA Headquarters**  
800 Independence Avenue, S.W.  
Washington, DC  20591

Acting Federal Aviation Administrator  
Robert A. Sturgell  202-267-3111

Other Key FAA Headquarters Officials:  
Chief of Staff  
Jena Murphy  202-267-7416

Assistant Admin. Aviation Policy Planning & Environment  
Nancy LoBue  202-267-3927

Chief Counsel  
David Grizzle  202-267-3222

Acting Assistant Administrator Government & Industry Affairs  
Mary U. Walsh  202-267-3277

Associate Administrator for Aviation Safety  
Margaret Gilligan  202-267-7804

Acting Assistant Administrator Public Affairs  
Laura Brown  202-267-3883

Assistant Administrator Security and Hazardous Materials  
Lynne A. Osmus  202-267-7211

Acting Associate Administrator Airports  
Catherine Lang  202-267-9471

Associate Administrator Aircraft Certification  
Dorenda Baker  202-267-3131

Acting Director of Airport Safety and Standards  
Byron Huffman  202-267-3053

**FAA WEB Sites**

FAA Home Page:  
http://www.faa.gov/

About The FAA:  
http://www.faa.gov/aboutfaa/Headquarters.cfm

Western Pacific Region:  
http://www.awp.faa.gov/

Western Pacific Region Airports Div.:  
http://www.faa.gov/arp/awp/index.cfm?nav=awp

Western Pacific Region Counsel:  
http://www.faa.gov/agc/AGC%20Western%20Pacific%20Region.htm

Hawthorne AFSS:  
http://www.faa.gov/ats/HHRAFSS/HHRAFSS.htm

Air Traffic Services:  
http://www.faa.gov/ats/aboutus.htm

LAX FSDO:  
http://www.awp.faa.gov/new/flightstandards/

Regulations and Policies  
http://www.faa.gov/regulations/index.cfm

Noise & Regulation Issues:  
http://www.boeing.com/nosearch/noise/airports.html