

April 25, 2017



City of
Santa Monica[®]

AIRPORT STAKEHOLDER MEETING

Museum of Flying @ 1000-1200



SANTA MONICA AIRPORT

Shorten the Runway at SMO to 3,500 feet per Consent Decree between the FAA and the City of Santa Monica. (SP2500)

AGENDA

Introductions

Project Timeline

Alternatives

Public Comment

Meeting Adjourned

INTRO

Purpose of this meeting is to present the Runway Shortening Project.

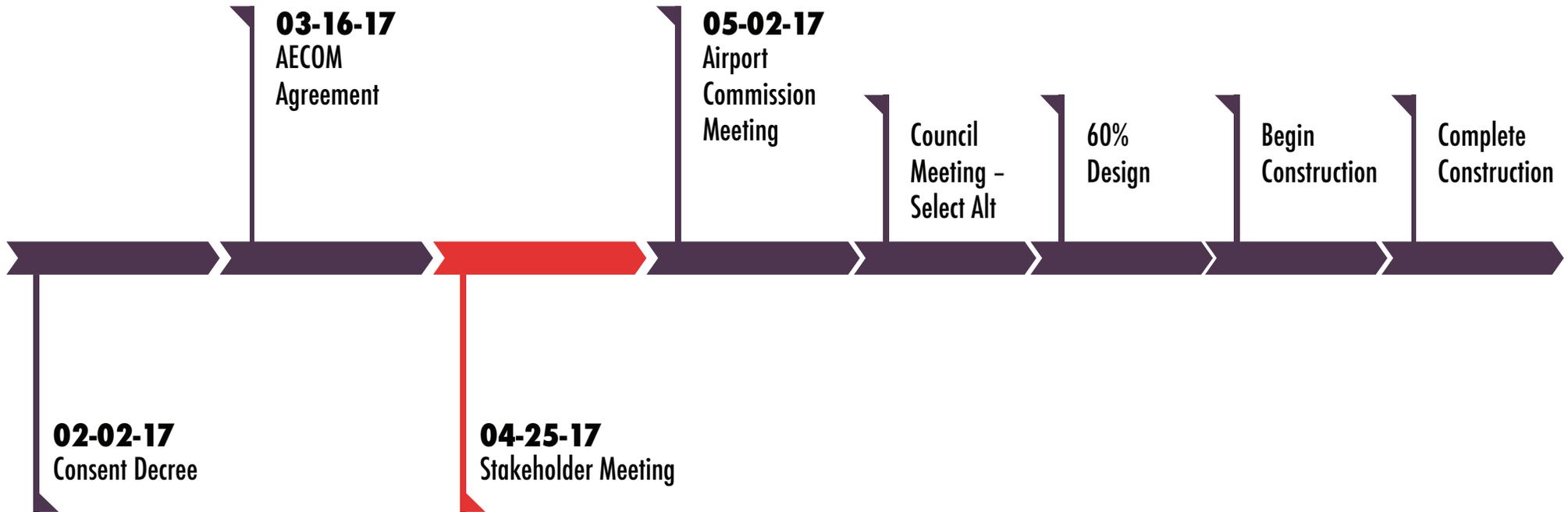
Consent Decree:

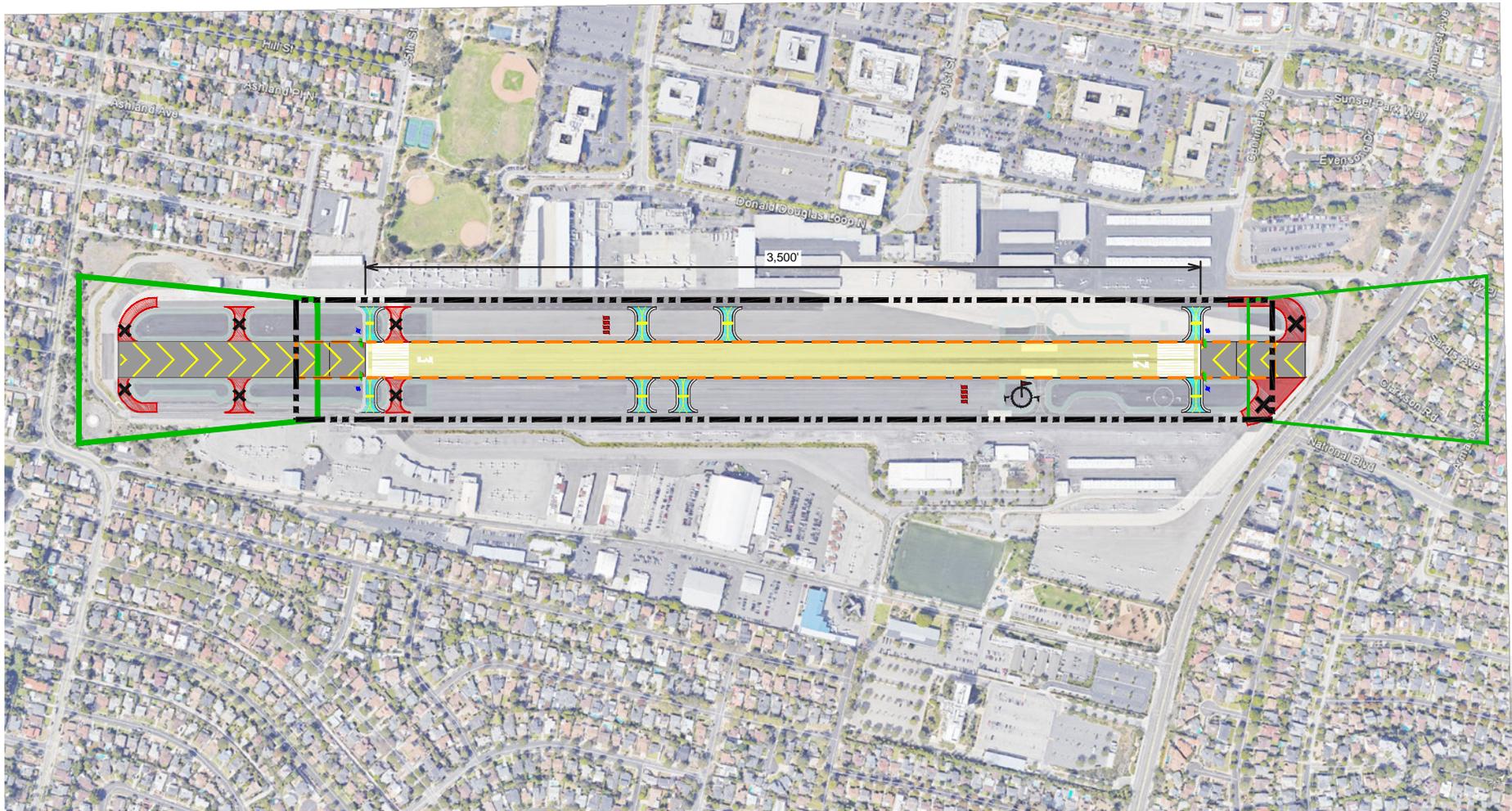
Runway Length

“The Parties agree that the Airport’s runway shall have an operational runway length of 3,500 feet. The 3,500 foot distance shall not include the runway safety areas that shall be constructed and maintained at both runway ends.”

“The Parties further agree that the Airport shall accommodate aircraft operations that can safely take off and land on a runway of the agreed-on length.”

PROJECT TIMELINE



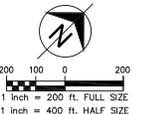


LEGEND:

-  RUNWAY OBJECT FREE AREA
-  RUNWAY PROTECTION ZONES
-  RUNWAY SAFETY AREA
-  PROPOSED RUNWAY

-  TAXIWAY PAVEMENT UNUSABLE
-  NEW TAXIWAY PAVEMENT
-  RUNWAY PAVEMENT TO BE ABANDONED & RE-STRIPED
-  NEW PRECISION APPROACH PATH INDICATOR (PAPI)

-  RELOCATED WINDCONE
-  RELOCATED RUNWAY END IDENTIFIER LIGHTS (REIL)

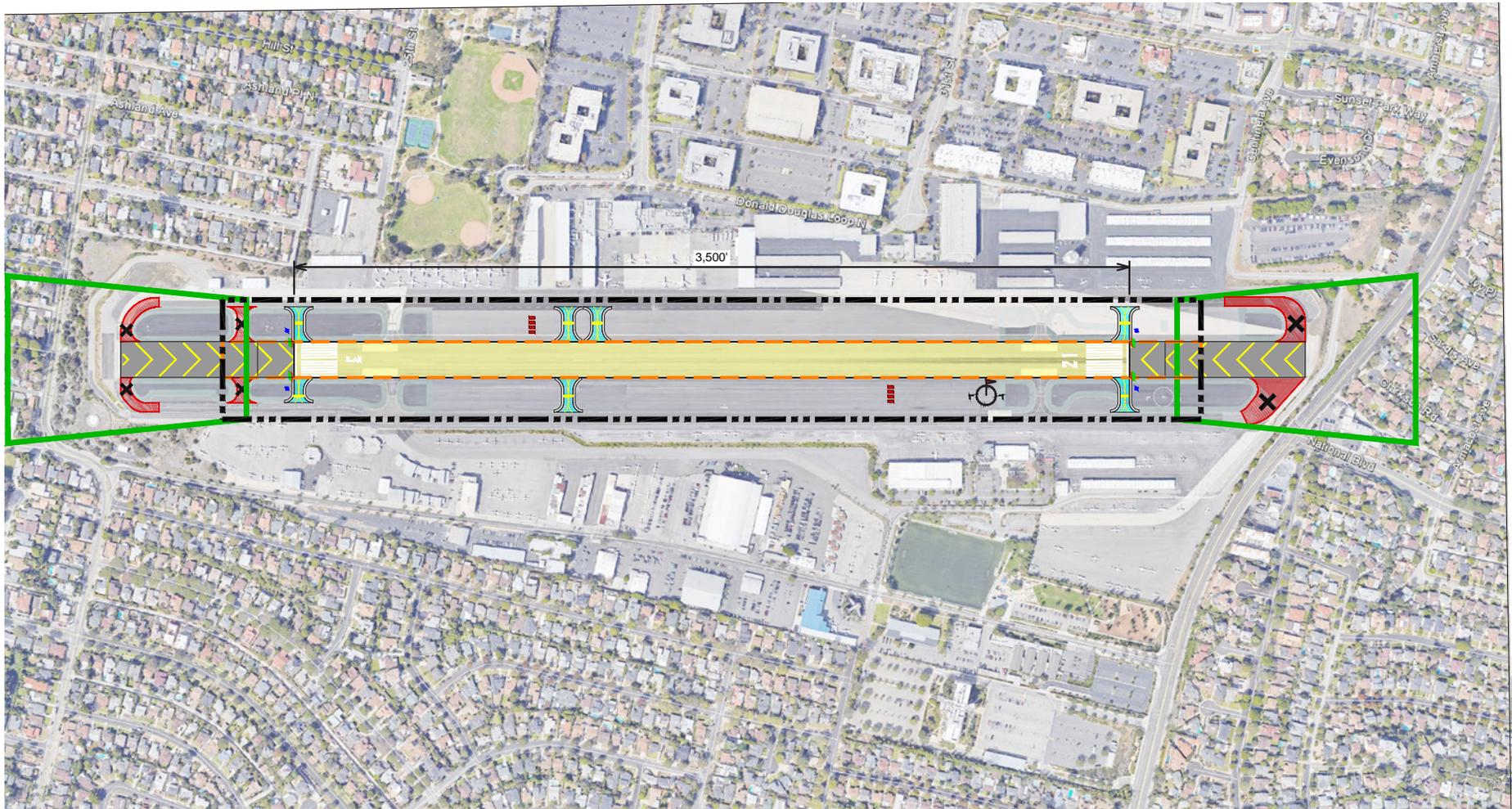


DRAFT: For Discussion Purposes Only



SANTA MONICA AIRPORT SHORTENING OF RUNWAY 3-21

OPTION A

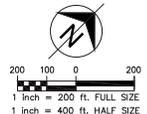


LEGEND:

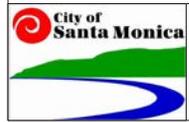
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SANTA MONICA AIRPORT SHORTENING OF RUNWAY 3-21

OPTION B

Item	Detail	Option A	Option B
Safety	Buffer Area (RWY 21) ¹	When taking off and landing, pilot has additional 1,035 feet of buffer area and more reaction time	When taking off and landing, pilot has an additional 736 feet of buffer area
	Buffer Area (RWY 3) ²	When taking off and landing, pilot has additional 438 feet of buffer area and more reaction time	When taking off and landing, pilot has an additional 736 feet of buffer area
	Altitude (RWY 21) ¹	During takeoffs planes will be at the highest possible altitude.	During takeoffs planes will be at a higher altitude.
	Altitude (RWY 3) ²	During takeoffs planes will be at a higher altitude.	During takeoffs planes will be at the highest possible altitude.
	Down-slope (RWY 21) ¹	Westerly direction is on a downhill slope. This option provides an additional 1,035 feet of emergency overrun.	Westerly direction is on a downhill slope. This option provides an additional 736 feet of emergency overrun.
	Up-slope (RWY 3) ²	Provides an additional 438 feet of emergency overrun on an uphill grade where gravity assists with braking.	Provides an additional 736 feet of emergency overrun on an uphill grade where gravity assists with braking.
	Control Tower	Maximizes runway visibility for the control tower.	Provides improved runway visibility for the control tower.
Noise	Elevation	Pushes westbound take-off point furthest east, providing the greatest noise reduction	Pushes westbound take-off point easterly, reducing noise impacts
Air Quality		Reduced operations = reduced emissions	Reduced operations = reduced emissions
Cost		\$4-6M	\$4-6M
Schedule		End of 2017	End of 2017
Land use	West remainder parcel	19.2 acres of contiguous land	14.3 acres of contiguous land
	East remainder parcel	5 acres of contiguous land	8.5 acres of contiguous land
Features in RPZ* (current)	Residences (141)	Reduced to 36	Reduced to 25
	Gas Stations (0)	1 moved from ROFA	1 moved from ROFA
	Public road length (7100)	Reduced to ~2,500 LF	Reduced to ~2,200 LF
	Tie-downs in controlled activity area (0)	Increased to 7	Increased to 3

* RPZ = Runway Protection Zone ¹ RWY 21 – 95% of operations is westbound ² RWY 3 – 5% of operations is eastbound