



U.S. Department
of Transportation
**Federal Aviation
Administration**

Los Angeles District
Airports Office

15000 Aviation Boulevard
Lawndale, CA 90261

July 31, 2017

Stelios Makrides, Director
Public Works Department, Airport Division
City of Santa Monica
3233 Donald Douglas Loop South
Santa Monica, CA 90405-3213

Dear Mr. Makrides:

The Director of the Office of Airport Compliance and Management Analysis, Kevin Willis, has asked me to reply to your July 13 letter outlining actions taken by the City of Santa Monica (City) to shorten its runway at Santa Monica Airport (SMO). As noted in our April 21, 2017 letter to you and as you acknowledged in your July 13 response, the City and Federal Aviation Administration (FAA) intend to adhere to the Settlement Agreement/Consent Decree (Agreement) executed on January 30, 2017.

Part of that Agreement allowed the City to shorten its only runway to an operating length of 3500 feet. The City wishes to accomplish the runway shortening in 2017. Also, as established by the Agreement, certain obligations requiring the City to operate the airport continue through 2028. As discussed, this airport operation should be reasonably continuous and stable.

With regard to the City's plan to shorten the SMO runway to 3500 feet, the FAA has periodically met with you and your consultants regarding runway design considerations. These considerations included the options for the shortened runway; the replacement of FAA-owned visual aids for the runway (VASI and PAPI); the changes to runway safety areas; and the required airspace review (14 CFR Part 157 and FAA Form 7480-1) to reasonably retain existing approach and departure procedures when the shortened runway is operational.

Your July 13 letter summarized your proposals and actions to date. On July 19 and 24, you submitted updated airport diagrams, outlining relevant features of the runway, airfield and airport. This summary of actions and plans and the final airport diagram dated July 24, 2017 do not appear to impede the City's ability to adhere to the Agreement; nor do they appear to impede reasonably continuous and stable operations of SMO. The FAA does not object to the City pursuing implementation of these plans as summarized and depicted in the July 24, 2017 diagram, subject to successful processing of your 7480 and retention of your current (revised) approach and departure procedures (understanding a possible lag in publishing aeronautical procedures for the new runway end configurations.) We note that you intend to post the diagram and other runway shortening information on the City's website.

Please understand that the airport diagram illustrating your plans does not become part of the Agreement. As always, the City's actual implementation of the runway-shortening project, any other airport changes, and/or the actual, continuing operation of SMO can be a basis for FAA objection.

Finally, please continue to update the FAA on necessary next steps, including, but not limited to:

- Construction timeline, including schedule and duration of closures and operational restrictions;
- The timing and processes of decommissioning existing VASI and PAPI equipment and the commissioning of new PAPI equipment;
- Resolution of any issues identified in 14 CFR Part 157 review process, including AGIS data verification;
- Conducting flight checks for flight procedure reinstatement and PAPI verification;
- Provisions for City electrical connection to new, City-owned PAPI equipment; and
- Plans to coordinate operation of the airfield with the air traffic control tower, including any letters of agreement.

As always, please continue consulting with your users and with the FAA as you finalize plans, and construct and operate the proposed runway configuration in accordance with the terms of the Agreement.

Thank you for your continued collaboration with the FAA.

Sincerely,



David F. Cushing, Manager
Los Angeles Airports District Office

cc: Winsome Lenfert, Deputy Associate Administrator for Airports, ARP-1
James Lofton, Assistant Chief Counsel, AGC-600
Mark McClardy, Director, AWP-600
Kevin Willis, Director, Office of Airport Compliance and Management Analysis