

Santa Monica Municipal Airport Community Visioning Process



Summary of Phase II Community Discussion Groups April 2012

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I. Introduction

The City of Santa Monica has embarked on a rigorous three-phase public process regarding the future of the Santa Monica Municipal Airport campus. In 2015, all land and building leases throughout the airport campus as well as the current operating agreement with the Federal Aviation Administration (FAA) will expire. The 2015 timeframe presents the City with a unique opportunity to boldly re-envision the goals, operations and facilities of the 227-acre airport campus.

As a basis for planning the future of the Santa Monica Municipal Airport (SMO), the City has launched a participatory visioning process to identify community concerns, priorities and preferences. Phase I resulted in findings regarding best practices at general aviation facilities in relation to local communities by RAND. In addition, HR&A conducted an economic analysis of the airport's operations and activities on both the local and regional economies. This Phase concluded in fall 2011.

Phase II was designed as an extensive, transparent and open public dialogue process in which all interested members of the public could share their concerns and ideas for the future of SMO. During Phase II, the City hosted a series of 32 facilitated community discussion groups between January and March 2012. MIG, a strategic planning and management firm with over 30 years of expertise in designing and implementing community outreach processes, was retained by the City to facilitate the community discussion groups and produce the Phase II summary report.

The purpose of the community discussion groups was to engage participants in interactive discussions about the impacts of SMO on surrounding communities and potential opportunities for change. This Phase began with an Open House event which allowed all interested participants an opportunity to tour the site, its facilities and operations.

All community comments and ideas were documented and analyzed in an effort to classify major themes. The source documents for this report include the wallgraphics (a unique, visual representation of the discussion points raised during the community discussion groups, detailed minutes taken by City staff, and participant comment cards from each community discussion group. The body of this report outlines the thematic outcomes and preferences identified by participants regarding the future of the airport campus.

Grounded by the studies from Phase I and the essential community input from Phase II, the City can now undertake Phase III actions and formulate a strategic analysis of key themes. The results of this in-depth analysis will lead to the development of prioritized recommendations that will be presented to the City Council in May 2012.

II. Community Discussion Group Overview

A total of 32 community discussion groups (CDG) were conducted between January and March 2012. The breadth and frequency of CDGs were designed to engage a wide variety of participants with diverse viewpoints. The CDGs were facilitated by a professional organizer of public meetings and community processes from the consulting firm MIG.

The community discussion groups were held at various locations across the City. Each CDG was comprised of approximately 8 to 12 participants and lasted for approximately two hours. The CDGs were open to all interested individuals regardless of area of residence. The relatively small number of participants per CDG gave members of the public ample opportunity to voice their concerns, frustrations and hopes for SMO. This approach emphasized inclusiveness, civil discourse and a high level of community interaction.

Participant Profile

During Phase II, 312 participants attended the community discussion groups and 309 participants identified their city of residence. The majority of participants consisted of residents from Santa Monica and West Los Angeles. Many Santa Monica participants were residents of Sunset Park, Ocean Park and other neighborhoods surrounding the airport. The City of Los Angeles participants were residents of various communities including Venice, Mar Vista, Pacific Palisades and Marina Del Rey. A few residents from other cities such as Gardena, Malibu and Thousand Oaks also attended the community discussion groups. (See Figure 1.1, 1.2 and 1.3 for more details)

Figure 1.1: CDG Area of Residence Distribution

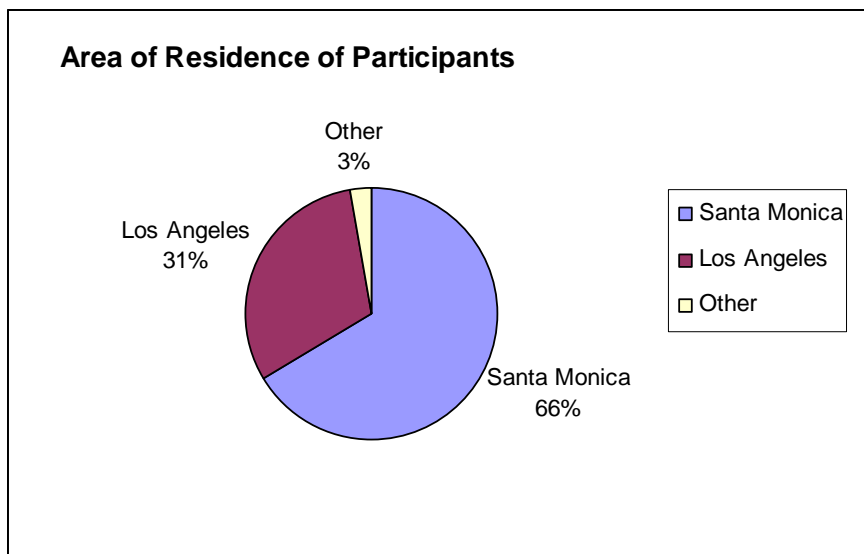
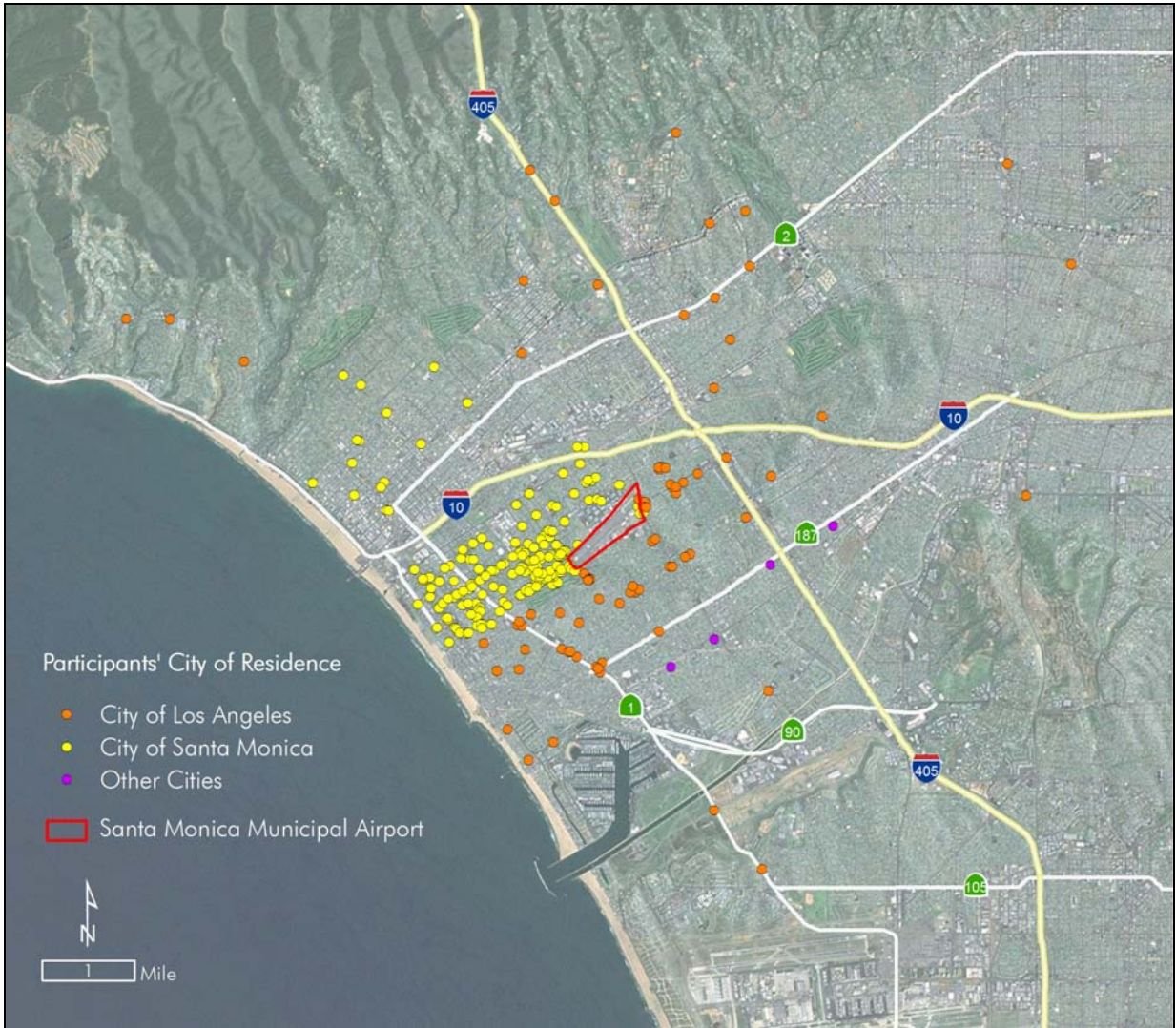


Figure 1.2: Map of Participants' Area of Residence



Source: Information regarding participants' cities of residence was collected at each CDG through the participant comment cards.

Figure 1.3: Breakdown of Participants' Area of Residence*

	City of Los Angeles	City of Santa Monica	Other Cities
Number of Participants	93	200	8

*The breakdown of participants' area of residence does not equal the total number of CDG participants because not all participants included their city of residence on the participant comment cards.

The gender breakdown for CDG participants consisted of males representing fifty-five percent (55%) and females representing (45%). (See Figure 1.4) CDG participants varied in age with the majority of participants between 45-64 years of age (56%). Twenty-seven percent (26%) of participants represented the 65 and older age range, followed by the 35-44 year age group (14%). Only four percent (4%) of participants were representative of the 18-34 year age range. (See Figure 1.5)

Figure 1.4: CDG Gender Distribution

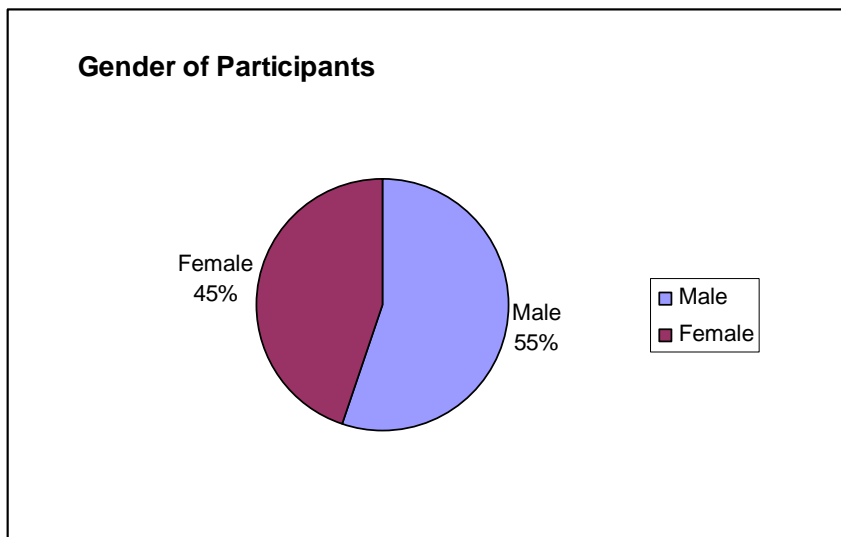
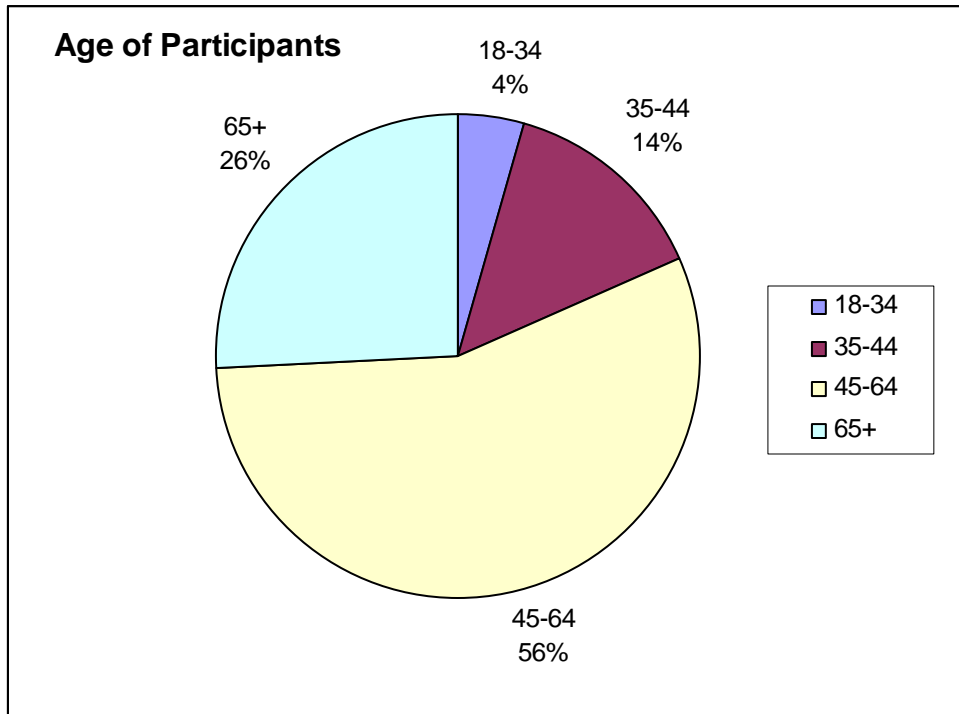


Figure 1.5: CDG Age Distribution



The most frequently mentioned affiliations were Friends of Sunset Park (FOSP) and the Friends of Santa Monica Airport (FOSMO) organizations. Several participants listed affiliations with neighborhood associations such as the Ocean Park Association, Mar Vista Neighborhood Council and Venice Neighborhood Council. Also, a few CDG participants identified the Concerned Residents against Airport Pollution (CRAAP) group as their primary affiliation.

Report Organization

The report is organized to allow the reader to consider each section as a stand-alone summary for each particular topic. Consequently, some repetition of ideas and concerns expressed by CDG participants was necessary.

III. Spectrum of Positions

During the community discussion groups, participants were asked to share their opinions and ideas for improving the current conditions at the airport campus. Participants were encouraged to consider both aviation-related and non-aviation-related uses at the airport. The following section highlights participant comments based on their preference for either maintaining the airport with recommended improvements or closing the airport completely. The spectrum of positions is not listed in order of priority.

The authors of this report have attempted to accurately reflect the opinions and beliefs of community discussion group participants. The body of this report is a reflection of CDG participants' experiences and perceptions regarding SMO operations. In many cases, CDG participants expressed many of the same concerns as other participants, but took different positions with respect to the future of SMO.

Five profiles emerged based on common responses and perspectives of community discussion group participants.

- **Position #1:** Close the Airport
- **Position #2:** Close the Airport Unless Firm FAA Agreement Is in Place to Reduce Impacts
- **Position #3:** Reduce the Airport's Operations and Footprint
- **Position #4:** Maintain Airport Operations with Significant Mitigations and Improvements
- **Position #5:** Maintain Airport Operations with Selected Mitigations and Improvements

Position #1: Close the Airport

Many participants unequivocally support the closure of all airport operations. Participants who support this position firmly believe that the negative aspects of the airport—noise pollution, adverse health impacts and safety hazards— outweigh any benefits. These participants asserted that the airport’s operations have outgrown the City and no longer add value to local residential communities. These participants identified diverse ideas to repurpose the airport campus as alternative land uses that will more directly benefit the broader community.

Health Impacts

- Some participants view the airport as a health hazard due to the air pollution from leaded aviation fuel and noxious odors emitted from the aircraft.
- Many participants highlighted SMO’s close proximity to homes, schools and parks and the potential dangers posed by the toxic air pollution.
- Other participants raised concerns regarding the health impacts of ultra-fine particulates from aircraft exhaust on airport-adjacent communities.
- Participants feel that the health consequences for residents are not acceptable and any benefits from the airport are insignificant in comparison to the negative impacts.

Noise Pollution

- Many participants highlighted the various ways that loud noise levels from SMO’s frequent aircraft traffic degrade the quality of life for local residents.
- Some participants believe that the noise has gotten progressively worse over the years due in large part to increased jet traffic and flight school operations.
- Participants also asserted that the noise pollution from aircraft operations can lead to learning deficits for children.

Increased Volume and Frequency of Aircraft Traffic

- Many participants believe that SMO has increased both jet and flight school operations, which has translated into significant increases in noise pollution.
- The frequent departures and arrivals from both propeller planes and jets degrade the quality of life for local residents.

Safety Concerns

- Safety issues posed by the inexperienced flight school pilots flying over densely populated communities were frequently mentioned during the discussion groups.
- The possibility of an airplane crash is an ongoing concern for many participants; from the perspective of some participants, there have been significant increases in the volume and frequency of aircraft traffic which raises the risks of accidents.

Disproportionate Impacts Borne by Residents

- Many participants are upset that the needs of a small minority of seemingly wealthy individuals who use the airport are placed above the needs of thousands of residents who bear the brunt of SMO's adverse impacts.

Inconsistent with Santa Monica's Position as a Leader in Environmental Sustainability

- Taken together, the noise, health and safety concerns associated with the airport are not well-aligned with the City's image as a trendsetter in sustainability and environmental stewardship.
- Many participants assert that Santa Monica is acting as a "bad neighbor" due to the adverse environmental impacts that it spreads to neighboring communities of Venice and Mar Vista.

Lack of Citizen Input in the Decision Making Process

- Many participants resent the lack of public recourse and the inability to appeal the FAA's decisions regarding airport actions that directly affect their lives.
- Numerous participants from Venice and Mar Vista also feel disregarded and disenfranchised by the City of Santa Monica despite the fact that they are significantly impacted by SMO's operations.
- Some participants are frustrated by the FAA's absence from the community visioning process as well as the day-to-day operational issues of SMO.

Alternative Land Uses

- Instead of offering strategies to improve airport operations, many participants expressed their preference for the complete closure of the airport.
- Participants protest the fact the airport's valuable land only benefits a limited number of users.
- These participants identified diverse ideas to repurpose the airport campus through alternative land uses that will more directly benefit the broader community. *(See pages 49 to 52 for a list of suggested uses.)*

Position #2: Close the Airport Unless Firm FAA Agreement Is in Place to Reduce Impacts

Some participants support closing the airport campus unless proper mitigation assurances from the FAA can be guaranteed. These participants assert that the FAA cannot be trusted to work with the City and to fairly negotiate mitigations. If the FAA were willing to implement impact mitigations, these participants may be persuaded to keep the airport open. Some participants from this group would be amenable to accepting funds from the FAA to implement specific improvements within a programmatic mitigation effort.

Health Impacts

- Some participants view the airport as a health hazard due to the air pollution from leaded aviation fuel and noxious odors emitted from the aircraft.
- Many participants highlighted SMO's close proximity to homes, schools and parks and the potential dangers posed by the toxic air pollution.
- Other participants raised concerns regarding the health impacts of ultra-fine particulates from aircraft exhaust on airport-adjacent communities.
- Participants feel that the health consequences for residents are not acceptable and any benefits from the airport are insignificant in comparison to the negative impacts.

Noise Pollution

- Many participants highlighted the various ways that loud noise levels from SMO's frequent aircraft traffic degrade the quality of life for local residents.
- Some participants believe that the noise has gotten progressively worse over the years due in large part to increased jet traffic and flight school operations.

Property Devaluation

- Local homeowners assert that their close proximity to the airport is damaging property values and affecting their ability to sell their homes at market rates.

Unintended Consequences of SMO Closure

- Participants are concerned that SMO's potential closure may lead to a change in flight paths for Los Angeles International Airport (LAX) planes over Santa Monica neighborhoods.

- Some participants also fear a significant increase in vehicular traffic if the airport were repurposed as a more commercial or retail land use.

Lack of Leadership Guiding SMO's Policies

- Participants identified an absence of political leadership supporting the development of the airport as a safe, community-friendly resource.
- Some participants are upset with the lack of sound policies to guide airport operations such as an airport master plan.

Involvement of City Council Members of Santa Monica and Other Cities

- Some participants proposed that the City engage, consult and partner with local elected officials from Santa Monica, Culver City and Los Angeles.

Involvement of State and Federal Elected Officials and Federal Departments

- Many participants would like the visioning process to include state and federal elected officials to ensure that various community interests are considered during Phase III.
- Participants suggested that the City proactively develop a federal delegation of both Senate and Congress members in an effort to build a power base with federal representatives.
- Some participants proposed engaging the Environmental Protection Agency regarding the environmental impacts of SMO operations.

Position #3: Reduce the Airport's Operations and Footprint

Many participants hold the position that the airport's operations have outgrown the City and its context within the immediate neighborhood. These participants maintain this position due in large part to the perceived increase in the volume and frequency of aircraft traffic at SMO. Participants from this group assert that the airport campus is not community compatible in its current form. These participants are in favor of keeping SMO open only if there is a significant reduction in the airport's operations and overall footprint.

Implement Overall Reduction of Operations at SMO

- Many participants are in favor of SMO reducing its operations and returning to its role as a smaller, general aviation airport.
- Banning jets, eliminating flight schools and reducing hours of operation (i.e., No-Fly Sundays, expanded curfews) were the most recurring recommendations regarding SMO's operations.
- Participants also recommended shortening the runway to eliminate the capacity of certain aircraft, such as jets and other Class C and D aircraft.
- Several participants support preserving the airport based on a romantic sense of nostalgia and a desire to honor SMO's rich aviation history.

Make SMO a Green Airport

- Participants demanded that the City align airport operations with Santa Monica's position as a leader in sustainability and environmental stewardship.
- In the spirit of Santa Monica, participants would like the City to promote green, sustainable aviation.
- Some participants asserted that SMO should undertake green building practices and sustainability initiatives (e.g., renewable energy, recycling, greenhouse gas emissions reductions and clean fuel vehicles).

Close and/or Restrict Flight School Operations

- A large number of participants supported the complete closure of all flight school operations, particularly targeting pattern flying.
- If total closure of SMO's flight schools is not feasible, participants propose severely restricting their operational capacity, which includes reducing the overall number of flight schools.

Ban and/or Limit Jets

- Participants spoke passionately about the need to ban all jets from SMO due to their attendant noise pollution and emissions.
- Several participants asserted that the presence of jets at SMO exacerbates safety concerns in light of the perception that the airport was not designed to handle jets.
- Participants highlighted the toxicity and noxious odor of jet fuel as significant health concerns.

Implement Environmental Design Improvements

- Several participants would like the City to invest in the airport's infrastructure, as well as improve the overall aesthetics of the airport campus.
- Some participants perceived the airport campus as "run down" and indicated that they would like to see increased recreation and community uses, improved accessibility to the property, and improvements to the grounds and facilities.
- Many participants support upgrading mass transit to and from the airport, as well as improving bicycle and pedestrian access routes.
- Participants recommended that the City create a "runway protection" buffer zone in high impact areas on the southern and eastern sides of the airport.
- Participants also advocated for the City to make improvements to the sound blast wall near the eastern end of the runway.

Avoid Development of SMO

- Participants cautioned that the City should resist the urge to commercially develop the airport campus.
- Participants suggested that the City allow only limited development of non-aviation-related land to limit further quality of life deterioration and excessive vehicular traffic.

Position #4: Maintain Airport Operations with Mitigation Improvements

Some participants expressed support for keeping the airport campus open if the City implements specific mitigation measures. These participants offered a wide range of strategies to reduce the airport's adverse impacts on residents and to operationalize "good neighbor" policies. The suggested strategies also included various recommendations to make SMO a "greener", more sustainable airport. Many of these participants consider closing the airport an impractical solution based on the potential legal battle with the FAA. Although these participants acknowledge the various nuisances created by the airport, they assert that the airport is a valuable asset that should be preserved.

Acknowledge Problems with SMO, but Compromise Is the Best Solution

- Although some participants acknowledged the contentious airport-community relationship, many believe that both parties can reach a "middle ground" that transforms the airport from a nuisance to a community asset.

Consider Unintended Consequences of SMO Closure

- Participants are concerned that SMO's potential closure may lead to a change in flight paths for Los Angeles International Airport (LAX) planes over Santa Monica neighborhoods.
- Some participants fear a significant increase in vehicular traffic if the airport were repurposed as a mixed-use residential, commercial or retail land use.

Implement Overall Reduction of Operations at SMO

- Many participants are in favor of SMO reducing its operations and returning to its role as a smaller, general aviation airport.
- Banning jets, eliminating flight schools and reducing hours of operation (i.e., No-Fly Sundays, expanded curfews) were the most recurring recommendations regarding SMO's operations.
- Participants also recommended shortening the runway to eliminate the capacity of certain aircraft, such as jets and other Class C and D aircraft.
- Several participants support preserving the airport based on a romantic sense of nostalgia and desire to honor SMO's rich aviation history.

Make SMO a Green Airport

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- Many participants asserted that SMO should undertake green building practices and sustainability initiatives (e.g., renewable energy, recycling, greenhouse gas emissions reductions and clean fuel vehicles).

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- Some perceived the airport campus as “run down” and indicated that they would like to see increased recreation and community uses, improved accessibility to the property, and improvements to the grounds and facilities.
- Many participants support upgrading mass transit to and from the airport, as well as improving bicycle and pedestrian access routes.

Monitor and Enforce “Fly Neighborly Program”

- Many participants suggested that the City enforce the “Fly Neighborly Program” to minimize the impacts of SMO flight operations on the surrounding communities.

- A more stringent and closely monitored “Fly Neighborly Program” would help establish and maintain a partnership between airport and community members, demonstrating SMO’s commitment to addressing community concerns and acting as a good neighbor.
- Important elements of the “Fly Neighborly Program” would include observing flight path parameters, adhering to curfew restrictions and establishing a more predictable departure and arrival schedule.
- Participants recommended that the City mandate pilot awareness workshops regarding noise abatement practices and procedures.

Position #5: Maintain Airport Operations with Selected Mitigations and Improvements

Some participants spoke passionately about their preference to keep the airport campus open based on the perception that SMO is one of the safest, and highest functioning general aviation airports in California. These participants believe that airport detractors exaggerate the adverse impacts such as air pollution and loud noise levels. Many of these participants assert that SMO detractors are misinformed regarding key issues including noise levels, aircraft accidents and SMO-generated air pollution. These participants view SMO as a treasured regional asset and offered a range of different perspectives on the positive contributions of SMO.

Economic Engine for Santa Monica

- Many participants view the airport as an economic catalyst that creates employment opportunities and generates substantial revenue for the City.
- Several community discussion participants consider the airport a positive economic engine that supports tourism, pilots and aviation-related businesses in Santa Monica and the region.

Historical Significance of SMO

- Participants honor the rich history of aviation in Southern California and speak favorably of SMO as a local treasure that is vital to the region's legacy.
- Several participants consider the airport an integral component to the City and an important educational resource for the City.

Medical Emergency Resource

- SMO plays a critical role in the City's and the region's emergency preparedness, serving as a major emergency response site and facility in case of natural disasters such as earthquakes or wildfires.

Critical Reliever within Regional Airport System

- Several participants view SMO as a critical element within the regional transportation infrastructure.

Myths and Misinformation about SMO's Impacts

- Many participants stated that the misinformation regarding SMO's operations prevents meaningful dialogue between adversely impacted residents and airport proponents.
- Some community discussion group participants disagreed on the source of air pollution. These participants attribute the majority of the air toxins and particulate matter to the adjacent freeways and vehicular traffic in the area.
- Despite the concern of many participants regarding potential crashes, airport supporters assert that flight schools have a good safety record and are compliant with the rules set forth by the FAA.

Exhibit Patience as Aircraft and Fuel Technologies Emerge

- Some participants highlighted improvements in aviation technology (e.g., quieter jet engines, more sophisticated noise suppression kits, more efficient propellers and mufflers) that could be standardized at SMO to address community concerns.
- Participants also urged the City to be patient and forward thinking as the aviation industry makes advances in greener fuel alternatives.

IV. Current Status of the Airport

Key issues emerged during the facilitated community discussion groups regarding the opportunities and challenges facing the Santa Monica Airport campus. Participants offered a range of different perspectives on the positive contributions of SMO as well as the negative operational impacts of the airport on the surrounding communities.

The following section highlights participant comments based on their opinions about the current status of airport operations and concerns for the future of the airport campus. Although some of this information has been covered in earlier chapters, this section provides a more in-depth analysis of participant preferences and concerns. This section is organized according to the following overarching themes:

A. Positive Contributions of SMO to Surrounding Communities

B. Negative Operational Impacts of SMO on Surrounding Communities

A. Positive Contributions of SMO to Surrounding Communities

Economic Engine for Santa Monica

- Many participants view the airport as an economic catalyst that creates employment opportunities and generates substantial revenue for the City.
- Airport proponents see the airport as a positive economic engine that supports tourism, pilots and aviation-related businesses in Santa Monica and the region.
- SMO is a hub for corporate travel and many businesses choose to locate in Santa Monica due to the convenient airport location.

Historical Significance of SMO

- The Santa Monica Airport is one of the oldest and most historically significant airports in the United States.
- Many participants view the airport with a sense of nostalgia given its vital role in the development of the City and the expansion of California's modern air transportation system.
- Participants honor the rich history of aviation in Southern California and speak favorably of SMO as a local treasure that is vital to the region's legacy.
- Several participants consider the airport an integral component to the City and an important educational resource for the City.

Medical Emergency Resource

- SMO plays a critical role in the City's and the region's emergency preparedness, serving as a major emergency response site and facility in case of natural disasters such as earthquakes or wildfires.
- The airport is a valuable resource during times of medical emergencies including serving as a convenient location for the drop-off and pick-up of organ donations for local hospitals and universities (i.e., Cedars Sinai Medical Center, UCLA, etc.).

Critical Reliever within Regional Airport System

- Maintaining a network of regional airports throughout Southern California was identified as an important concern among participants.
- Several participants view SMO as a critical element within the regional transportation infrastructure.

- Participants described the great need for SMO since the number of small general aviation airports in Southern California has consistently declined over the last twenty years.

Training Ground for Novice Pilots

- Many airport proponents see the airport and the flight schools as valuable aviation resources that provide a great opportunity for novice pilots to learn to fly in urban areas and for those maintaining their licenses.

Mixed-Use Amenities at SMO

- SMO offers 40 acres of non-aviation land that is open to other uses which serve the broader community including a recreation park, restaurants and cultural events.
- The non-aviation land further provides a home for a thriving cultural and arts community that includes the highest concentration of artist studios in the city as well as galleries and live theater.
- Participants value the affordable art studios housed at the airport, in addition to the Santa Monica College Arts Campus.
- Many participants are supportive of the airport campus because of SMO's commitment to the City's burgeoning art scene.
- Airport proponents are pleased by the opening of the Museum of Flying which will introduce the general public to SMO's storied aviation history.

Sparkling Youth Interest in Aviation and Engineering

- Many participants believe that the airport campus is a valuable resource to expose youth to the joys of flying and to spark their interest in aviation-related careers (e.g., engineering).

Myths and Misinformation about SMO's Impacts

- Participants expressed concern that many residents are misinformed regarding key issues including noise levels, aircraft accidents and air pollution.
- These myths and misinformation prevent meaningful dialogue between adversely impacted residents and airport proponents.

- Some participants think the number of flights at SMO has decreased and much of the noise attributed to SMO is actually from Los Angeles International Airport (LAX).
- Many community discussion group participants also disagreed on the source of air pollution. Some participants attribute much of the air toxins and particulate matter to the adjacent freeways and vehicular traffic in the area.
- Several proponents of the airport suggest that SMO currently meets air pollution and noise abatement standards.
- Despite the concern of many participants regarding potential crashes, airport supporters assert that flight schools have a good safety record and are compliant with the rules set forth by the FAA.

Acknowledging Problems with SMO, but Compromise Is the Best Solution

- Although participants acknowledged the contentious airport-community relationship, many believe that both parties can reach a “middle ground” that transforms the airport from a nuisance to a community asset.
- Many participants described the operational changes that pilots and flight school owners have made to address community concerns. For example, according to some participants, flight schools no longer perform repeat takeoffs and landings and “touch and go” maneuvers are not taught during the weekends.
- However, several participants acknowledged that the airport’s operations need to be improved to address the problems raised by local residents.

B. Negative Operational Impacts of SMO on Surrounding Communities

Noise Pollution

- Because of the close proximity of the airport to residential neighborhoods, noise is a major issue for participants.
- Many participants highlighted the various ways that loud noise levels from SMO's frequent aircraft traffic degrade the quality of life for local residents.
- Several participants describe the loud noise levels as "unbearable" and extremely disruptive to their daily lives.
- The noise levels at the eastern end of the runway are especially disruptive to nearby residences.
- Many participants stated that the airport noise prevents their ability to work from home and also interrupts sleeping patterns.
- Some participants complained that the airplane noise disrupts normal outdoor activities and impinges on their ability to enjoy their private backyards.

Noise Pollution from Jets and Flight Schools

- Noise concerns are generated from jet, helicopter and piston aircraft operations.
- Some participants believe that the noise has gotten progressively worse over the years due in large part to the perceived increase in jet traffic and flight school operations.
- Participants identified the jet noise and constant circling of flight school airplanes as significant grievances among residents.
- Some participants believe that flight school students are disregarding the "Fly Neighborly Program" protocol (e.g., evening and weekend flying schedules), which increases noise pollution for residents.
- Many participants also expressed frustration over the excessive pattern flying at the airport.
- Several community discussion group participants assert that the City's noise monitoring system is both inadequate and inaccurate.
- The disruptive noise levels, late flying schedules and various flight paths have led some participants to believe that the airport is not adhering to "good neighbor" practices.

Health Impacts

- Some participants view the airport as a health hazard due to the air pollution from leaded aviation fuel and noxious odors emitted from the aircraft.

- The exhaust from idling aircraft, especially jets, is particularly worrisome for many participants.
- Many participants cited the long-term, adverse health effects (e.g., asthma and cancer) of ultra-fine particles and fuel emissions.
- Participants highlighted SMO's close proximity to homes, schools and parks and the potential dangers posed by toxic aircraft emissions.
- Many participants feel that the health consequences for residents are not acceptable and any benefits from the airport are insignificant in comparison to the negative impacts.
- In addition to concerns about air quality, a few participants described the harmful effects of aircraft pollution on local agriculture. Participants provided several examples of aircraft emissions harming their gardens and plants.
- Participants are concerned about the cumulative exposure of aircraft emissions on residents, especially young children and seniors.

Increased Volume and Frequency of Aircraft Traffic

- Many participants expressed an awareness of higher volumes of general aviation activity at SMO over the last fifteen years.
- Participants spoke of a perceived increase in both jet and flight school operations, which has translated into significant increases in noise pollution.
- The attendant increased impacts upon residents living in close proximity to the airport have led to acrimonious relations between residents and airport users.
- The frequent departures and arrivals from both small aircraft and jets degrade the quality of life for local residents.
- Some participants believe that the aircraft traffic growth is out of control, especially the Class C and D planes (i.e., jets).
- Many participants believe that the airport's operations have outgrown the size of the facility and the volume of aircraft traffic exceeds the capacity of SMO, making it incompatible within the neighborhood context.

Safety Concerns

- The flight schools are a significant source of tension among SMO-impacted communities due to safety issues.
- The crash of a single-engine aircraft into a local residence in August 2011 was frequently referenced by participants as a glaring example of the need to create stricter safety guidelines for pilots.
- Safety issues posed by the inexperienced flight school pilots flying over densely populated communities were frequently mentioned during the discussion groups.

- The possibility of an airplane crash is an ongoing concern for community members due to the perception that the volume and frequency of aircraft traffic has increased over the last ten years.
- The gas station located at the end of the runway is a recurring source of worry for local residents due to the possibility of aircraft crashes.
- Many participants assert that the SMO runway is not of sufficient length to handle SMO's jet traffic.

Property Devaluation

- Local homeowners assert that their close proximity to the airport is damaging property values and affecting their ability to sell their homes at market rates.
- Many homeowners are upset that the SMO nuisance issues were not disclosed prior to purchasing their homes.

Disproportionate Impacts Borne by Residents

- Many participants are upset that the needs of a small minority of seemingly wealthy individuals who use the airport are placed above the needs of thousands of residents who bear the brunt of SMO's adverse impacts.
- Some participants accuse airport officials of catering to special interest groups at the expense of tax-paying homeowners and residents.
- Participants protest the fact the airport's valuable land only benefits a limited number of users.

Lack of Citizen Input in the Decision Making Process

- Participants described a feeling of powerlessness and complete disenfranchisement following the FAA's decision to change to the 250-degree heading test.
- Many participants resent the lack of public recourse and the inability to appeal the FAA's decisions regarding airport actions that directly affect their lives.
- Numerous participants from Venice and Mar Vista also feel disregarded and disenfranchised by the City of Santa Monica despite the fact that they are significantly impacted by SMO's operations.
- This sense of disenfranchisement only serves to further fracture the relationship between airport users and community residents.
- Many participants view the airport as a "bad neighbor" that cares little for the adverse impacts borne by local residents.

Inconsistent with Santa Monica's Position as a Leader in Environmental Sustainability

- A large number of participants mentioned Santa Monica's progress toward citywide green practices such as banning leaf blowers and plastic bags. However, participants view SMO's noise pollution, safety hazards and environmental degradation as counterproductive to sustainability goals.
- Taken together, the noise, health and safety concerns associated with the airport are not well-aligned with the City's image as a trendsetter in sustainability and environmental stewardship.
- Many participants feel Santa Monica is acting as a "bad neighbor" due to the adverse environmental impacts that it spreads to neighboring communities of Venice and Mar Vista.

Lack of Leadership Guiding SMO's Policies

- Participants identified an absence of political leadership supporting the development of the airport as a citywide resource.
- Some participants are upset with the lack of sound policies to guide airport operations such as an airport master plan.
- This lack of strong leadership has allowed airport users to consistently disregard the "Fly Neighborly Program" due to inadequate enforcement efforts.
- Despite the prestige associated with having a high-functioning, municipal airport, some participants feel the City has done little to invest in the infrastructure of the airport.
- Many participants believe that Santa Monica Airport could be a "crown jewel on the Westside" with the proper leadership and commitment to mitigation improvements.

Unintended Consequences of SMO Closure

- Numerous participants expressed concern that SMO's potential closure may lead to a change in flight paths for Los Angeles International Airport (LAX) planes over Santa Monica neighborhoods.
- Other participants also fear a significant increase in vehicular traffic if the airport were repurposed as a more commercial or retail land use.

V. Key Thematic Outcomes and Community-Identified Preferences for the Future of SMO

The future of the Santa Monica Airport campus is of serious importance to both the City and the surrounding communities. The forthcoming expiration of the 1984 Settlement Agreement between the City and the FAA and the leases at the airport campus present a unique opportunity for the City to change the direction and scope of activities that take place on the airport campus. The City is committed to considering many different options for the future of the airport.

The purpose of the community discussion groups was to engage participants in interactive discussions about the impacts of SMO on surrounding communities and potential opportunities for change. By extension, participants from community discussion groups were asked to share their opinions and ideas for improving the current conditions at the airport campus. Participants were encouraged to consider both aviation-related and non-aviation-related uses and activities at the airport.

Participants discussed their preferences regarding maintaining current airport operations with mitigation improvements and closing the airport completely to develop alternative land uses. Although some of this information has been covered in earlier chapters, this section provides a more in-depth analysis of participants' preferences and concerns with the goal of reflecting the texture and richness of the community discussion groups.

This section details the following seven thematic outcomes based on the information collected from all 32 community discussion groups:

- A. Information Depth and Credibility**
- B. Disproportionate Impacts**
- C. The Sustainable "Green" Airport Campus**
- D. The "Community-Friendly" Airport**
- E. Environmental Design Improvements**
- F. Closure of SMO and Development of Alternative Land Uses**
- G. City: Stand with Residents!**

A. Information Depth and Credibility

Improve Quality and Depth of SMO Studies

- Many participants expressed criticism of the economic impact analysis asserting that the study was flawed and not truly reflective of the indirect and induced economic impacts of airport campus operations.
- Several participants asserted that the economic impact analysis failed to incorporate alternative land use comparisons.
- Community discussion group participants also criticized the noise analysis conducted in 2010 and described numerous inaccuracies related to aircraft traffic counts and noise levels.
- Many participants mentioned the perceived inaccuracy of SMO statistics regarding the number of flights, length of average idling times and adherence to flight path restrictions on the City's website.
- This lack of information credibility diminishes participants' trust in the legitimacy of the SMO community visioning process.
- A large number of participants prefer to have all data, reports and statistics from independent, third-party sources instead of City officials.

Conduct a Comprehensive Cost/Benefit Alternatives Comparison

- Many participants requested that the City hire a credible, third-party source to conduct a new economic cost-benefit analysis of alternative land uses.
- Several participants suggested that the City consider a limited number of priority uses (e.g., retail, recreation, housing, etc.) and hire a third-party researcher to identify the costs and benefits associated with each option.
- Participants would like the City to investigate various scenarios such as recreational uses for the airport campus, and reduced airport operations combined with alternative land uses.
- A large number of participants would like the new economic analysis to include the economic contribution of SMO (including flight schools) to the City through revenues and taxes, as well as the subsidies provided by the City.
- Overall, participants are most concerned with better understanding which land use scenarios would provide the most benefit to the broader Santa Monica community.

Improve the SMO Community Visioning Process

- Participants urged the City to conduct a visioning process that is thoughtful of all potential consequences and inclusive of all community voices.
- Community discussion group participants request more transparency throughout the visioning process regarding the City's potential courses of action to ensure fair and mutually beneficial outcomes.
- Several participants would like clarifying information on the purpose of Phase III and the course of action following Phase III.
- Many participants suggested that the City collect and disseminate supplementary data (e.g., aircraft noise levels, revenue generated by SMO) to the public in order to properly frame the Phase III visioning discussions.
- Some participants stated the need to remove City personnel from the visioning process due to a perception of a potential conflict of interest.
- Participants would like the City to create a frequently asked questions document (FAQ) in collaboration with aviation experts to dispel myths about SMO.
- Numerous participants proposed that the City document the lessons learned from SMO's visioning process, mitigation approaches and community engagement efforts.

B. Disproportionate Impacts

Acknowledge the Needs of Residents

- Many participants are upset that the needs of a small minority of seemingly wealthy individuals who use the airport are placed above the needs of thousands of residents who bear the brunt of SMO's adverse impacts.
- Some participants accuse airport officials of catering to special interest groups at the expense of tax-paying homeowners and residents.
- Other participants protest the fact the airport's valuable land only benefits a limited number of users.

Promote Positive Contributions of SMO to the Community

- To ameliorate the perception that SMO disproportionately impacts residents, airport proponents recommended that the City engage the public by promoting the positive contributions of the airport to the broader community.
- Airport proponents suggested that the City educate the general public on the important role SMO plays in the economic growth of the City.
- Humanitarian efforts such as "Doctors without Borders" and Hurricane Katrina relief initiatives undertaken by SMO users should be widely publicized and promoted.
- Education and outreach of SMO's economic contribution and humanitarian projects could enhance the public's view of the airport.
- Some participants would like the City to embrace and better promote the airport as a valuable and unique resource.

C. The Sustainable “Green” Airport Campus

Align SMO with City of Santa Monica’s Commitment to Sustainability

- Many participants demanded that the City align airport operations with Santa Monica’s position as a leader in sustainability and environmental stewardship.
- In the spirit of Santa Monica, participants would like the City to promote green, sustainable aviation.
- Participants would like the City to conduct a comprehensive environmental impact review.
- Participants recommended that the City identify strategies and best practices to make Santa Monica Airport a sustainable “green” airport.
- Some participants asserted that SMO should undertake green building practices and sustainability initiatives (e.g., renewable energy, recycling, greenhouse gas emissions reductions and clean fuel vehicles).

Eliminate Leaded Fuel

- Participants passionately urged the City to ban the use of leaded aviation fuel in favor of “greener” fuel alternatives.
- Many participants recommended improving fuel regulations for jets and propeller planes to minimize adverse health impacts.
- Less toxic fuel alternatives should be required of all aircraft to reduce the adverse health impacts to local residents.

Install Auxiliary Ground Power Units

- Several participants suggested installing auxiliary ground power units to eliminate the need for engine start-ups while the aircraft is waiting for take-off clearance.
- These auxiliary ground power units are intended to reduce the noise pollution and exhaust of idling aircraft.

Develop a Mid-field Run-up Area

- Some participants recommended constructing a midfield run-up area which would allow pilots to queue for takeoff and to check diagnostics in a contained area without disturbing residents who live near the eastern end of the runway.

- The midfield run-ups act as “parking zones” and many pilots in the community discussion groups supported this mitigation strategy.

Exhibit Patience as Aircraft and Fuel Technologies Emerge

- Some participants highlighted improvements in aviation technology (e.g., quieter jet engines, more sophisticated noise suppression kits, more efficient propellers and mufflers) that could be standardized at SMO to address community concerns.
- Participants also urged the City to be patient and forward thinking as the aviation industry makes advances in greener fuel alternatives.

D. The “Community-Friendly” Airport

Conduct a Review of Best Practices

- Many participants recommended that the City conduct a thorough review of best practices used at other general aviation airports across the country regarding community-friendly operations and “good neighbor” policies.
- The best practices review should also include examples of the most appropriate mix of flight operations and activities for a small, general aviation airport such as SMO.

Implement Overall Reduction of Operations at SMO

- Many participants are in favor of SMO reducing its operations and returning to its role as a smaller, general aviation airport.
- Banning jets, eliminating flight schools and reducing hours of operation (i.e., No-Fly Sundays, expanded curfews) were the most recurring recommendations regarding SMO’s operations.
- Participants also recommended shortening the runway to eliminate the capacity of certain aircraft, such as jets and other Class C and D aircraft.
- Some participants recommended that the City shift the majority of SMO’s operations to other regional airports such as Van Nuys or Burbank.
- Several participants support preserving the airport based on a romantic sense of nostalgia and desire to honor SMO’s rich aviation history.

Close and/or Restrict Flight School Operations

- The flight schools are a significant source of tension within the community due to participants’ concerns regarding safety and noise levels.
- A large number of participants supported the complete closure of all flight school operations.
- If total closure of SMO’s flight schools is not feasible, numerous participants propose severely restricting their operational capacity, which includes reducing the overall number of flight schools.
- Many participants would like to eliminate “touch and go” maneuvers and restrict pattern flying in flight schools.
- Many participants support restricting the flight schools’ hours of operation during weekends and evenings (i.e., No-Fly Sundays, expanded curfews).
- Another popular suggestion included subsidizing flight schools to move their operations and conduct their training in less densely populated areas.

Ban and/or Limit Jets

- Participants spoke passionately about the need to ban all jets from SMO due to their attendant noise pollution and emissions.
- Several participants asserted that the presence of jets at SMO exacerbates safety concerns in light of the perception that the airport was not designed to handle jets.
- Community discussion group participants highlighted the toxicity and noxious odor of jet fuel as significant concerns.
- Many participants recommended that the City reduce the length of the runway which would limit the types of aircrafts able to use the airport (e.g., jets).
- If eliminating all jets is not feasible, some participants prefer to only allow jet arrivals and departures to take place during the hours of 10:00 am - 2:00 pm.
- Some community members proposed substantially increasing landing fees for jets to generate revenue for the City.
- Participants also suggested charging more expensive landing fees than LAX and other airports to discourage jet usage at SMO.
- Several participants support establishing jet performance standards regarding noise suppression measures and fuel types.

Change SMO's Flight Path

- Many participants stressed the importance of not reinstating the 250-degree heading test because it is situated directly above a large number of residences.
- Some participants suggested that all departing flights be mandated to fly high over the Penmar Golf Course unless safety concerns clearly dictate otherwise.
- Raising flight pattern altitudes was another popular flight path mitigation effort among participants to lessen noise impacts.

Monitor and Enforce "Fly Neighborly Program"

- Many participants suggested that the City enforce the "Fly Neighborly Program" to minimize the impacts of SMO flight operations on the surrounding communities.
- Important elements of the "Fly Neighborly Program" would include observing flight path parameters, adhering to curfew restrictions and establishing a more predictable departure and arrival schedule.
- A more stringent and closely monitored "Fly Neighborly Program" would help establish and maintain a partnership between airport and community members,

demonstrating SMO's commitment to addressing community concerns and acting as a good neighbor.

- Participants recommended that the City mandate pilot awareness workshops regarding noise abatement practices and procedures.
- Participants also suggested that the City develop pilot education materials such as fact sheets, brochures and guidelines which detail noise abatement procedures.
- Implementing and following best practices of the "Fly Neighborly Program" may help establish credibility and build trust among impacted citizens.

Increase Fines and Penalties for Pilots

- Participants suggested imposing harsher and more costly penalties for noise, flight path and curfew violators to discourage errant pilot behavior.
- The costly fines are intended to encourage compliance with the "Fly Neighborly Program" which supports pilots flying in the quietest manner possible while observing all FAA safety guidelines.

Implement More Sophisticated Safety Systems

- Participants advocated for the City to implement EMAS (Engineered Material Arresting System) to improve situational awareness and manage the risks associated with heavy plane traffic.
- Others proposed switching to a Wide Area Augmentation System to improve landing accuracy and minimize safety risks.

Implement Noise Abatement Technology

- Several airport proponents support efforts to implement noise suppression technology at SMO (i.e., hush kits) which are intended to reduce and limit the sound footprint of departing and arriving airplanes.
- Participants would like the City to explore soundproofing options for airport-adjacent homes.
- A few participants recommended that the City apply for grants to finance soundproofing initiatives.

E. Environmental Design Improvements

Upgrade Environmental Design of SMO

- Several participants would like the City to invest in the airport's infrastructure, as well as improve the overall aesthetics of the airport campus.
- Some participants perceived the airport campus as "run down" and indicated that they would like to see increased recreation and community uses, improved accessibility to the property, and aesthetic improvements to the grounds and facilities.
- Participants suggested that the City allow limited development of non-aviation related activities to limit further quality of life deterioration and excessive vehicular traffic.
- A large number of participants advocated for the City to expand open space amenities (e.g., Clover Park) on the airport campus.
- A few participants advocated for the City to increase security at SMO, enhancing counterterrorism measures and general safety efforts.
- Many participants support upgrading mass transit to and from the airport, as well as improving bicycle and pedestrian access routes.
- Some participants suggested starting a shuttle service from Santa Monica College and Bergamot Station Art Center to the airport.

Implement Airfield Improvements

- Participants recommended that the City create a "runway protection" buffer zone in high impact areas on the southern and eastern sides of the airport.
- Numerous participants proposed that the City acquire vacant parcels and purchase homes surrounding the airport to establish a wider buffer zone.
- Some participants also advocated for the City to make improvements to the sound blast wall near the eastern end of the runway.
- Other related mitigation ideas from participants included adjusting departure clearances and creating 300 ft. safety zones on both sides of the runway to increase the buffer space for local residences.

Expand SMO's Mixed-Use Options

- In addition to its core aviation services, some participants would like the City to consider expanding SMO's mixed-use amenities such as more outdoor recreation space, neighborhood-serving retail and educational facilities.

- Of the 40 acres of non-aviation land, SMO currently hosts many business and non-aviation industry-supporting uses. However, participants recommended that the City develop additional uses that more directly benefit members of the broader community.
- Some suggested that the already successful outdoor recreational activities located at the airport can be expanded in terms of their size and programmatic variety.

F. Closure of SMO and Development of Alternative Land Uses

Instead of offering strategies to improve airport operations, many participants expressed their preference for the complete closure of the airport. These participants identified diverse ideas to repurpose the airport campus as alternative land uses that will more directly benefit the broader community.

Develop a Large Recreational Park with Outdoor Amenities

- A large number of participants would like to significantly expand the existing park on the SMO campus to increase the open space resources available to community members.
- Many participants proposed developing the land to serve as Santa Monica's version of New York City's Central Park or San Francisco's Crissy Field.
- Participants suggested adding more recreational and outdoor amenities, such as swimming pools and sporting fields.

Build a Multi-Faceted Economic Incubator Site

- The airport campus could become the site of an "economic incubator" at which small startup companies could be located and supported by shared professional and support staff.
- To align the airport campus with Santa Monica's reputation as a leader in sustainability and environmental stewardship, many participants would like to repurpose the land as an incubator for green businesses.
- The incubator site could serve as a green tech campus that focuses on research and development of green businesses such as renewable energy and solar power.
- Many participants suggested that alternative economic uses would generate more income for the City and the revenue could be used for citywide improvements.

Develop Sustainable Agriculture Uses

- Some participants would prefer to transform the airport campus into a sustainable agriculture resource that could include community gardens, urban farms and a permanent farmers market site.

Create a Multi-Use Transportation Hub

- Many participants proposed converting the airport campus into a multi-use transportation hub that accommodates public and multi-modal transit options.
- In addition, the multi-use transportation hub could serve as a site for consolidating the maintenance yards of Santa Monica’s Big Blue Bus and the Metro.

Expand Santa Monica College

- Many participants spoke favorably of using the airport campus to expand the capacity of local schools, especially Santa Monica College.
- An attractive land use alternative for many participants involved moving Santa Monica College’s Pearl Street campus to the airport campus.
- In turn, the City’s school district could relocate high schools to SMC’s Pearl Street campus.

Construct Housing for Various Population Segments

- Affordable housing
- Targeted workforce housing for teachers and civil servants
- “Live/Work” housing developments with limited density
- Housing for veterans
- Housing for students and visiting scholars
- Hotels to attract tourism

Create Streets to Ease Congestion along Arterial Roads

- Some participants would like to deconstruct the airport campus and create new streets to improve traffic circulation along arterial roads.
- To accommodate potential increased traffic from new land uses, participants proposed widening roads and connecting major thoroughfares such as National Boulevard and Centinela Avenue.

Develop a Mixed-Use Cultural Center

- Participants recommended that the airport shift its activities to become a mixed-use, cultural center for the City.

- The cultural center would also serve as a highly accessible, community gathering space that enhances Santa Monica’s identity as sophisticated, creative city.

Relocate City of Santa Monica Offices to SMO

- Participants proposed that that City move its governmental offices to the airport facility and utilize their current downtown location for other purposes.

Develop Neighborhood-Serving Commercial Retail

- Many community discussion group participants suggested enhancing retail activity in the area by developing neighborhood-serving commercial uses.

Implement Various Alternative Land Use Suggestions

- Green retirement community
- Fairgrounds for special events
- Vocational training schools which could exist in conjunction with local colleges or high schools
- Manufacturing plant for various products and materials
- Aviation technology center
- Museum for future generations celebrating the rich aviation legacy of SMO
- Aviation-focused high school
- Wildflower park
- Migratory bird refuge
- Butterfly park
- Art center
- Office park for local businesses
- Sports arena
- Large solar power field
- Eco-system restoration site
- Research facility for climate change
- Sculpture garden

Implement Low-Density, Low-Impact Alternative Land Uses

- Some community discussion group participants were undecided on specific alternatives; but, they supported a low-density use accessible by free or low-cost public transportation.

Acknowledge Potential Consequences from New Land Uses

- Several community discussion group participants cautioned that new land uses (e.g., retail and large-scale housing) may generate undesirable impacts such as increased vehicular traffic.
- Participants expressed the need to critically analyze the potential carbon footprint, as well as the noise and traffic issues that could result from alternative land use options.

G. City: Stand with Residents!

Protect the Rights of Residents

- Many participants advocated for the City to fight for the rights of impacted residents and to value their needs over profits.
- Some participants view the City Council as “pro development” and more concerned with generating revenue for the City than improving the livability of the area near the airport.

Allow Citizens to Vote on the Future of SMO

- Many participants feel strongly that Los Angeles and Santa Monica residents should take a public vote to assess their preferences for keeping the airport open or redeveloping the land for non-aviation-related uses.
- A large number of community discussion group participants asserted that a citywide voting process is the most democratic way to determine the final outcome for the airport.

Make a Decision

- Many participants would like the City to take a definitive position regarding SMO’s future and to develop a long-range plan for the airport campus.
- Several participants stated that uncertainty over the airport’s future creates an unfavorable climate for business owners and all airport tenants.
- Participants urged the City to seize the opportunity presented by the 1984 Settlement Agreement expiration and demonstrate bold leadership while deciding the future of SMO.
- During the decision making process, many participants would like the City to seriously consider airport closure as a potential outcome.

Improve Communications with Local Residents and Community Members

- Consistent and transparent communication with residents and community members offers the opportunity to explain the improvements and efforts to address local concerns.
- Participants suggested that SMO perform more outreach, education and community tours to familiarize the public (i.e., impacted residents) with airport operations and programs.

- Many participants recommended that the City expand SMO's community events and activities to allow residents to interact with the airport campus (e.g., air shows, fairs).
- Some participants proposed engaging both neighborhood groups and pilots to discuss the logistics of flying and to learn more about the various aircraft operations.
- Another popular suggestion involved creating a permanent Ombudsman position to interact with community members and address impact concerns.
- Participants would like the Ombudsman to update the community on SMO's efforts to implement "good neighbor" polices and improve airport sustainability.
- Regular communication with residents could foster a "good neighbor" relationship and engender local support for future SMO initiatives.
- Some participants would also like the City to disclose the airport nuisances and future growth plans to potential homebuyers in the area.

VI. Recommendations for Phase III

In an effort to maximize community participation during Phase III of the visioning process, participants were asked to share their thoughts and opinions for ensuring a thorough analysis of all airport concerns. Participants offered a broad range of ideas and recommendations for the City to consider. This section is organized according to the following topics:

A. Supplementary Information Requests

B. Legal Strategies to Challenge the FAA

C. Potential Community Actions

D. Expanded Community Outreach and Political Engagement

A. Supplementary Information Requests

Many participants requested additional data on a variety of topics to better frame Phase III discussions and to ensure meaningful community input.

Provide Additional Data and Information

Airport Statistics

- An accurate map of current SMO property including ownership information
- Types of aircrafts using SMO
- Information regarding how each operation is defined
- Level of “touch and go” maneuver activity
- Information on the areas of residence of airport users
- Total number of crashes per year
- Total number of “on-the-ground” deaths (non-pilot and passengers)
- Data regarding the emergency usage of the airport

Noise-Related Information

- Noise levels including the methodology for noise measurement
- Percentages of noise pollution from different aircraft types
- Dwell time of idling planes
- Flight pattern data

Miscellaneous

- Amount of available capacity at other Southern California general aviation airports
- Summary of pilot recommendations on improving airport operations
- Information about the environmental remediation required at the airport campus and the associated costs

Conduct an Economic Cost-Benefit Analysis of Alternatives

- A large number of participants requested that the City hire a credible, third-party source to conduct another economic cost-benefit analysis of alternative land uses.
- Participants suggested that the City consider a limited number of priority uses (e.g., retail, recreation, housing, etc.) and hire a third party researcher to identify the costs and benefits associated with each option.
- Many participants would like the City to investigate various scenarios such as recreational uses for the airport campus, or reduced airport operations combined with alternative land uses.

- Participants would like the new economic analysis to include the economic contribution of SMO (including flight schools) to the City through revenues and taxes.
- Overall, participants would like a better understanding of which land use scenarios would provide the most benefit to the broader Santa Monica community.

Conduct a Health Impact Assessment

- Several participants demanded that the City conduct a comprehensive health impact assessment of SMO to determine the environmental effects of the noise and air pollution.
- The health impact assessment should include a baseline study of Santa Monica’s current air quality levels, as well as indirect health and social costs borne by residents.
- Participants also recommended that the City follow-up on air pollution studies conducted by UCLA to assess the implications of the research.

Prepare an Environmental Impact Report

- Many participants advocated for the City to perform and continuously update an Environmental Impact Report (EIR) of SMO’s operations.

Create a Map of SMO

- Participants requested that the City create a map showing parcel ownership within the delineated airport boundaries.
- Participants would also like the map to highlight the schools, parks and residential areas within the SMO flight path.
- The map should be made available to the public and shared with the California Department of Real Estate, local government agencies and local real estate companies.

Conduct a Best Practices Review of General Aviation Airports

- Many participants recommended that the City conduct a thorough review of best practices used at other general aviation airports regarding community-friendly operations and “good neighbor” policies.

- Participants suggested that the best practices review focus on strategies to transform SMO into a sustainable “green” airport.
- The best practices review should also include examples of the most appropriate mix of flight operations and activities for a small, general aviation airport such as SMO.

B. Legal Strategies to Challenge the FAA

Participants recommended a wide range of tactical and legal strategies for the City to employ while negotiating with the FAA.

Provide Contextual Information to Community Members

- Throughout the community discussion groups, many participants described a need for more contextual information to understand the legal authority and various outcomes that may arise during the potential legal dispute between the City and the FAA.
- Many participants requested more facts about the FAA's authority over the SMO decision making process and the City's ability to negotiate mitigations.
- Participants requested information on the City's previous lawsuit with the FAA to ban jets and other Class C and D aircraft.
- Some participants would like information regarding the legal strategies for eliminating low-lead fuel and increasing landing fees for jets.
- Participants suggested that the FAA host a public meeting detailing the role of Santa Monica airport in the national airport system and the FAA's position on SMO mitigation measures.

Strengthen Legal Argument against FAA through Information Collection

- Many participants recommended that the City augment its legal argument by conducting a comprehensive health impact assessment and an EIR.
- Several participants advocated for the City to research successful examples of communities that achieved mitigations with the FAA such as Newport Beach and Burbank.
- This supportive information may give the City more leverage during negotiations with the FAA.

Raise Financial Resources

- Some community discussion group participants recommended that the City raise funds to finance litigation against the FAA to close the airport and/or negotiate mitigations.

C. Potential Community Actions

Create Ad Hoc Working Groups

- Some participants suggested that the City establish an ad hoc airport working committees including pilots and residents from all impacted communities (e.g., Santa Monica, Los Angeles and Culver City) to address specific concerns and issues.
- Another recommendation involved convening small working groups with all parties to collaboratively develop mitigation strategies to improve airport operations and guide next steps with the FAA.
- Several participants would like to find “win-win” solutions in which the City works to mitigate concerns raised by residents and lessen the impacts borne by residents.

Adjust SMO Airport Commission Membership

- Many participants asserted that some airport commissioners do not fully understand aviation and aviation-related operations.
- Participants suggested that the City appoint pilots and aviation experts to serve on the airport commission.

File a Class Action Lawsuit

- Some participants stated their plans to file a class action lawsuit against the City based on the SMO’s adverse health impacts on local residents.
- This potential litigation could include residents of Santa Monica, Los Angeles and Culver City.

D. Expanded Community Outreach and Political Engagement

Expand Outreach to Santa Monica Community Members

- Numerous participants spoke passionately about the need to engage and solicit input from the entire Santa Monica community.
- Participants would like to see more community outreach and resident involvement to balance out the City Council's "pro-development leanings."
- Participants recommended that the City engage residents more frequently with informational updates to raise awareness about airport issues.
- The City should create additional channels for the members of the general public to provide feedback and offer suggestions.
- Some participants would like the City to survey local business owners about their opinions and preferences for the future of SMO.
- Many participants recommended that the City involve a larger cross-section of constituents by disseminating surveys and questionnaires to Santa Monica community members.
- Some participants also suggested that the City increase outreach to the local Spanish-speaking population to increase their representation in the visioning process.

Expand Outreach to City of Los Angeles Communities

- A large number of participants recommended that the City engage citizens from neighboring Los Angeles communities such as Mar Vista and Venice address concerns of impacted residents from non-Santa Monica areas.
- Participants recommended that the City involve a larger cross-section of constituents by disseminating surveys and questionnaires to residents in West Los Angeles.

Expand National Outreach to Other Cities

- Many participants also supported the strategy of forming a coalition with other communities who are fighting against general aviation airports (e.g. Long Beach, Van Nuys, Burbank, etc.).
- Some participants suggested that the City elevate the SMO issue to a national stage in order to receive more support from other communities across the country.

Improve the SMO Community Visioning Process

- Participants urge the City to conduct a visioning process that is thoughtful of all consequences and inclusive of all community voices.
- Many participants request more transparency throughout the visioning process regarding the City's potential courses of action to ensure fair and mutually beneficial outcomes.
- Community discussion group participants would like clarifying information on the purpose of Phase III and the course of action following Phase III.
- Participants suggested that the City collect and disseminate data (e.g., aircraft noise levels, revenue generated by SMO) to the public in order to properly frame the Phase III visioning discussions.
- Many participants stated the need to remove City personnel from the visioning process, due to the perception of a potential conflict of interest.
- Participants would like the City to create a frequently asked questions document (FAQ) in collaboration with aviation experts to dispel myths about SMO.
- A few participants suggested that the City document the lessons learned from SMO's visioning process, mitigation approaches and community engagement efforts.

Allow Citizens to Vote on the Future of SMO

- Participants feel strongly that Los Angeles and Santa Monica residents should take a public vote to assess their preferences for keeping the airport open or redeveloping the land for non-aviation related uses.
- A large number of participants asserted that a citywide voting process is the most democratic way to determine the final outcome for the airport.

Engage City Council Members of Santa Monica and Other Cities

- Some participants proposed that the City engage, consult and partner with local elected officials from Santa Monica, Culver City and Los Angeles.

Engage State and Federal Elected Officials and Federal Departments

- Many participants would like the visioning process to include state and federal elected officials to ensure that various community member interests are considered during Phase III.

- Some participants suggested that the City proactively develop a federal delegation of both Senate and Congress members in an effort to build a power base with federal representatives.
- Participants proposed engaging the Environmental Protection Agency regarding the environmental impacts of SMO operations.

Engage the FAA

- Participants recommended extending invitations to authoritative representatives from the FAA and state aviation agencies to discuss cooperative strategies.
- Some participants suggested that the FAA host a public meeting detailing the role of Santa Monica airport in the national airport system and the FAA's position on mitigation measures.

Make a Decision

- Many participants would like the City to take a definitive position regarding SMO's future and to develop a long-range plan for the airport campus.
- Several participants stated that uncertainty over the airport's future creates an unfavorable climate for business owners and non-aviation tenants.
- During the decision making process, many participants would like the City to seriously consider airport closure as a potential outcome.

Avoid Development of SMO

- Several participants view the City Council as "pro-development" and more concerned with generating revenue for the City than improving the livability of the area near the airport.
- Participants cautioned that City should resist the urge to commercially develop the airport campus.
- Participants suggested that the City allow only limited development of non-aviation-related land to limit further quality of life deterioration and excessive vehicular traffic.

VII. Appendices

Appendix A

Transcribed Participant Comment Cards

During the series of community discussion groups, 309 participants submitted participant comment cards. The participant comment cards included information regarding participant demographics, affiliation, general comments, etc. The comment cards have been compiled and transcribed.

Appendix A								
Santa Monica Airport Community Visioning Process								
Participant Comment Cards								
CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
1/21/2012	10:00 AM	Female	45-64	Santa Monica	14	FOSP	live 2.5 blocks from western end of airport	there was a consensus that participants would like to come back for a true "visioning" discussion when more data came available including a cost-benefit analysis of different aviation and non-aviation uses of airport
1/21/2012		Male	45-64	Santa Monica	13	Santa Monica Conservancy OPA; not here in any official capacity	impacted since 250 degree heading test	need true visioning; start over!
1/21/2012		Male	45-64	LA	2	Friends of Santa Monica Airport; AOPA	private pilot/ instrument rated; trained and fly from KSMO	
1/21/2012		Male	65+	Santa Monica	3.5	SMO Commission		
1/21/2012		Female	45-64	Santa Monica	32		resident affected by all flight paths (negatively)	should be a real visioning process looking at all possibilities and based on real data (EIR, cost-benefit analysis, etc.); top priority: close the airport; next: ban jets and flight schools; then: develop land into community orchards, garden, park land, affordable housing, art space, education and orchards
1/21/2012		Male	18-34	LA	6		noise dumping ground	
1/21/2012		Male	45-64	Santa Monica	30		under the noise pollution	this has not been visioning of realistic alternatives: housing, transportation, regional infrastructure. This is valuable land, but noise renders adjoining property difficult to occupy
1/21/2012		Male	45-64	Santa Monica	16	www.casmat.org	concerned citizen	
1/21/2012		Female	45-64	Santa Monica	19	OPA member	lives in the city; affected by safety, noise, sustainability and economic impacts	wanted to talk about the future but we focused on the past and current complaints
1/21/2012	2:00 PM	Male	35-44	Santa Monica	17		students circle my home constantly	eliminate flight schools and pattern flying or training over my neighborhood; it was perfect prior to 2010; eliminate old load planes
1/21/2012		Male	45-64	Santa Monica	18	UCLA Medical School	neighbor	airport presents risks to the health and well-being of Santa Monica citizens
1/21/2012		Male	45-64	Santa Monica	10			noise pollution from small cinching airplanes is unbearable

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
1/21/2012			45-64	Santa Monica	15		I am subject to its noise pollution	
1/21/2012			45-64	LA	15	justice aviation	business owner	
1/21/2012		Male	65+	Escondido	45	National Business Ar. Association	user	
1/21/2012		Male	45-64	Santa Monica	16		pilot	
1/21/2012		Female	45-64	Santa Monica	12	Wilmont		
1/21/2012		Male	45-64	Santa Monica	10			
1/28/2012	10:00 AM	Male	45-64	Mar Vista	6		neighbor	airport: peaceful, open space, nostalgic, civil aviation is charming; jets: most offensive; 2015:kick out Rick Caruso et al!
1/28/2012		Female	45-64	LA	2	Aerlex Law Group	work at a business across from the airport	very informative and interesting to hear the diverse opinions
1/28/2012			45-64	Santa Monica	20		live in flight path	I hope the City will resist the urge to develop the airport properties or move slowly to make modest, incremental improvements that add zero traffic, congestion and car pollution to the neighborhood. Thanks.
1/28/2012		Female	45-64	Santa Monica	25	resident	neighbor	horrible fumer! Horrible noise!
1/28/2012		Male	35-44	LA	11		pilot	
1/28/2012		Male	45-64	LA	20		private pilot (instrument rated); member in Airspacers Flying Club	
1/28/2012			45-64	Santa Monica	21	resident	resident	
1/28/2012		Male	45-64	Santa Monica	30		neighbor, resident, landlord	
1/28/2012		Female	18-34	Gardena	1	Santa Monica Daily Press	I report on it	
1/28/2012		Male	65+	Palisades	40		pilot	
1/28/2012		Male	35-44	Santa Monica	2		under flight path	
1/28/2012		Female	45-64	Santa Monica	1	S.M. Greens	shut it down!	
1/28/2012	2:00 PM		45-64	LA	25	VNC Airport Committee	homeowner in Sunset Park and Venice (where I currently reside)	closing the airport should be one of the options studied
1/28/2012		Female	45-64	LA	12		under the flight path	

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
1/28/2012		Male	45-64	Santa Monica	24		neighbor	
1/28/2012		Female	45-64	Santa Monica	25			
1/28/2012		Female	45-64	Santa Monica	5	OPA	SM resident	
1/28/2012		Male	45-64	LA	24		pilot, my aircraft is based at SMO	
1/28/2012		Male	65+	Santa Monica	32		office at the airport; private pilot	
1/28/2012		Female	18-34	Santa Monica	25		father works on property; general interest	
2/4/2012	10:00 AM		45-64	LA	2		neighbor	
2/4/2012		Male	45-64	Santa Monica	36		neighbor; Friend of Santa Monica Airport	close it down or eliminate jet exhaust; reduce noise
2/4/2012		Female	65+	Santa Monica	20		live virtually under flight path- near the airport especially when flight path changed	Let's apply more creative thinking like today; this was very interesting and positive!
2/4/2012		Female	45-64	Santa Monica	0.5		interested community member	great session
2/4/2012			65+	LA	58	FOSMA; airport association	hangar owner	
2/4/2012		Female	45-64	Santa Monica	25	FOSP	neighbor	friends of sunset park
2/4/2012	2:00 PM	Female	45-64	Ojai	5			very organized: Daniel kept conversation on point. Great suggestions from participants!
2/4/2012			65+	LA	20			very positive; although I had to attend a class. I'm interested in process and results so look forward to more
2/4/2012		Male	45-64	Santa Monica	10	FOSP member (former board member)	live under east end of runway; 2 stroke engine changeover commission	eliminate C and D aircraft usage; curtail pattern flying by schools; install emass barriers at both ends; do not allow 250 degree heading; 7 am-9 pm hours of operation
2/4/2012		Male	45-64	Santa Monica	19		Sunset Park/ airport grounds beneficiary	

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
2/4/2012		Male	65+	Venice	37		I live on direct path of planes	Since the 90's, the noise of jets are so loud that over and over again, I've had to pause business phone calls just because a plane is going over head; the pollution raining down, though unseen, is palpable; safety: one crash a year on record, and a population ever growing is intolerably irresponsible; what's lost from denying jets could be well compensated by developing it into a cultural park (like you've begun to do).
2/7/2012	10:00 AM	Male	45-64	Santa Monica	11		neighbor	please ban jet aircrafts or close the airport
2/7/2012			65+	Santa Monica	20	retiree	neighbor	prioritizing technical (potential) improvements closely moves decisions off the closing alternative no matter how unlikely possibility is
2/7/2012		Female	65+	Santa Monica	35		resident of SM	encourage SM City Council to consider getting input from all residents on future of SMO; require that Airport Commission include at least some licensed pilots
2/7/2012		Female	65+	Santa Monica	40		noise and pollution	well run discussion; limitations on recreational jet fly times; restrictions on all polluting jets
2/7/2012				Santa Monica				
2/7/2012		Male	45-64	LA	40		pilot	
2/7/2012		Male	45-64	El Segundo	30	Kim Davidson Aviation; SMO business- A.C. maintenance		
2/7/2012		Female	65+	LA	49		neighbor of SMO	
2/7/2012		Male	45-64	Santa Monica	24		neighbor and pilot	
2/7/2012			65+	LA	27	President of More Technologies; President of International Fellowship of Flying Rotarians; Past President of Westwood Village Rotary Club	pilot, tenant, repair shop customer	love SMO
2/7/2012		Male	45-64	LA	3		pilot, airplane owner	

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
2/7/2012		Male	18-34	LA	7		nearby resident; airport fan	turn SMO into a center for the development of the future of aviations including electric airplanes and alternative fuels; R&D fuel and electric airplanes; continued training for better safety; pollution (current NYC, Atlanta); noise- helicopters louder and lower; swift fuel; 250-degree heading change reduces pollution on the east side
2/7/2012	3:00 PM	Female	45-64	Santa Monica	6	FOSP, CASMAT	concerned resident	I think the airport should be closed. I appreciate the history of the airport and a museum would be good; however, the airport is no longer appropriate in a densely populated residential area. Jets should be out of LAX and flight schools/ training in less populated areas. The City of SM is progressive and should live by the Sustainability Bill of Rights and resident's rights to clean air and quiet skies.
2/7/2012			65+	Santa Monica	30	Human Race		
2/7/2012		Male	45-64	LA	17.5	SM Airport Commission	pilot; neighbor	the airport is well managed and a historical asset to Santa Monica and LA in general. The airport is fiscally self-sufficient and important regionally in terms of air traffic into the LA Basin.
2/7/2012	6:00 PM	Male	45-64	Santa Monica	8		my home is under the flight path	I believe there is a lot of common ground among the various stakeholders in terms of reducing the noise and pollution from the airport without beginning to discuss closing the facility. Reducing number of flight schools; reducing hours of operation; midfield run-up; upgraded aircraft; sound barriers
2/7/2012		Male	45-64	LA	24	FOSMO member, airport tenant, airplane owner, volunteer at Museum of Flying	tenant, pilot, airplane owner	more factual data would be welcome
2/7/2012		Male	35-44	LA/ Venice	8		hear it everyday	I have a 3 year old daughter and am concerned about noise and pollution. I am especially concerned about leaded fuel and flight schools that circle over my place everyday. Why are there six schools for flying? I don't like students flying over my house everyday.
2/7/2012			65+	Santa Monica	40	EVAC	past airport commission	
2/7/2012		Male	45-64	LA	8		pilot, user	The airport makes valuable contributions to the City in terms of jobs and business generated, emergency facilities. But even more important, the use of this valuable land essentially reserves it against commercially and residential development that would only aggravate the existing problems of traffic congestion and overcrowding. We need a proper unbiased venue in which the issues surrounding the airport can be fairly and factually argued.
2/7/2012			45-64	Santa Monica	20		homeowner	

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
2/8/2012	2:00 PM	Male	45-64	Westlake Village	31	FOSMO- Friends of SM Airport	former tenant; current intermittent user	appreciate the opportunity to gain and disseminate the facts about the airport and its users so that a logical and thoughtful decision regarding SMO's future can be made
2/8/2012		Male	45-64	Santa Monica	25	FOSMO	airport neighbor, pilot, flight instructor, airplane owner	
2/8/2012		Female	45-64	Santa Monica	20	SM Airport Association	pilot for 22 years	
2/8/2012		Male	45-64	Santa Monica	25		neighbor	
2/8/2012		Female	65+	Santa Monica	14	Ocean Park Association	resident with planes overhead	
2/8/2012		Female	45-64	Venice	26	Venice Neighborhood Council (Land Use and Planning Committee; Ad Hoc Committee on SMO)	stakeholder/ property owner in path of planes	concerns: noise, air pollution, safety (crashes); opinion: close the airport in 2015; close flight schools now; change to prop planes asap; eliminate jets now; develop plan for use of space if SMO closed
2/8/2012		Female		Santa Monica	27		neighbor, resident	
2/8/2012		Female	65+	Santa Monica	20		neighbor	excellent moderator with a good mix of varying points of view
2/8/2012		Female	35-44	Santa Monica	5.5	Borderline neighborhood	neighbor under flight plan	
2/8/2012		Female	35-44	Santa Monica	8		committed citizen	
2/8/2012	6:00 PM	Male	45-64	LA	14	owner of Smyrski Law Group	tenant, business	
2/8/2012		Male	45-64	Santa Monica	12	civil air patrol	pilot, search and rescue pilot for USAF auxiliary	the airport, the history and heritage, the jobs and economic benefit, the vistas and views provided by it are all part of what makes SM such a special place. With no airport, we'd have high rises, higher density, traffic and gridlock and the sunlight that makes our city a place where our shadows never fall would be gone.
2/8/2012		Female	35-44	Santa Monica	3		supporter	work with the surrounding communities to keep the airport but make it cleaner, greener and generate more revenue. Invest in it.
2/8/2012			45-64	LA	6		private pilot, small aircraft owner based in SMO	good session. Thanks for taking the time and money
2/8/2012		Female	45-64	Santa Monica	35	Red Cross, Earth Angel for Angel Flight West		all given in discourse. Thanks

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
2/8/2012		Male	45-64	Santa Monica	2	Ocean Park Association	friend	
2/9/2012	10:00 AM		65+	LA	30		tenant	better communication will reduce "noise" level; renew lease now, don't wait until 2015
2/9/2012		Male	45-64	Santa Monica	6		office tenant	
2/9/2012		Male	65+	LA	27	pilot, CAP, MOF	pilot	
2/9/2012		Male	65+	Santa Monica	30		pilot who uses airport	
2/9/2012		Male	65+	Pacific Palisades			leasee	
2/9/2012		Female	45-64	Santa Monica	20		user, neighbor, formerly worked at airport	the airport should continue to grow organically with growth of current mixed uses
2/9/2012				LA	30		hangar tenant, aircraft owner	
2/9/2012			45-64	LA	39		pilot, aircraft owner (with a tie-down)	get on the bus or off the bus! SMO should be the crown jewel of airports! It is the only airport on the left coast in LA!! Wake up and smell the coffee!!
2/9/2012		Male	45-64	Santa Monica	3			
2/9/2012		Male	65+	LA	20	pilot	Berlin Aviones	
2/9/2012		Male	65+	LA	44	SMAA, AOPA, Cal Pilots Association, EAA	pilot, owner at KSMO since 1971	FAA will predominate
2/9/2012	2:00 PM	Male	65+	Santa Monica	54		neighbor	
2/9/2012			45-64	Santa Monica	16		neighbor	
2/9/2012		Male	65+	Santa Monica	40			
2/9/2012		Male	45-64	Santa Monica	27		planes over my head everyday	need airport specific plan to meet existing needs for open space, housing and arts; no artificial turf; promote green community based business in city leases; solar based / generate solar energy; affordable housing
2/9/2012		Male	45-64	Santa Monica	27			close the airport; change land use to generate revenue for the city; in the interim, increase fuel tax by SM
2/9/2012		Female	65+	Santa Monica	16		under flight path it seems	
2/9/2012		Female	45-64	Santa Monica	24		community member	
2/9/2012		Female	65+		50		neighbor	
2/9/2012		Male	18-34	LA	2	FOSMO	pilot, private and recreational	I love SMO and hope it stays around!

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
2/9/2012		Male	65+	Santa Monica	40	resident, airport commission	neighborhood- SMO commission	
2/9/2012			45-64	Venice		Venice Community Council working group	I am a victim of the airport	repurpose, shut down the airport; create open space park and workforce housing
2/9/2012				Santa Monica				
2/9/2012	6:00 PM	Male	18-34	Santa Monica	29		nearby resident and user/pilot	
2/9/2012		Male	45-64	Santa Monica	19	SF 49ers	we are just friends	
2/9/2012		Female	65+	Santa Monica	20	Friends of Sunset	near flight path	
2/9/2012		Male	65+	Santa Monica	21		close to flight path	
2/9/2012		Male	45-64	Santa Monica	15	resident	neighbor	thank you
2/9/2012		Female	45-64	Santa Monica	9		pilot and aircraft owner	fantastic meeting; let's do this more often
2/9/2012			45-64	Santa Monica	15	Santa Monica resident	conflicted to negative	
2/9/2012		Male	45-64	Santa Monica	15		homeowner nearby	
2/9/2012		Male	35-44	Marina del Rey	1	Airspacers	pilot	
2/9/2012		Male	45-64	LA	12	Friends of Santa Monica Airport	pilot, aircraft owner, hangar owner	
2/17/2012	10:00 AM		45-64	Santa Monica	37		neighbor	not against the airport; would like to see the jets banned or limited to 15 a day; should also pay the city a \$10,000 landing use fee at the least; limited flight schools; would love to see a Central Park in the airport's place should it be closed. We added streets created to help reduce neighborhood traffic.
2/17/2012		Male	65+	Santa Monica	37	FOSP, FOSMO, Air Spacers Flying Club	neighbor and user	
2/17/2012			45-64	LA/ 2 blocks south	30		interested neighbor	thank you for using paper flyers to provide notice of this event and hearing process
2/17/2012		Female	65+	Santa Monica	40		victim of noise and pollution	I believe the city has made up it's mind and these meetings are just set up for us to vent. At least that has been my experience with other issues in Santa Monica. For example the traffic pattern on Ocean Park Blvd,- the city did what it wanted and the Blvd is congested
2/17/2012		Male	45-64	Thousand Oaks	20	Airspacers Flying Club; Angel Flight	GA Pilot	thank you for giving me the opportunity to participate. I also fly for Angel Flight
2/17/2012		Male	45-64	Santa Monica	33		good	

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
2/17/2012		Male	35-44	LA/ Mar Vista	16		fed-up neighbor	close or reduce significantly the number of flights. We need more parks or sensibly planned businesses.
2/17/2012		Male	65+	Santa Monica	35			
2/17/2012		Female	65+	Santa Monica	42	Friends of Sunset Park Board (City recognized neighborhoods organization for the neighborhood which includes SM airport)	nearby resident	
2/17/2012		Female	45-64	Santa Monica	20	FOSP- children attended Edison, AMS and SAMO high; plus local church; I was a PTSA member at the schools	close neighbor for 3 years on Ashland (1992-1995)	a general aviation airport of this high volume of flights should not be so close to houses without the buffer zone; now legally required of currently built airports; close it- build retail or whatever.
2/17/2012	2:00 PM	Male	65+	Santa Monica	4		neighbor	
2/17/2012		Male	45-64	Santa Monica	10		concerned resident	The City should adopt usage fees for all landings and a 100% tax on all leaded gas sold in Santa Monica.
2/17/2012			65+	Santa Monica	45		resident, friends who live under flight path; aware of noise and planes which turn north and loop back	
2/17/2012		Female	35-44	LA/ Border of SM	10	Friends of Santa Monica Airport	I learned to fly at SMO and fly quite regularly	
2/17/2012		Male	45-64	Santa Monica	6			
2/17/2012		Female	45-64	Santa Monica	4	FOSP		
2/17/2012		Male	65+	Pacific Palisades	30		pilot	
2/17/2012			45-64	Santa Monica	33		close	25 years near airport
2/22/2012	7:00 PM	Male	45-64	LA	1		closeness	
2/22/2012		Female	45-64	Mar Vista Hill	40		grew up around aviation	great group meeting

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
2/22/2012		Female	45-64	Venice	10		not in favor- noise pollution and safety concerns	explore alternate uses that benefit a larger portion of the population
2/22/2012		Female	45-64	Santa Monica	30	with the airport?	too much traffic, dangerous	questions above are poorly worded
2/22/2012		Male	65+	Santa Monica	60		pilot	Newspaper, D.P.
2/22/2012		Male	45-64	LA	30		my office is at the airport	keep this airport open; it is a great asset. Heard about meeting through airport services
2/22/2012		Female	45-64	Santa Monica	26	husband is a pilot (recreation/ airspaces)	enthusiastic neighbor	heard about CDG through FOSP and FOSMO
2/22/2012		Male	45-64	Santa Monica	81	personal; president of Ocean Park Association	neighbor concerned with noise and safety	consider a compromise; no fly Sundays
2/22/2012		Female	45-64	Santa Monica	3.5	member of FOSP	neighbor	
3/2/2012	10:00 AM		65+	Mar Vista Hill	36	member of airport association	airplane parked there	
3/2/2012		Female	65+	Venice	40	Venice Neighborhood Council/ SM Airport Committee	neighbor	well conducted workshop
3/2/2012		Male	65+	Santa Monica	40	Ocean Park Association; Borderline Group	under the flight path	pro airport, mitigate issues
3/2/2012		Female	65+	LA/ Venice	12		Want airport closed! Or no jets, no flight planes	airport safety issues, lead and ultra-fine particles, black soot concerns. Also noise and safety
3/2/2012		Female	45-64	Santa Monica	35	OPA	live under flight path	
3/2/2012		Female	45-64	Santa Monica	17	FOSP		
3/2/2012			65+	Santa Monica	53	DTSM Board	Had an artist studio for 7 years, also learned to fly	I love the airport
3/2/2012		Male	35-44	Santa Monica	5		neighbor	
3/2/2012		Male	45-64	LA/ Venice	15		resident who gets bombarded everyday	SMO has destroyed my quality of life since 250 degree test ended. My home value has been harmed and pollution is toxic
3/2/2012		Male	35-44	Santa Monica	2.5		neighbor	close it

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
3/3/2012	10:00 AM	Female	45-64	Santa Monica	24	Chair of Airport Committee; Ocean Park Association	none except it has hurt my quality of life	close the airport to flight schools and jets; shorten runway or turn into a park
3/3/2012		Female	65+	Santa Monica	14		live close	
3/3/2012		Male	35-44	Santa Monica	5		resident living nearby	I would like to reduce or eliminate flights making noise over my house; if possible, I would like to close the airport
3/3/2012		Female	45-64	Santa Monica	16	FOSP	upset resident	close airport- cost of litigation with FAA? Prepare for fight; mitigate- green airport; City Council needs to consider this population, not the visitors who use SMO
3/3/2012		Female	45-64	LA	15		Mar Vista resident- south of airport	
3/3/2012		Male	35-44	Santa Monica	12		concerned citizen- not happy with noise and pollution	very much want to see the airport closed
3/3/2012		Male	45-64	LA	25		affected neighbor	I oppose the renewal of the airport's license to operate. The space could be divided into many purposes including a park, low-impact business, housing, etc.
3/3/2012		Male	45-64	Santa Monica	17		under 250 flight path	
3/3/2012			65+	Santa Monica	14	OPA board member	noise- recipient of noise	either mitigate noise and pollution issues or CLOSE IT!
3/3/2012			45-64	Santa Monica	25		resident who is hurt by airport	
3/3/2012		Male	45-64	LA	22	FOSMO	pilot	
3/3/2012			18-34	Santa Monica	25		pilot	good job
3/3/2012	2:00 PM	Female	35-44	Santa Monica	1		citizen of Santa Monica	
3/3/2012		Male	45-64	Santa Monica	33		local resident	
3/3/2012		Female	65+	Santa Monica	20		listener	too much noise and air pollution from planes; not safe
3/3/2012		Male	65+	Santa Monica	12			
3/3/2012		Male	35-44	LA/ Mar Vista	10	MVCC, NWNA	I chair the MVCC SMO Committee and am Zone Z director	
3/3/2012		Female	45-64	Santa Monica	13			be a better neighbor; stay open!

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
3/3/2012			45-64	Santa Monica	40		victim- very noisy, dangerous, unhealthy as time has gone by; resident of Bryn Mawr Ave	reduce the number of flights; eliminate the 250 degree heading and mini route that brings more planes over Sunset Park and Ocean Park (it's intolerable); eliminate pilot schools- very disturbing and dangerous
3/3/2012		Male	65+	Santa Monica	45			No 250 heading and mini route that brings more planes over Sunset Park and Ocean Park
3/10/2012	10:00 AM	Male	45-64	LA	34		rent studio space	
3/10/2012		Female	45-64	LA	12		in flight path, tenant at the airport	
3/10/2012		Male	18-34	Marina del Rey	5	City of SM employee		
3/10/2012			65+	LA	26		artist tenant	
3/10/2012		Male	65+	LA	14		neighbor	too much noise; too many fumes and fuel residual (particulates); better use of the property by City of SM; many more jobs if land is developed
3/10/2012		Male	45-64	Venice	0.5		concerned resident	no leaded fuel; no flight schools; no jets
3/10/2012		Female	45-64	Venice	0.5			
3/10/2012		Female	45-64	LA	14		neighbor	
3/10/2012		Female	45-64	Santa Monica	7	homeowner	neighbor	
3/10/2012		Male	45-64		14	SM Conservancy	citizen living nearby	
3/10/2012	2:00 PM	Female	45-64	Santa Monica	23	UCLA	neighbor	2015
3/10/2012		Male	45-64	LA	8	tenant of office space at 3400 Airport Blvd		was able to gather knowledge about what's going on with airport land
3/10/2012		Female	65+	Venice	23	VNC/ SMO	immediate neighbor	noise and pollution aside, the bigger picture: environmental; recreate nature; therefore close SMO
3/10/2012			65+	LA	20	CRAAP- concerned residents against airport pollution; North Westdale Neighborhood Association	neighbor	close SMO
3/10/2012		Female	65+	LA	20	Venice Neighborhood Council Airport Committee	flight path neighbor and patron of restaurants	over the past 8-10 years, we have changed from lovers of this small general aviation airport to wanting this constantly polluting (noise and emissions) quasi commercial airport to close.

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
3/10/2012		Female	45-64	Venice	17		resident in flight pattern: annoyed! Going deaf from noise	
3/10/2012		Female	45-64	Santa Monica	40			
3/10/2012		Female	65+	Santa Monica	11			I'm representing 25 families from condo complex
3/10/2012		Male	45-64	LA	12	Neighborhood Association	resident Northwestdale Neighborhood Association	safety and pollution
3/10/2012		Female	35-44	LA	12	Neighborhood Association	resident Northwestdale Neighborhood Association	
3/14/2012	2:00 PM	Male	65+	Santa Monica	9	FOSMO	user, pilot	
3/14/2012		Female	35-44	Santa Monica	6		resident	
3/14/2012		Female	65+	LA	37	neighbor		very concerned about the airport and impact on the residential homeowners
3/14/2012		Male	35-44	Santa Monica	9		proximity to the airport	
3/14/2012		Male	45-64	LA	11		Venice	
3/14/2012		Male	35-44	Santa Monica	16	resident of Ocean Park/ Sunset Park	50 year family relationship; general aviation use	
3/14/2012			45-64	Santa Monica	28	SMC trustee		
3/14/2012		Male	45-64	Santa Monica	22		bombarded by noise of the planes	
3/14/2012		Male	35-44	Santa Monica	11	FOSP	dislike it; eliminate	replace airport with iconic park
3/14/2012	6:00 PM	Male	18-34	LA	8	pilot and airport neighbor	have airplane based airport; live under the flight path	would like to see the contract renewed and keep airport here
3/14/2012		Female	45-64	Santa Monica	62	many		

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
3/14/2012		Female	35-44	Santa Monica	27	medicine	neighbor	Close the airport! Make it something that serves our community and is sustainable such as an urban farm /eco-village/cooking school/ park land. If airport stays, shorten runway to end at 27th St as it previously did, smaller planes . No flight schools=pattern flying constantly. no Sunday flights! no jets! No leaded fuels!
3/14/2012		Female	35-44	Santa Monica	9		resident	I vote to close the airport and to replace it with a massive park and public spaces. Edible schoolyard? Community gardens? Parks?
3/14/2012		Male	35-44	Santa Monica	3		neighbor	preferred option: close SMO in 2015 on grounds if environmental health, noise impacts and safety, which lead to massive unpopularity of the airport among SM residents. If SMO cannot be closed, flight operations should be greatly reduced by closing/ reducing flight schools, increasing landing fees and regulating more strictly. alternative uses for airport land. more public parks, community and school gardens, research, showpiece for green sustainable development, consistent with LUCE and SM priorities.
3/14/2012			65+	LA	30	Krueger Aviation, Inc	tenant	
3/14/2012		Female	45-64	Santa Monica	20		neighbor	reduce number of flights dramatically by raising fees by multiples which might also prevent flight schools, fractional jets, etc. ; do not go back to "test pattern" that so terribly increased the number of flights over Ocean Park and Sunset Park
3/14/2012		Female	45-64	Santa Monica	45		neighbor	thank you. It is important to get reviews and absorb perspectives of all.
3/14/2012		Female	18-34	LA	3		recreational flyer	
3/14/2012		Male	45-64	LA	25		user, tenant, aircraft owner	keep the airport open
3/15/2012	6:30 PM	Female	65+	Santa Monica	4		have lived 29 years south of it on Warren Avenue near Walgrove; now live on the north side of the airport in Santa Monica	
3/15/2012		Male	45-64	Santa Monica	17	FAA licensed pilot; SM Spoke	positive, I'm for improving the airport	
3/15/2012		Male	45-64	Santa Monica			irate neighbor	good and thoughtful discussion!
3/15/2012		Male	45-64	Santa Monica	20		neighbor; pilot	I support the airport
3/15/2012			45-64	Santa Monica	32		neighbor	"History" flyer was not objective, should have info about the other uses, not just aviation

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
3/15/2012		Female	45-64	Santa Monica	4.5	resident	neighbor, UCLA scientist (air quality)	ban jets = priority #1
3/15/2012		Female	45-64	Venice	24		negatively impacted by noise and air pollution	the airport needs to close and Santa Monica must take the lead
3/15/2012		Female	45-64	Santa Monica	20		neighbor; airport manager	keep the airport open
3/15/2012		Male	45-64	Santa Monica	20	member of CRAAP	neighbor	
3/15/2012		Male	35-44	LA	14		neighbor 2 blocks east of the airport under the flight path	
3/15/2012		Female	35-44	LA	38		neighbor 2 blocks east of the airport under the flight path/fume path	I would like to see some positive changes to the neighborhood of SM and LA surrounding the airport including limiting jet operations or even eliminating them and use the land for other purposes. The time has come to change the status quo, no longer is relevant. expand the museum (rich history), park and other uses.
3/15/2012			65+	Santa Monica	33	OPA	homeowner impacted by excessive flight operations	long term solution: SMC should be moved to SMO (in part). The existing SMC campus to be urban park. 20 yrs? 30 yrs?
3/15/2012		Female	65+	Santa Monica	30		in flight path	I appreciate the freedom to express my views and to hear the views of others attending this session.
3/15/2012		Female	45-64	Santa Monica	5		city resident	get LAX to lower their landing fees to match those at SMO or raise ours to match theirs.
3/16/2012	10:00 AM	Male	65+	LA	38		victim of air and noise pollution	
3/16/2012		Female	45-64	Santa Monica	35			too much pollution, negative impacts to the environmental dangers to the community; close the airport
3/16/2012			45-64	Santa Monica	36		neighbor	pollution and noise; increased traffic at airport has changed quality of life for the worse. LUCE does not address airport uses in future.

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
3/16/2012		Female	45-64	Santa Monica	lifetime		nearby resident	the airport does not serve the community, it serves the elite! Further, it does not support the "green" spirit of Santa Monica! It is a environmental hazard- pollution, noise! Close fuel center; do not renew leases for aviation related businesses
3/16/2012			45-64	Santa Monica	12		Sunset Park resident	closes the airport
3/16/2012		Male	65+	Santa Monica	15		Sunset Park neighborhood	It's been clear for years that the Santa Monica, Mar Vista, Venice community is adversely affected by SMO on so many levels. What's needed is more political will by Santa Monica and Los Angeles with action by our federal lawmakers to close or greatly alter (reduce) SMO operations.
3/16/2012		Male	65+	Santa Monica	43	FOSP	neighbor/ resident	review and document all the comments and reasons for closing the airport that were detailed on the discussion group chart of March 16th, 10 am meeting
3/16/2012			45-64	Santa Monica	10		neighbor	
3/16/2012		Female	45-64	Santa Monica	10		neighbor	
3/16/2012		Female	45-64	LA	6	co-chair of North West dale Airport Committee; CRAAP member	affected grossly by the pollution	Our group was unanimous!!! Close the airport! In the mean time, do not renew leases of flight schools, relocate them, pay them to move. Do not renew the fuel center
3/16/2012		Female	65+	Santa Monica	43	FOSP	live in flight path	close the airport and replace it with a large entertainment center (like Dorothy Chandler) etc. Museum of Air at SM ; no apartments or condos
3/16/2012	2:00 PM			Santa Monica	22		taxpayer for house and business	thanks for focus groups; may these be the beginning of people input
3/16/2012		Male	18-34	Santa Monica	6		resident; neighbor	let the federal obligations expire in 2015
3/16/2012		Male	65+	Santa Monica	36			
3/16/2012		Female	65+	Santa Monica	40		artist with a studio at the airport	this is so necessary; we need to be proactive on this. It is so important to our community
3/16/2012		Male	65+	Santa Monica	25	FOSP	neighbor	no 250 degree flight path; no jets (or stringently limited); limit flight school touch and go's; no leaded fuel; ban pilots who deviate from the established flight plan for takeoff
3/16/2012		Female	45-64	Mar Vista	22		residential area	
3/16/2012		Male	65+	Santa Monica	3	angel flight west	work at airport	
3/16/2012		Male	65+	Malibu	45	SMAA; FOSMO	tie down tenant	airport tie down tenant for 26 years

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
3/16/2012		Male	65+	Santa Monica	35		neighbor	now immediate cessation of jet traffic later; empty it, leave it fallow; don't immediately fill it up again
3/16/2012		Female	35-44	LA	6		neighbor	Miserable. I demand a public health study of the idling toxic fumes of the West LA area
3/16/2012			45-64	LA	20		I am impacted by the noise and pollution	SM is in a difficult position, supposedly green while polluting cities around the airport with noise and toxins, I believe a class action lawsuit is imminent and the airport services the top 1 percent while the 99 percent are bearing the brunt with health issues. I believe 2015 could be an incredible opportunity to create something wonderful for West LA as well as the world!
3/16/2012				Santa Monica	32		neighbor	let's plan
3/16/2012		Male	35-44	LA			get the jet fuel fumes and noise	stop all jets into SM airport; Venice and West LA are going to sue SM; residents that have health issues east of airport will sue SM and bankrupt the town
3/16/2012		Male	18-34	Marina del Rey	1	work for Air Share; pilot	work at airport	
3/16/2012		Female	35-44	Venice	38	VNC SM airport committee	neighbor; concerned resident of Venice (I live under flight path)	I am tired of turbo prop noise; close airport forever; meanwhile close flight schools, equitably share burden of flight path with SM; green fuel for prop planes; take complaints of Venice seriously (FAA/SM), need representative for SM airport committee for Venice. I want green space to take place of airport after airport closes. Another idea is put solar panels in place of airport after it closes.
3/17/2012	10:00 AM	Male	35-44	Santa Monica	8	homeowner		
3/17/2012		Male	45-64	Santa Monica	28		neighbor living below the flight path	
3/17/2012		Female	45-64	Santa Monica	20	homeowner	neighbor; our home and community affected daily by noise and pollution from SMO	have been active on this issue since 2001; letters have been published in SMDP, Mirror, etc
3/17/2012		Female	65+	LA	40		neighbor	
3/17/2012		Female	35-44	Santa Monica	4.5	homeowner	find it a danger and nuisance	

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
3/17/2012		Male	45-64	Santa Monica	32		very close neighbor	I hope this is really a productive, worth everyone's time, and results in a apositive balanced outcome
3/17/2012		Male	45-64	Venice	7	VNC block association	resident	
3/17/2012		Female	45-64	Santa Monica	26		neighbor	would like to know the position of the city attorney on the 2015 contract with FAA
3/17/2012			65+	Santa Monica	33		neighboring resident	
3/17/2012		Female	35-44	LA	30		neighbor	
3/17/2012	2:00 PM	Male	65+	Santa Monica	15		neighbor; airport commission member	well done, broad ranging discussion
3/17/2012		Male	45-64	Santa Monica	4			
3/17/2012		Female	45-64	Santa Monica	7		neighborhood	good meeting; please close the airport. It is a horrible blight in our community
3/17/2012		Female	45-64	Venice	32	FOSP	neighborhood	
3/17/2012		Female	45-64	Santa Monica	26		live nearby; concerned about general health issues	I think the City of SM needs to align the airport with it's general mission of sustainability and environmentalism
3/17/2012		Male	45-64	Santa Monica	4		neighbor	
3/17/2012		Female	45-64	Santa Monica	9		resident; neighbor	
3/17/2012		Male	35-44	Santa Monica	1		Sunset Park resident; proximity to airport	I would love to see the airport land reassigned for quiet and healthy uses that benefits all SM residents. How can SM portray itself as a green sustainable, progressive city to continue funding this unsafe,, dirty, noisy activity in its own backyard. Let's be visionary!!
3/17/2012		Female	45-64	Santa Monica				
3/17/2012		Female	45-64	Santa Monica	20		resident	
3/17/2012			45-64	LA	8		pilot	
3/17/2012		Male	45-64	Santa Monica	15	FOSP; resident	SM resident	
3/21/2012	6:30 PM			Santa Monica	37		very concerned resident	

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
3/21/2012		Female	65+	Santa Monica	25	member of FOSP	victim of noise and pollution from airport	1.) I can't wait for the airport to be closed down. It is frightening how many crashes have occurred in our neighborhood. It is frightening how many crashes have occurred in our neighborhood. A friend's babysitter cancelled one day and she had to take her 2 children to another person's house. When she came home two hours later, there was a crashed plane in her backyard and her two children could have been killed if they had been at home with the babysitter. The City is playing Russian Roulette with our safety. It is the only airport in the country that is separated by the surrounding community by single streets. 2.) Health dangers: I have smelled extremely toxic smells driving south on centinela by the airport, south of Ocean Park blvd. when a plane was landing. It also made a very loud noise that startled me in my car. I know people east of Centinela that have developed cancer which they think is from the airport. 3.) Does not serve the local citizens: many if not all the local jets are used by very rich people or corporations, or people such as Governor Schwarzenegger who flew everyday to Sacramento. When the economy is good, the airport luxury to a few, harmful to many. We want airport closed; major air pollution; airplanes fly low over 5200 schoolchildren; flight schools constantly pattern flying. Flight schools constantly pattern flying, crash into SM homes. Ignore law against touch and go's; flights on weekends; Class C&D jets too big for this runway according to FAA. Taxpayers subsidize airport; not sustainable, global warming, carbon footprint; Resident leaders should have a seat at the table in setting the scope.
3/21/2012		Female	45-64	Santa Monica	8	SM resident	resident only	
3/21/2012			45-64	Mar Vista	21	homeowner	resident who needs clean air and quiet	include LA residents! No jets, no flight schools, no B.S. Sick of the airport; they are not concerned about the health and well-being of residents not the pilots. Close it down - 2015 of SM; fight the FAA and City of SM. Include LA (Venice, Palms) in study! Join hands with LA. Green space only; no retail or more traffic.
3/21/2012		Female	35-44	Santa Monica	5		resident	concerned about airport, especially increasing jet traffic and poor air quality due to jet exhaust. What is the real money situation?
3/21/2012		Male	45-64	Santa Monica	8			
3/21/2012		Female	45-64	Santa Monica	50	FOSP	neighbor	
3/21/2012			35-44	Santa Monica	4		Sunset Park resident	negligent and irresponsible; safety, toxic, noisy
3/24/2012	10:00 AM	Female	45-64	Santa Monica	18		resident	
3/24/2012		Female	65+	Venice	20			
3/24/2012		Male	45-64	Santa Monica	20		resident	
3/24/2012		Male	35-44	Santa Monica	10		neighbor	
3/24/2012		Female	45-64	Santa Monica	16		mother of affected children	

CDG Date	Time	Gender	Age	Residence	Years of Residence	Affiliation	Relationship to Airport	General Comments
3/24/2012		Male	45-64	Santa Monica	28		attend events held there	Flight path on Ocean Park is unacceptable, a violation of the protection of the capital investment made by capitalists who own property in the neighborhood. Our quality of life is TRASHED by the noise pollution. A survey sent to all property owners should be required. Replace airport with a sports facility, especially major league football stadium (Sunday traffic in winter only); or low density, affordable housing; or museum and sculpture garden
3/24/2012		Female	35-44	Santa Monica	11		neighbor	
3/24/2012		Male	35-44	Santa Monica	44			dismayed at the hypocrisy of the City's environmental stance of no leaf blowers, plastic bags, etc.. But allowing the jets to pollute the air
3/24/2012		Female		Santa Monica	17		own home north of airport	
3/24/2012		Female	35-44	LA	20	Brentwood Homeowner's Association	I love to bring my dog to the dog park	
3/24/2012		Male	35-44	Santa Monica	4		nearby resident	I like having an airport in the community, but do not like jets. The jets are very noisy and not appropriate to the surrounding community
3/24/2012		Male	45-64	LA	10			close the airport
3/24/2012		Female	45-64	LA	50	community member impacted by SMO operations	I live under the approach to SMO	need human health risk assessment
3/24/2012	2:00 PM		45-64	Santa Monica	15	airport commission	neighbor	
3/24/2012		Male	45-64	Santa Monica	3		homeowner	thank you for doing this.
3/24/2012			65+	Playa del Rey	1	FOSMO	fly out of SMO	
3/24/2012		Male	35-44	Santa Monica	3.5		local resident concerned with how City manages its assets	
3/24/2012		Female	35-44	Venice	11	Venice Neighborhood Council	under flight school path	Mandatory 7am -7pm for flights; the flight school needs to go; except vocational schools; no recreational lessons with circling
3/24/2012			45-64	Other			business	
3/24/2012			65+	Santa Monica	14			
3/24/2012		Male	18-34	Santa Monica	28		pilot	
3/24/2012		Female	65+	Santa Monica	40	Mid-city neighbors	concerned citizen	it is a dangerous situation. Also concerned with who is flying in and out and with what cargo
3/24/2012		Female	45-64	Santa Monica	15		concerned citizen	Let's take as much local action to reduce negative impacts of airport. Immediately lose jets (or as soon as possible), reduce helicopters
3/24/2012			45-64	Santa Monica	15		live close by	

Appendix B

Additional Written Participant Comments

Some participants elected to submit written comments to City officials regarding their opinions and ideas for the future of Santa Monica Airport. These comments have been documented and compiled in this appendix.

Written Comment #1

To Susan Cline and the Santa Monica City Council,

Please include the concerns of the Mar Vista community in the Santa Monica Airport Visioning process. I live a mere 300 meters from the east end of the runway. I attended one of the recent discussion groups and am actively involved in the local efforts to reduce or eliminate noise and pollution from the airport. Although we are not Santa Monica residents, we receive the lion's share of the pollution from SMO and therefore wish to be fully represented in this discussion. The following is a general overview of our goals.

- 1. CLOSE THE AIRPORT:** First and foremost, we would like to see the airport closed permanently. In its place we would strongly prefer an open parkland (the majority of the runway sits on state-designated parkland anyway). The remaining land could be used as a green energy station (solar, wind, etc), expansion of Santa Monica College, or other types of revenue-generating businesses. We fully understand that Santa Monica has a vested interest in finding income-producing uses for the land, and although we'd rather not see a giant WalMart in its place, we'd rather have anything than an airport.
- 2. IF NOT CLOSED, REDUCE:** If efforts to close SMO again run up against FAA opposition, the next best thing would be a safer, more environmentally-friendly airport with significantly fewer flights. This would entail four major components:
 - a) NO FLIGHT SCHOOLS
 - b) NO JETS
 - c) NO USE OF LEADED AVGAS
 - d) SAFETY BARRIERS AT BOTH ENDS OF THE RUNWAY
- 3. BUSINESS AS USUAL IS NOT AN OPTION:** In light of the expiring 2015 lease agreements, the Mar Vista community is willing to remain patient and see the visioning process through while standing side-by-side with our Santa Monica neighbors. If, however, the FAA again prevails and the end result is the status quo, we would like to suggest several measures that would ultimately help to protect our own health, safety, and way of life. The immediate purpose of these efforts would be to give the City of

Santa Monica added ammunition in its legal battle with the federal government, and might include:

a) Working with the LA City Attorney's office to legally reclaim the parcels of Los Angeles-owned land that lie within the current boundaries of SMO and could impact the runway alignment.

b) Pursuing legal action under the Clean Air Act for lead poisoning of nearby residents, including all children at Mar Vista and Richland Avenue elementary schools, seeking either punitive damages or closure of the airport.

c) Forming a class action lawsuit on behalf of all homes within a half-mile radius of the airport seeking either \$40k per home for upgrades to windows, doors, and air-filtration systems, or closure of the airport. (Similar programs have already been completed at all other LA area airports and many airports around the country).

In summary, the Mar Vista community can no longer tolerate the relentless noise, pollution, and safety risks posed by SMO. As the majority of Santa Monica residents and our neighbors in Venice will echo, we're ready for a change. The evolution of aviation has made this airport's tiny footprint of land unsafe and obsolete. Please include our concerns and goals in the airport visioning process so that we may bring an end to this blight on our community.

Written Comment #2

Dear Ms Cline:

I am an aviation consultant who used to live in the area where Santa Monica Airport is located. In the 1970s I rented aircraft at the airport, and was involved in some community consultations at the airport.

The City of Santa Monica has requested citizen input for the future of the airport. I feel that I understand the issues of the airport and that I can be objective. I no longer live in the area, and can be unbiased.

I was involved with the El Toro International Airport program and presentations - and I learned a volume of information about airport operation and community impacts.

The greatest hindrance at Santa Monica is the flow of objection from a minority of residents who constantly complain. The proponents dismiss these complaints as being NIMBY complaints but that won't stop the complaints. I must say that it is hard to distinguish a valid objection through the noise of overall objections, and I suspect that the volume and number of valid objections to the airport continuing is small.

At El Toro I learned that airports are friendly neighbors after all, and while they generate some noise, and some emissions, the noise and emissions are minuscule when compared to the alternative usage of the area should the airport be closed and the land redeveloped.

It seems that the NIMBYS assume that the land would become a park - a use with no traffic, few people, and no emissions. This won't happen because developer demand for land is too strong. If it is not an airport, then it will likely become a dense multi-use complex of homes, apartments, shopping malls and theaters, all traffic generators and all emission producers to some extent.

I learned at El Toro when the noise study was conducted by Maestre Graves that while cars go in and out of airports, the traffic volume volume is tiny when compared to a development alternative. The El Toro traffic study, for instance, indicated that a typical development assumes ten vehicular trips per day, per residence. When I queried that, I was told this is a conservative (low) number, and that when every vehicle (postal service, FedEx, meter readers, delivery people, folks going to and from work, shopping and entertainment), that every residence accrues more than ten VTPD (vehicular trips per day). The air quality report at El Toro showed that the emissions produced by aircraft are actually very low, that even at busy periods they generate fewer than thirty movements per hour, and the air quality is excellent from airport use because most of

the emissions produced are spread over a wide area and are relatively infrequent (especially when compared to alternate uses like diesel trucks etc).

Should Santa Monica Airport be closed as an airport and redeveloped, the traffic increase on suburban streets will be massive, and will lead to great increases in street traffic, vehicular emissions, and noise emissions. While locals presently complain about occasional aircraft noise, the El Toro studies made it clear that noise levels (especially from the dense multi-use that would be expected in the Santa Monica redevelopment) would be much greater as a mixed use development than from the existing airport use.

Presently, Santa Monica tries to make the airport as inhospitable as possible by charging landing fees and noise fees. The city council has been clear in trying to dissuade pilots from using Santa Monica Airport, and penalizes and charges them if they do. On the other hand, I have read recently that the airport is running at a negative, so what is the answer.

I propose to you and to the City Council that you do what any suffering business does - grow out of the problem. Make the airport more user friendly, and encourage pilots to come to the area. Occupants of aircraft are great for the local economy. They rent cars, use hotel rooms, support local restaurants, and often buy retail items locally. In other words, aircraft occupants are great for the local economy, and I propose that the landing and noise fees (stated in the media to be less than 10% of total revenue) be removed and that the airport make strides to welcome light air traffic so as to build the local economy. Local business would spring up on the airport perimeter as a result, strengthening the local economy and building the local tax base.

Clearly, something must be done. Clearly, if the site is closed as an airport it is not going to become a park with flowers growing through the old runway. Instead, it will be aggressively, and densely, redeveloped with mixed use development with the consequent traffic, noise and air impacts. Playa Del Rey is an example - it had zero traffic as the old Hughes Airport, and look it now! The best remedy is to go in the other direction by building the airport business, making pilots welcome, and bringing their passengers spending to Santa Monica merchants.

Written Comment #3

2015 represents an opportunity for the City of Santa Monica to demonstrate visionary leadership for our community and the nation. I envision a SUSTAINABLE Golden Gate Park-type CULTURAL COMMUNITY SPACE with easy foot/bike access, and such features as a large bike loop, state of the art playground, innovative sidewalk cafes, art galleries, performance venues, possibly a movie theater, meeting spaces open for community use, organic Farmer's Market perhaps more than once a week, etc. Everything would be as sustainable as possible- including the buildings and way that parking was structured. There should be no regular vehicular access beyond the entry parking point, so that pedestrian health and safety are maximized.

Written Comment #4

I am a homeowner of two residences on Palm Blvd, Venice Beach. Unfortunately, we live just below the Santa Monica Airport and I understand that the residents of Santa Monica do not want the airplanes they own and store at this airport to fly over the city; but rather, have planes redirected in a Southern flight pattern, that brings the planes directly over Venice. That is not right! I have owned my home for 10 years. The noise is getting worse.

I get awakened in the morning by the planes going overhead. Especially the Bi-planes. That causes the dog two doors down to start to bark and I start my day...noise pollution and dogs barking. Lincoln traffic. Honestly if I had known that Santa Monicans were going to pay off some Politician to direct their air traffic over my home, I would have never bought here. And I am planning to leave. Just going to be more careful about where I choose to live.

I know we can't stop flying; I just don't want to live under the low flying noisy planes anymore. But I wonder who will want to buy my house with so much noise? I believe it has decreased the value of my home. And now, every once in awhile, I see a large JET flying, so close. I took a photo of it.

In fact a few minutes before I began to type this out. I had to tell someone I was on the phone with to hold, as I could not hear them on the phone. A loud plane was taking off, I had to end the phone conversation, because it seems a plane is taking off every two to three minutes or so. And I cannot hear. I think I am going deaf from all the noise. Sometimes I wish I was. I am opposed to having any Airport so close to a heavily populated area such as where the airport is located. We have apparently been allowed to grow around this airport. It seems that a city, like Santa Monica, who bans smoking cigarettes anywhere in the City would also be concerned about themselves and their neighbors, breathing air pollutants caused by planes. And it seems that the City of Santa Monica could use the money for something that would actually make some money. I understand that the Airport is running at a deficit.

This is prime property, on a hill. With a view! Thank you.

Appendix C

Community Discussion Group Wallgraphics

During each community discussion group, facilitators used wallgraphics (a unique, visual representation of the discussion points) to highlight participants' thoughts and opinions regarding airport operations. The wallgraphics from each community discussion group have been compiled in this appendix.

WE NEED A TRUE VISIONING PROCESS !!

SMA COMMUNITY DISCUSSION GROUP
JAN 21, 2012

AIRPORT IMPACTS

SMA AND ALL COMMUNITIES AROUND IT (i.e. LA, VENICE, etc.)

NOISE
INCREASE IN AIR TRAFFIC
EARLY TURNS

PROCESS IS FLAWED... NOT LOOKING @ ALL OPTIONS

OTHER L.O. ...

OR: USE INCENTIVES TO REDUCE/ELIMINATE IMPACTS

RETURN IT TO THIS SMA SCALE, OR REDUCE PRIMARY WEIGHT TO GUM. JETS

TO REAL ALTERNATIVES TO CO-EXISTENCE

BUT NOT TRAFFIC PRODUCING...
E.G. /...
AND NOISE

THIS SHOULD BE A VISIONING PROCESS

SMA IN ITS CURRENT FORM IS NOT COUNTY-COMPATIBLE

NEED INFO ON HOW TO PROCEED...
NEED STUDIES OF BEST PRACTICES...
ECON ANALYSIS...
NOT USEFUL...
NOT VOLUNTARY

PI FLAWED

HISTORY NOT RELEVANT.

"RECREATIONAL" AIRPORT

IMPACTS NEIGHBORS
WE PAY THE PRICE TO HAVE THEM

AIRPORT SHOULD BE CLOSED

NEED TO ID WAYS TO ADDRESS OPERATIONS DIRECTLY

FMA WILL FIGHT US

CONVERT FMA WE CAN ADDRESS

BURN PATTERN FLYING

MAKE IT A "GREEN" AIRPORT
E.G. ADDRESS FUELS, REDUCE OETS

TAKE A STRONG POSITION

CITY SHOULD USE ITS LEASE POWER TO GET A MORE COMMUNITY-FRIENDLY ROUTE

ISSUES/IMPACTS

SUSTAINABILITY

NOISE - FLYING SCHOOLS (CONSULT NOISE ELEMENT IN UCE)

HEALTH - LEAD

SAFETY - ULTRAFINE PARTICLES

POTENTIAL CATASTROPHIC EFFECTS

MORE ADJUSTMENTS NEEDED

COMPREHENSIVE ADJUST AN EIR IS NEEDED

GOOD DATA IS NEEDED
% & FLIGHT SCHOOL?

WWW. CASMNET.ORG

TRUE COST/BENEFIT STUDY IS NEEDED

NO STUDY A SOUND STUDY IS NEEDED

MAKE FIXING CHANGE...

NO ADD OUR BRAIN TRUST

"TAKE IT BACK" MAKE IT GREEN

THEY FLY WHEREVER THEY WANT

NO NEW CAR TRIPS !!

RELATION-RELATED USES

GREENS SITES

REDUCE FLIGHT SCHOOL OPERATIONS

WE NEED GOOD NOISE DATA

ID # OF UNLAWFUL APPROPRIATE USES...

NEED TO FOCUS ON SPECIFIC ISSUES

LIMIT PATTERN FLYING

INSTALL GRID POWER UNITS

DEGRADE A MID-FIELD RUN-UP AREA

ADJUST HEADING

REMOVE 250'

CALL WE GET IT IN WRITING? MAKE IT READ MAKE IT TELL

EXPAND BEST USES (LA DEPARTMENT)

IMPROVE TRANSIT TO AND FROM AIRPORT (CONNECT TO LPT)

EDUCATION

RECREATION... PED

APPROVE ACCESS

RELEASE ALL FLIGHT DATA...

AFFECT ON PROP. VALUES

NO PATTERN ON EVE, WEEKENDS...

REDUCE/ELIMINATE JET TRAFFIC

CLOSE FLIGHT SCHOOLS

WORK W/ OUR PARTNER REPS !!

INC. SORROWING CITIES, COUNTY, FED. DELEGATION

BUILD A COALITION

PII

START W/ A REAL VISION

GET DATA PROVIDE IT

DO A TRUE COST/BENEFIT ANALYSIS

SHOULD BE DIS-AGGREGATED BY TYPE OF ACTIVITY



SMMO COMMUNITY DISCUSSION GROUP // JAN. 21, 2012 2PM

LOOKING @ SMO ...

- ▷ VALUABLE LAND - BENEFITS A FEW
- ▷ LET'S USE THIS LAND F/MORE COMM. BENEFIT
- ▷ ECON ANALYSIS SHOWS AN "NEGATIVE PROFIT"
- ▷ AIR QUALITY CONCERNS

"BUZZING"
"A DE FACTO 'TAKING' OF PROPERTY VALUE"
"The mini route"?

CAN'T COMPARE PLANNED PLACES

ORIGINALLY HOUSE IN SUNSET PARK WAS QUIET - 54% DEC.

▷ THE TEST: THE 250° HEADING NO LONGER QUIET

▷ PLANES NOISE INTERRUPTS N. HOODS, DAILY LIVING... esp. DUE TO FLIGHT SCHOOLS

▷ NEGATIVE IMPACT ON PROPERTY VALUE

KEY ISSUES/IMPACTS

- NOISE
 - POLLUTION
 - SAFETY
- CRASH POTENTIAL JETS + SK. PLANES
- BRING DATA - STUDIES FORWARD.
- WORKING OUTSIDE:
- ▷ AIR POLLUTION → PARTICLES
 - ▷ NOISE ...
 - ▷ IMPACTS ON CITY'S SUSTAINABILITY. IS AIRPORT APPROPRIATE F/CITY
 - ▷ REPORTS: DATA AND CONCLUSIONS DO NOT MATCH SEES NO SOLUTION ...

ASSETS:

- ▷ SHORTEN RUNWAY TO REDUCE/ELIMINATE JETS.
- AIRPORT ...
- ▷ BENEFITS COMMUNITIES THRU:
 - REVENUE DIRECT BENEFITS
 - TAXES
 - SPEND MONIES HERE... INDIRECT BENEFITS
- ▷ WILLING TO REDUCE NOISE, REDUCE POLLUTION.

AVIATION-RELATED USES:

- ▷ ADDRESS PATTERNS OF OPERATIONS
 - ▷ SHIFT OPS TO VAN NUYS.
 - ORIGINAL AGREEMENT SAY:
 - ▷ CITY WILL CONTINUE TO OPERATE AIRPORT
 - ▷ NTL AIR TRANSPORT SYSTEM
 - ▷ AIRPORTS DO HAVE POSITIVE "TRICKLE-DOWN" EFFECTS.
 - ▷ LOSS OF LIVESTOCK ALTERNATIVE
 - ▷ MEDICAL/EMS ACCESS
 - ▷ CITY COULD GET MORE F/ROAD.
- MAKE IT A COMMUNITY FRIENDLY AIRPORT.
- NO JETS
 - REDUCE/CONTROL SCHOOLS.
- WORK BEGINS FLYING IN/OUT OF AIRPORT ...
- AUTOS VS PLANES CONTRIBUTORS TO AIR POLLUTION
- APPLY NEW TECHNOLOGY → CLEANER OVER TIME. (E) EMISSIONS
- IMPLEMENT SAFETY IMPROVEMENTS
- HIGH COST OF BUYING LAND, DEVELOPING OTHER PURPOSES:

NON-AVIATION-RELATED USES:

- ▷ PARK: TOO EXPENSIVE TO ACQUIRE.
 - ▷ RES: TOO MANY CAR TRIPS IT WILL BE VERY COSTLY TO FLIGHT ...
- WE NEED A COST/BENEFIT ANALYSIS
- ACTUAL WE NEED FLIGHT PATTERN DATA

ADDITIONAL IMPROVEMENTS:

- ▷ A.P.U.
- ▷ ADJUST DEPARTURE CLEARANCES
- ▷ INCREASE LENGTH OF BLAST FENCE
- ▷ BUY, CLOSE-IN PROPERTIES
- ▷ WORK ON IFR -- GET A WAYNER
- ▷ LESS CROWDING USE MORE CONCISE USE

▷ SESSION (SEND INVITING ALL PARTICIPANTS)

▷ PRESENT MTS W/ COST/BEN.

▷ DO WHAT WE CAN TO INC. DIVERSITY

A.	
B.	
C.	

PII

- ▷ CONSIDER TAKING A VOTE.
- ▷ A. COMM. NEEDS BROAD REP.
- ▷ REVIEW SUMMARY → REVIEW ALTS/IDEAS.
- ▷ GET AGENCY STAKEHOLDERS



SANTA MONICA
COMMUNITY DISCUSSION GROUP #1
JANUARY 28, 2012

KEY ISSUES MOVING FORWARD:
SAFETY | TRAFFIC | ECONOMIC | HEALTH | NOISE POLLUTION



CITY OF SANTA MONICA
 COMMUNITY DISCUSSION GROUP #2
 (P.M.)
 SANTA MONICA AIRPORT
 JANUARY 28, 2012



January 28, 2012
 2:00pm

Prepared By:
 MIG

KEY ISSUES

✓ **NOISE**
 LEVEL OF ACTIVITY
 ↳ GETTING WOKEN UP...
 ↳ CAN'T USE BACKYARD.
 TRAFFIC CONGESTION ON 23RD + OCEAN PARK...

ALIGNMENT OF FLIGHT PATH
 ↳ IMPACTS NEIGHBORS.
 FAA RULES!

✓ **JET FUEL**
 ✓ **POLLUTION**
 ✓ **SMELL**
 DUMPING? OF FUEL

1ST GEN JETS WERE VERY NOISY

✓ **SAFETY**
 C-D JETS USE TOO MUCH RUNWAY
 ↳ REQUIRE STOPPING AREA.

→ RESTRICT JET SIZE.

→ RESTRICT FLIGHT SCHEDULES

→ ELIMINATE JETS - EXCEPT FREIGHT PURPOSES
 - MAKE TICKET MORE EXPENSIVE.

LOOKING F/A LONG TERM STABLE SOLUTION

MAINTAINING YOUTH EXPOSURE TO SCIENCE, TECHNOLOGY, FLIGHT, ETC.

ALT. USES MAY GENERATE MORE UNDESIRABLE IMPACTS...

2 WHAT ARE OTHER SCENARIOS F/GND?

	COSTS/BENEFITS
A	
B	
C	

2 % NOISE CONTR. OF SOURCES

✓ AIRPORT SEEMS TO BENEFIT A FEW!

WORKING W/ FAA NECESSITATES TAKING THINGS NOT THE WAY !!

POTENTIAL IMPROVEMENTS

→ CREATE ALTERNATIVE USES...
 E.G. HANGAR PARK (USE AIRPORT MONEY)
 CENTRAL

→ EXPAND THE EXISTING PARK

→ IMPROVE AIRPORT RD. BIKE/PED.

→ REDUCE/ELIMINATE TUGGIN' GO

→ SHORTEN RUNWAY

→ CREATE 10 YR PLAN
 SOME REY-GEN USES...

TO OPTIMIZE BETTER UTILIZE OF LAND

→ LOOK INTO SHORTENING RUNWAY

PHASE III

→ STUDY BENCHMARK CITIES W/ AIRPORT TO FUTURE LAND USES, ETC.
 → SURVEY COUNTY/OPINION POLL

→ LAND USE STUDY
 • RUNNING WALKING, TRAIL
 • CREATE A TRAIL NETWORK

→ PROVIDE A FINANCIAL INCENTIVE TO GENERATE USE PROPOSALS



February 4, 2012
 10:00am

Prepared By:

KEY ISSUES

- ▷ MEDIA REPORTS EMPHASIZE THE NEGATIVES
- ▷ AIRPORT INTEGRAL TO CITY'S DPMNT.
 - ↳ CELEBRATE THE HISTORY
 - ↳ THE CULTURE
 - ↳ THE ARTISTS

▷ LOOKING F/MIDDLE GROUND

BRING THE COMMUNITY IN

▷ CONSIDER SOUND PROOFING

▷ CLEANER, QUIETER, FRIENDLIER
MAKE IT A BETTER NEIGHBOR

▷ UNDERSTAND ECONOMIC IMPACTS

KEEP IT A SMALL COUNTY AIRPORT

▷ FROM 90's... INCREASE IN **Noise**

▷ SAFETY /
↳ esp. GIVEN DENSE POPULATION
↳ NO POOR F/ERROR

▷ POLLUTION IMPACTS

- 2 # OF CRASHES
- 2 # OF CAUSALITIES

POSSIBLE IMPROVEMENTS

▷ IMPLEMENT E-MASS BARRIERS
▷ BAN C-D JETS (>34')

▷ REDUCE # OF SCHEDULES TO 2; LIMIT TO 7:00 AM - 9:00 PM

▷ IMPLEMENT AIR Q MONITORING

▷ HOLD COUNTY EVENTS

▷ MINIMIZE IDLE TIME NEAR TAXIS

▷ EVAL. THE 29th HIGHWAY

▷ REQUIRE AIRCRAFT TO MEET CERTAIN SPECS....

OR # OF STUDENT FLIGHTS (PRIORITY FLYING)

▷ CONTINUE SMO SHIFT TO BEING A **CULTURAL CENTER**

→ KEEP IT 2-STOREY, QUANT. SMALL SCALE.

→ INC. CITY OFFICES Below: **CREATE IMAGE, IDENTITY**

▷ CHARGE A BARRIER ON SO. SIDE.

▷ IMPROVE 23rd INTERSECTION
↳ LIMITATE TRAFFIC

MAKE AIRPORT FEEL NEUTRAL

PHASE III

▷ TAKE PREVENTATIVE MEDICINE

▷ ACQUIRE PARCELS ON EAST END OVER TAXI (WILLIAMS CENTER)

▷ CHARGE USE FEES

▷ RAISE THE FINES

▷ CHALLENGE FAA - ON NO JOB!

▷ CONSIDER SOUND PROOFING



February 4, 2012
2:00pm

Prepared By:
MIG

KEY ISSUES

- ▷ PILOT: WILLING TO MAKE ACCOMMODATIONS
- ▷ AIRPORT AS OPPORTUNITY TO DEVELOP INTEREST IN SCIENCE - ENG.
- ▷ AIRPORT AS BIZ HUB: BIZ JET USE IS INCREASING
- ▷ EX. FACILITIES SHOULD BE UPGRADED.
- ▷ EXPAND TO COMMERCIAL AVIATION - SMALL REGIONAL JETS
- ▷ A RESOURCE F/ THE CITY.

STUDY: WHAT WOULD EFFECT OF CLOSING BE ON AIRSPACE. THIS COULD LEAD TO A MASSIVE DIVERT (w/IMPACTS), CARBOGENIC

- ▷ CLOSE THE AIRPORT
 - ▷ POLLUTION F/ JET FUEL
 - ▷ SURROUNDING N HOODS TOO CLOSE.
- ▷ ECONOMIC STUDY SHOULD LOOK @ REGIONAL (BEYOND CITY BOUNDARY)
- ▷ IMPACT ON EXIS
- ▷ CITY HAS MISMANAGED AIRPORT
- ▷ NOISE !!
 - ▷ CITY SHOULD CONSIDER NEEDS OF RESIDENTS, NOT JUST BIZ PEOPLE
- ▷ SAFETY CONCERNS
 - ▷ EXPANSION TO ACCOMMODATE JETS LED TO MANY PROBS

TEACH PILOTS HOW TO FLY LESS IMPACT.

RECENT IMPROVEMENTS

- ▷ MID FIELD ENGINE FIX-UPS
- ▷ GROUND POWER UNITS
- ▷ ADJUST/MODIFY FLIGHT PATTERNS
- ▷ GET PILOTS ON AIRPORT COM.
- ▷ IMPLEMENT SAFETY
- ▷ TIPS MARKS
- ▷ DOWNSCALE IT
- ▷ ALTER HRS OF OPERATION

AIRPORT IS... STUDY JET TECHNOLOGY

- ▷ BIZ JETS
- ▷ PUSH NEW TECHNOLOGY
 - ▷ SUPPORT AVIATION R+D/ INNOVATION
- ▷ MODERNIZE FACILITIES
 - ▷ KEEP IT AVIATION RELATED.

- PHASE II
- ▷ ENGAGE SURROUNDING COM.
 - ▷ GET INPUT F/ ENTIRE CITY.
 - ▷ OP. TO BE CLOSE BY
 - ▷ OUR SHOULD CONSIDER LA COUNCIL!
 - ▷ TALK ABOUT BENEFITS
 - ▷ PRIORITIZE LIST -

ESTABLISH A MIN. DISTANCE THE RUNWAY PROTECTION ZONE



February 7, 2012
 10:00am

Prepared By:

KEY ISSUES

- ▷ BEGIN W/ FACTS
- ▷ POSITIVE ECON BENEFIT.

FLYING SCHOOLS PATTERN FIXING

- WHAT'S THE BENEFIT
- ▷ **ENX'S** — HOW MANY? PURPOSES FLIGHTS
- ▷ KEY PART OF TRANSPO SYSTEM

GET ACCIDENT DATA

- ▷ SAFETY esp. f/ STUDENT PILOTS
- ▷ NOISE
- ▷ POLLUTION
- ▷ AUTO CONGESTION

POTENTIAL IMPROVEMENTS

- ▷ UPGRADE AIRCRAFT.
 - PROPS
 - MUFFLERS
 - GAP SEALS
- ▷ CONTINUE NOISE ABATEMENT FIXING PROCEDURES.
- ▷ USE UNLOADED FUEL
- ▷ CONSIDER MODIFY FLIGHT SCHOOL HOURS OF OPERATION.
 - LATE XITE
 - WEEKENDS

- ▷ PROVIDE GROUND POWER. f/ JETS.
- ▷ COMMUNICATE W/ RESIDENTS ABOUT WHAT IS BEING DONE
- ▷ LOOK C. ACT. USES
- ▷ IMPLEMENT SOUND BARRIERS

PHASE III

- ▷ ECONOMIC COSTS/ BENEFITS
 - \$
 - ENX
- ▷ COST OF SUGGESTED IMPROV.
- ▷ NEED A VENUE TO DISCUSS POSSIBLE ACTION!
- ▷ GET DREA ON
 - HEALTH
 - ENV. IMPACTS
 - ACCIDENTS
- ▷ MAKE BETTER USE OF CULTURAL ASSETS.

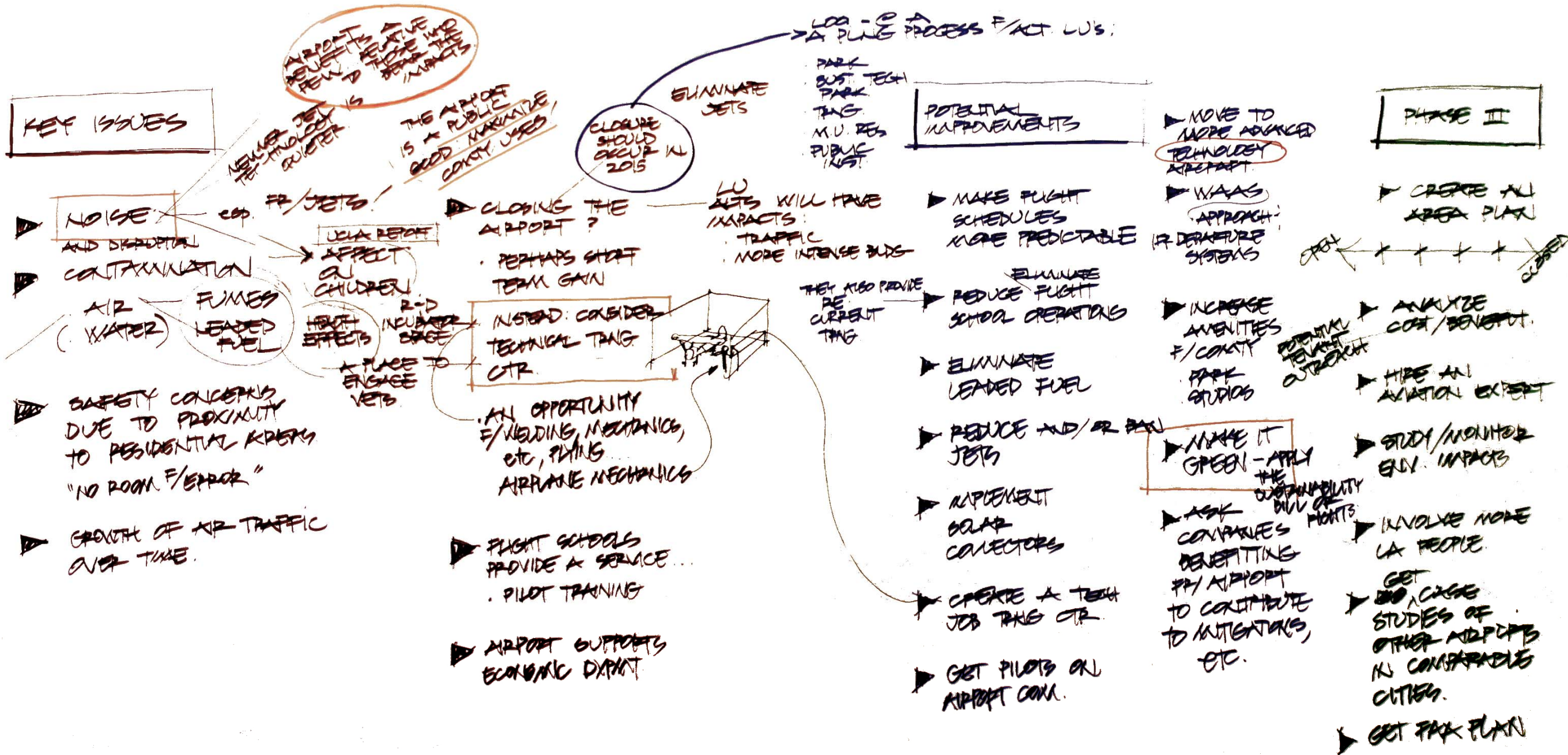
- ▷ IMPLEMENT MID-FIELD RUN-UPS
 - e.g.
 - CLASSES
 - BIKE/PEO PATHWAY

- ▷ DEMONSTRATE WHAT EXISTING CONTRIBUTES TO THE COMMUNITY. f/ CHILDREN/ YOUTH.



February 7, 2012
 6:00pm

Prepared By:



February 8, 2012
 2:00pm

Prepared By:
 MIG

KEY ISSUES

- ▷ ARTIST COMMUNITY, ETC
↳ A GOOD THING
- ▷ AIR TRAFFIC HAS INCREASED
• BIGGER PLANES
• INCREASED IN TAKE OFFS, LANDINGS
- ▷ NEED TO STOP PITTING NEIGHBOR AGAINST NEIGHBOR

- ▷ SURROUNDED BY DENSE HENS. → SAFETY
- ↳ SEEMS LIKE A DANGEROUS PLACE TO LEARN HOW TO FLY
- ▷ NEED TO BALANCE ECON VALUE W/ ENV. IMPACTS
- ▷ HAS AIR TRAFFIC INCREASED OR DECREASED?

- WE NEED TO FIND COMMON GROUND.
- ▷ HOW CAN WE MAKE THE AIRPORT A BETTER NEIGHBOR
- ▷ MAY RESULT IN AS TO LA AIR SPACE
- ▷ DLU ACTS MAY PREVENT OTHER PRODS/IMPACTS, COP. TRAFFIC
- ▷ POSITIVES:
- CHARACTER
 - CITIZEN
 - OPEN SPACE
 - ECONOMICS
 - ENVS
- ▷ LACKS TRANSIT CONNECTION
- ▷ WHAT IS ITS CARRYING CAPACITY?
- ▷ DEGRADATING INFRASTRUCTURE DUE TO UNCERTAINTY ABOUT THE AIRPORT'S FUTURE

POTENTIAL IMPROVEMENTS

- ▷ ASK AIRPORT TO INTERACT W/ THE COUNTY
- ▷ REDUCE/RE-LOCATE FLIGHT SCHOOLS
- ▷ IMPROVES DESIGN - AESTHETICS
- ▷ INTRODUCE MORE INF. FIRMS
- ▷ EXPAND BUFFER ZONE THROUGH PURCHASE OF HOMES (OWNING SELLERS)
- ▷ INCLUDE COUNTY REP IN AIRPORT MGT.
- ▷ CREATE MORE ACCESS PTS. F/N HOODS.
- ▷ LOOK INTO CO OPERATION W/ FAA
- ▷ IMPLEMENT LEAD FREE FUEL.
- ▷ APPOINT AN EMPLOYER/EMPLOYEE
- ▷ LIMIT HRS OF OPERATIONS
- ▷ INCREASE FEES (\$)
- ▷ MAKE IT A GREEN AIRPORT
- ▷ ADD PILOT REP ON AIRPORT COM.

- ▷ CREATE A FAQ RE: KEY ISSUES.
- ▷ PROMOTE SITE AS A TOURIST DESTINATION

- ▷ IMPLEMENT AN OPEN TRANSPORT PROCESS
- ▷ STUDY IMPACTS OF LU ACTS (COSTS/BENEFITS)

- ▷ IMPLEMENT A.P.U.'S

PHASE III

- ▷ IF AIRPORT NOT CLOSED, WHAT WOULD YOU CHANGE?
- ▷ IMPLEMENT GOOD PROJECTS
- ▷ MAKE A DECISION: CREATE CERTAINTY.
- ▷ ENGAGE LA PEOPLE ↳ GET INPUT.
- ▷ GET GOOD ACQUAINTANCE INFO OUT THERE.



February 8, 2012
6:00pm

Prepared By:
M I G

KEY ISSUES

▷ CITY HAS NOT DONE ANYTHING TO HELP THE AIRPORT.

▷ AIRPORT SUPPORTS ECON. DEPT

▷ LACK OF A PLAN LEADS TO UNCERTAINTY ABOUT AIRPORT FUTURE

A UNIQUE RESOURCE

▷ DEED: REQUIRES CITY TO OP. THE AIRPORT.

▷ CITY IS LEGALLY OBLIGATED TO OP. THE AIRPORT

▷ NEED F/ILPO INFO ON US/RES. → BETTER COMS ARE NEEDED.

→ WE'VE HAD A 10 YR. PERIOD OF MIS. INFORMATION

▷ LACK OF CLARITY RE: LEGES

SEEK LEGISLATIVE CHANGE @ STATE LEVEL

PHASE III

▷ FORM A COM w/ ALL RES

▷ DON'T WANT: RENEGOTIATE AGREEMENT NOW.

POT. IMPROVEMENTS

▷ UPGRADE FUEL TECHNOLOGY

▷ ELIMINATE LOW LEAD FUEL

▷ ADJUST FLYING SCHOOL PATTERNS

▷ CONSIDER PROGRAM TO ENG. TECH CHANGE-OVER

▷ IMPROVE INTERNAL CIRCULATION

▷ IMPLEMENT NOISE ABATEMENT PROCEDURES

▷ MAKE THIS A GREEN AIRPORT

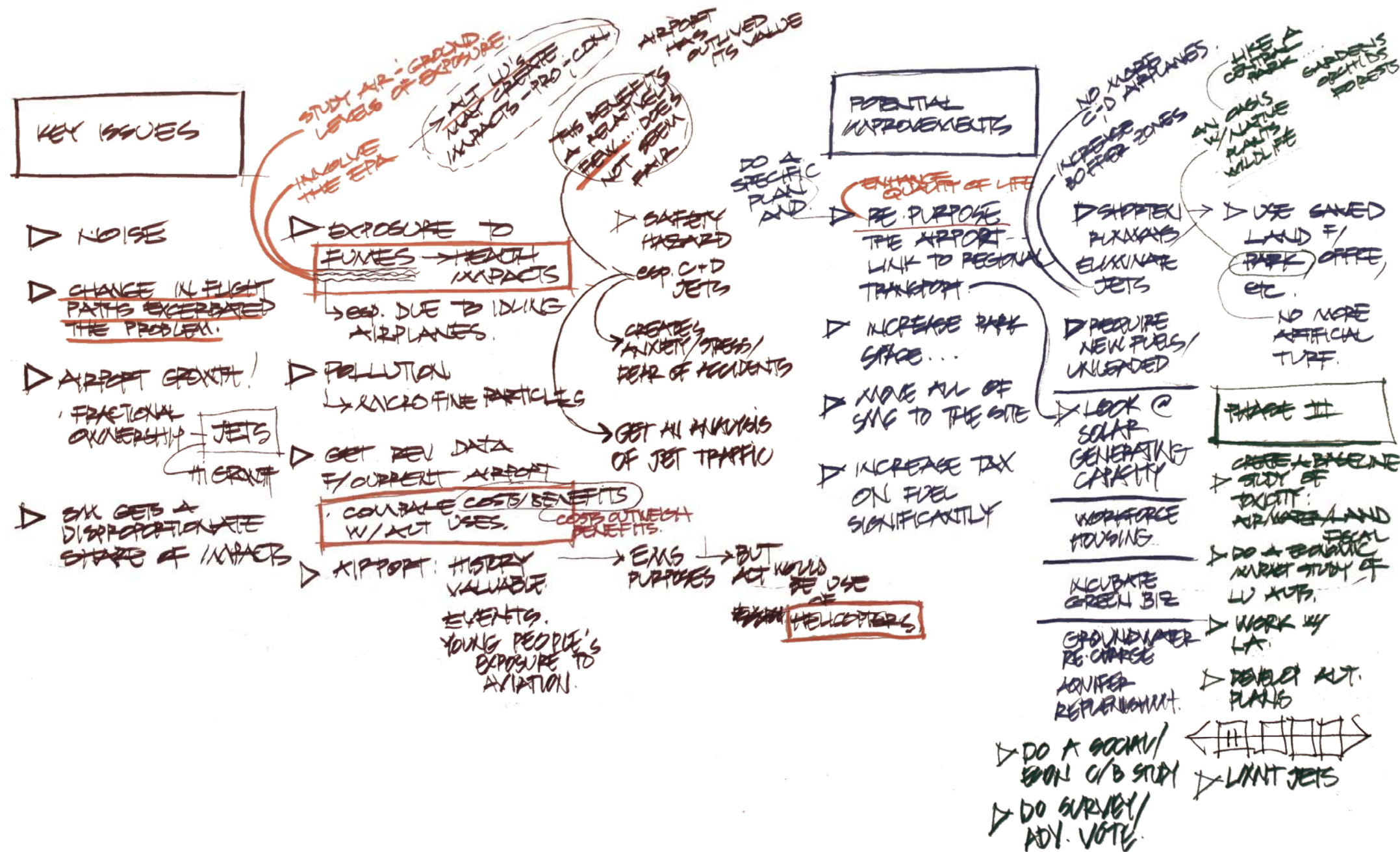
▷ IMPLEMENT E-MASS

▷ PURCHASE HOMES FR/WILLING SELLERS

▷ CONSIDER INTERSECTION TAKE-OFF

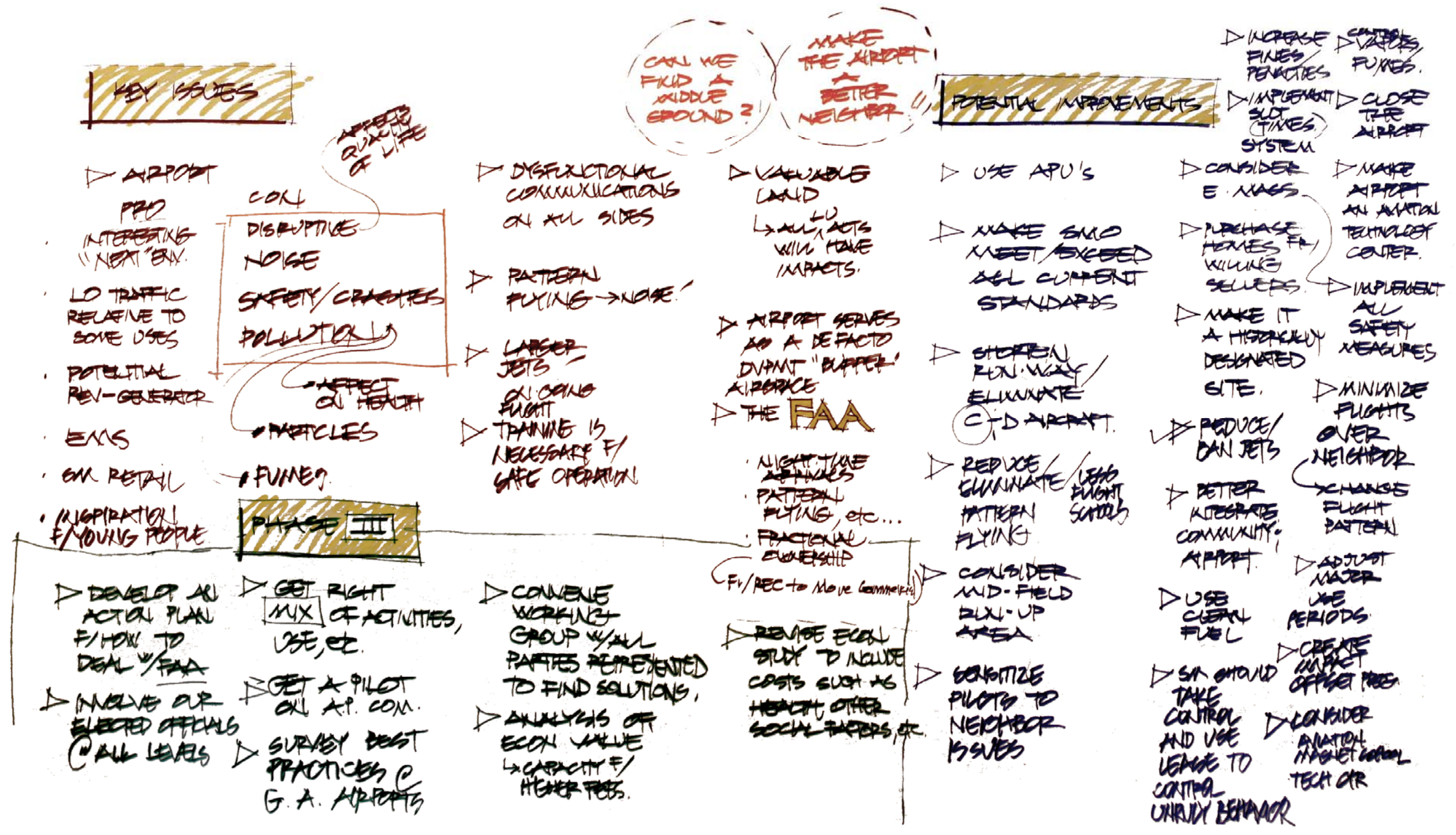
▷ CONSIDER MID-FIELD RUN-UP, USE OF A.P.U.





February 9, 2012
 2:00pm

Prepared By:
 MIG



February 9, 2012
 6:00pm

Prepared By:
 M I G



February 17, 2012
 10:00am

Prepared By:

KEY ISSUES

▷ 250° HEADING
↳ CREATED NOISE!

▷ LARGE JETS:
SAFETY
· LOW FLYING
· LARGE C/D CLASS

▷ PROXIMITY OF
HOUSES TO WEST-EAST
ENDS OF RUNWAYS
· DENSELY
POPULATED!

PHASE II
▷ GET THE
ACTUAL
DATA
▷ EXPAND
NOISE SENSORS
▷ ID MAX
AIRPORT
CAPACITY.

2 HOW DO WE
CO-EXIST?

▷ CONDUCT
ADDITIONAL
STUDIES ON
POLLUTION

▷ TWO PLANS:
W/FAA W/OFAA
W+NO/ENCO

POLLUTION
PARTICULATE
MATTER

▷ LACK OF
LAND USE
PLAN

↳ DESIGN STDs
ARE NEEDED!

▷ WE WANT AN
OPEN PROCESS

AIRPORT
NEEDS TO
BE A MUCH
BETTER
NEIGHBOR!

▷ DATA SHOWS:
~60% FLIGHTS
ARE FLIGHT
SCHEDULES

· NOISY
LEADED FUEL
PATTERNS
TOUCH N GOs

▷ NOISE FLY/
IDLING JETS

▷ ENCO ECON
COSTS/BENEFITS
NEED TO BE
SEGREGATED.

▷ GET CITY ATT - FAA ANALYSIS
▷ BUILD SOME SCHEDULE

POTENTIAL IMPROVEMENTS

▷ REDUCE/
RE-LOCATE
FLIGHT
SCHEDULES

▷ REQUIRE
COMM-FRIENDLY
FLIGHT PATTERN

▷ MAKE THIS
A TRUE
SUSTAINABLE
AIRPORT
FACILITY

▷ USE A
NOISY WAYS
APPROACH

▷ FIND A
NEW FFL
DEPARTURE
PATH

▷ LESSEN IMPACT
· NOISE
· POLLUTION

▷ IMPOSE NEW
TAXES/FEES
· LANDING FEES
LEADED FUEL

▷ REQUIRE NO-LEAD
FUEL

▷ IMPLEMENT
MID-FIELD RUN-UP
AREA. — RE: PROPELLER

▷ REDUCE/BAN
JETS

▷ CONSIDER
APUS F/JETS

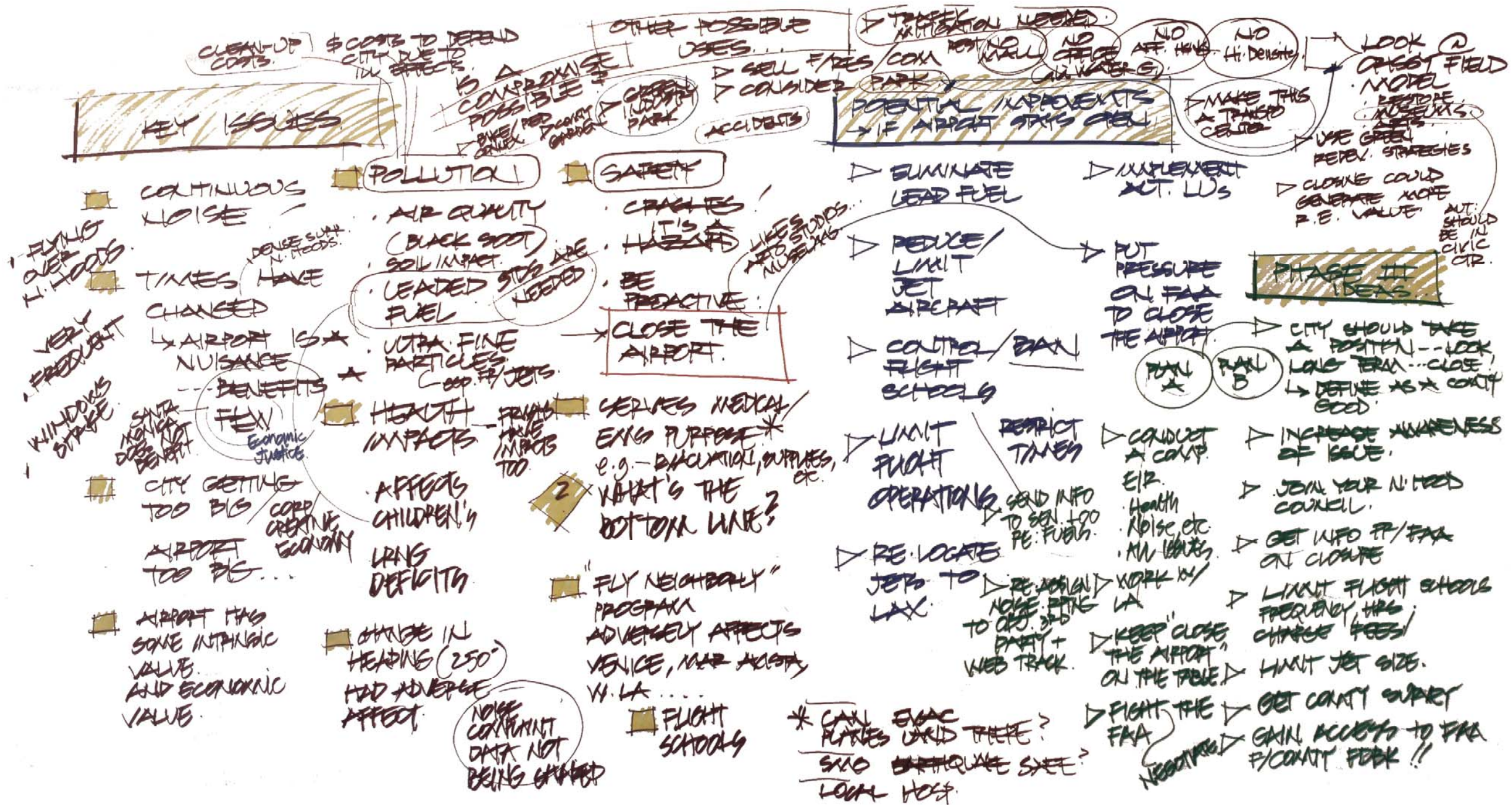


SMO COMMUNITY DISCUSSION GROUP
2-22-12



February 22, 2012
7:00pm

Prepared By:
M I G



March 2, 2012
 10:00am

Prepared By:
 M I G

KEY ISSUES

▷ CITY CAN'T CONTROL FLIGHT PATTERNS
↳ FAA IS IN CONTROL

▷ **NOISE**

▷ SAFETY

▷ POLLUTION
ULTRA-FINE PARTICLES - BLACK CARBON

▷ HEALTH

▷ HEADACHES
COUGHS
ASTHMA

▷ FIND OUT RELATIVE AQ CONTRIBUTION OF CARS VS PLANE

COSTS	BENEFITS
	ANALYSIS

▷ POTENTIAL # INCREASED TRAFFIC - w/ HIGHER INTENSITY OF USES...

NOISE MONITORING SYSTEM
IMPACTS SOUND RECORDING BUSINESSES
IT DOES NOT MEANFULLY QUANTIFY TRADE IMPACT

PROXIMITY OF RESIDENTIAL AREAS / SCHOOLS ETC

▷ MAKE: THIS A "GREEN" AIRPORT

▷ DO THE BENEFITS OUTWEIGH THE COSTS?
OF RES.
REV. \$\$
ESP. SM RES!

POTENTIAL IMPROVEMENTS

▷ SHIFT FLIGHT PATTERNS OVER GOLF COURSE

▷ SHIFT AIR TRAFFIC TO LAX OR ELSEWHERE

▷ INCREASE SECURITY

▷ INCREASE FINES #/ VIOLATIONS

▷ IMPLEMENT NOISE SUPPRESSION TECH

▷ ELIMINATE FLIGHT SCHOOLS

▷ SHORTEN RUNWAY

▷ PROTECT CHILDREN PLAYING

▷ DECREASE HRS. OF OPERATIONAL HOURS

▷ LIMIT/PROHIBIT PRACTICAL JOBS

▷ REDUCE # OF FLIGHTS

PHASE III

▷ TAKE STEPS TO GUIDE IF WE CAN'T MITIGATE IT.

UNLESS IT CAN BE NEIGHBORHOOD FRIENDLY

▷ IMPROVE ALL IMPROVEMENTS

▷ INACTIVATE MAXIMON

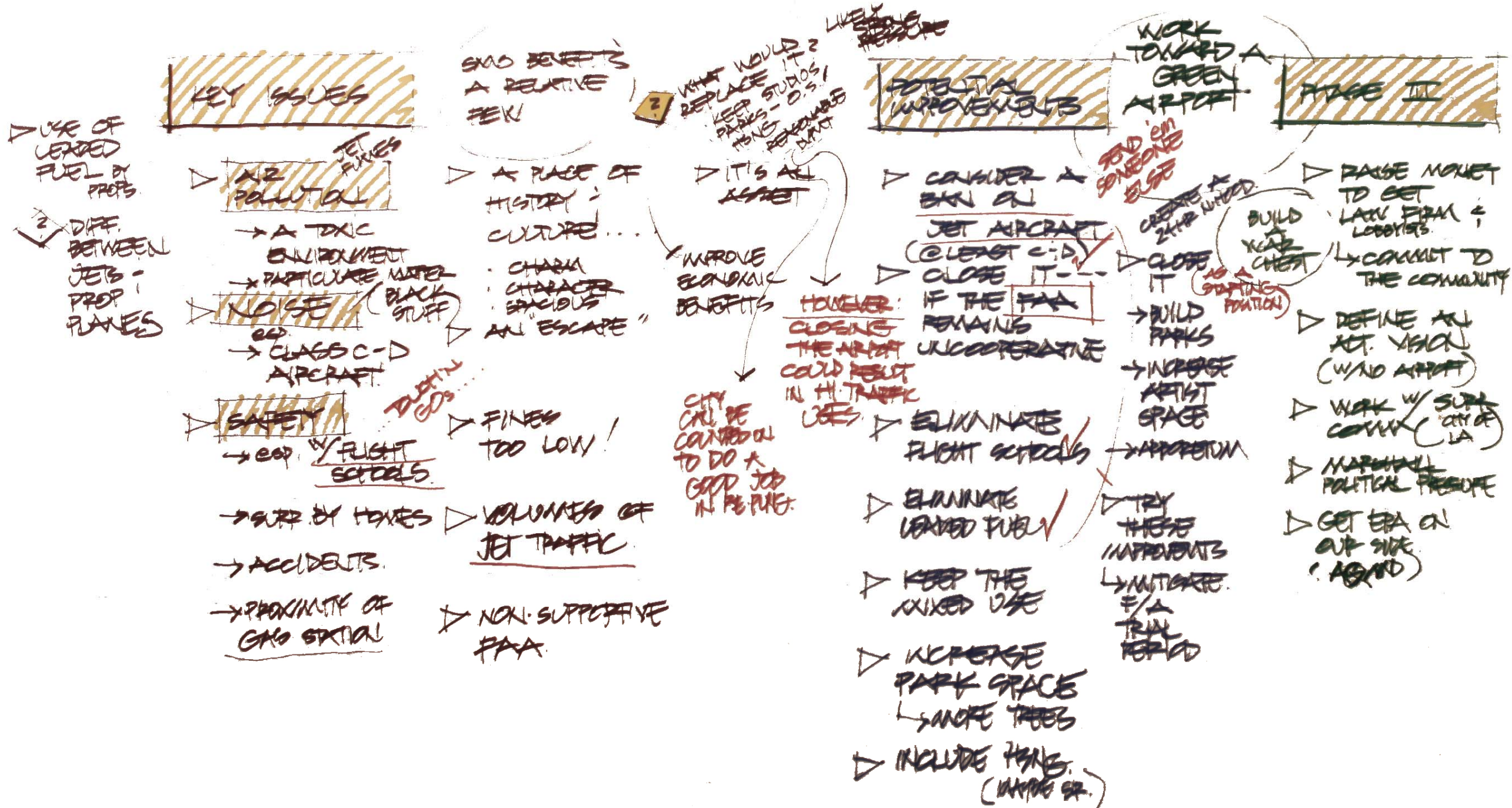
▷ FIGHT

keep it as a small airport.



March 3, 2012
2:00pm

Prepared By:
MIG



March 10, 2012
 10:00am

Prepared By:

KEY ISSUES

▷ AIRPORT: HAS GOTTEN WORSE

NOISE

INCREASINGLY INTENSE
HIGH FREQUENCY

▷ POLLUTION

EPA TESTED LEVELS

↳ LEADED FUEL

↳ PARTICULATE MATTER

▷ SAFETY

DANGEROUS

↳ esp. w/ STUDENT PILOTS.

▷ AIRPORT DOES NOT FIT CONCEPT OF BEING A "GREEN" CITY.

▷ CONCERNS ABOUT ALT LUG:
→ THIS MAY BE EVEN GREATER NEG. IMPACTS

SHUT AIRPORT DOWN
CONTINUOUS PATTERNS FLYING...
ELIMINATE FLIGHT SCHEDULES
OR @ LEAST TIGHTER CONTROLS.

2 WHAT IS AIRPORT VALUE?

- ECONOMIC?
- HISTORIC?
- EDUCATIONAL?
- OPPORTUNITY TO LEARN TO FLY?

▷ BUD AIRPORT SPACE SHIELDS THE CITY FROM LAX

▷ UNCERTAINTY AROUND AIRPORT LIMITS ECON. VALUE.

BENEFITS A FEW
CAN WE DO SOMETHING MORE BENEFICIAL?
ALT USES? PARKING
LIMIT TRAFFIC
CREATE A SITUATION
"CENTRAL PARK WEST"

▷ BAN LEADED FUEL

▷ REDUCE/STOP FLIGHT SCHOOLS

▷ INCREASE ENFORCEMENT/PENALTIES

▷ BAN JETS

▷ PROHIBIT 250°

▷ REDUCE FUEL LUGS OF OPS

→ A DAY OFF

▷ CLOSE AND DEVISE ALT LUGS

▷ PARKING
UNDERGROUND PARKING
HSNG INDUSTRIAL USES

▷ REQUIRE NOISE SUPPRESSION "QUIET/CLEAN ENGINE TECHNOLOGY"

▷ EXPAND COMM. OUTREACH

▷ EDUCATIONAL EXPENSE/TO CAREERS

▷ TALK TO OTHER CITIES - ID STRATEGIES, B. PRACTICES

▷ BUY HOMES IN CLOSE PROXIMITY.

▷ IMPLEMENT E.M.A.S.S.

→ 1,000 FLIGHTS NO EMISSIONS QUIET INCLUSIVE.

PHASE II

▷ MAKE A DECISION

▷ IMPLEMENT ALL INTERNAL PLANS INCORPORATE THESE W/

▷ CONDUCT A CITY-WIDE VOTE

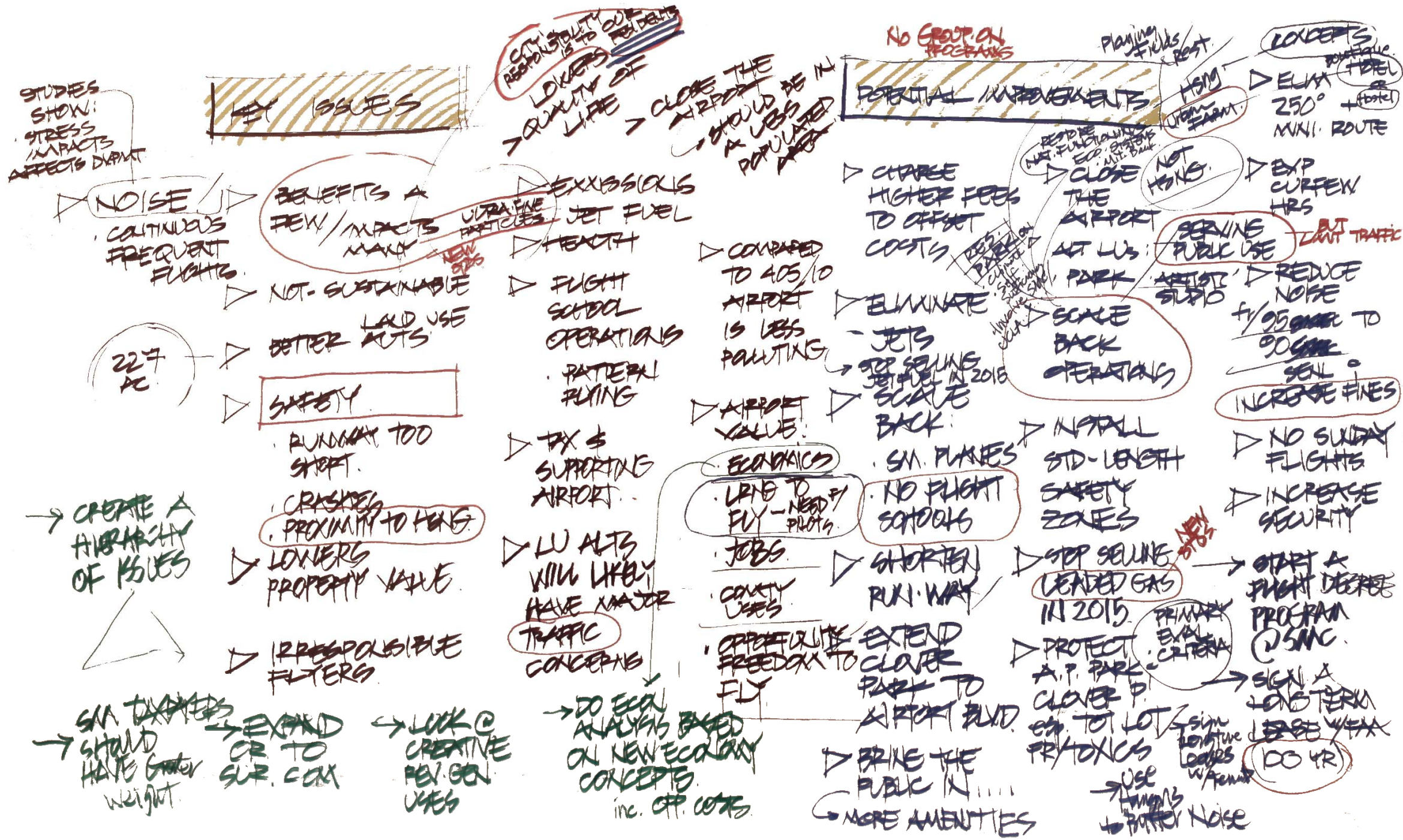
▷ PERFORM A FULL COST/BENEFIT ANALYSIS

▷ EXPAND OUTREACH TO INCLUDE LA



March 14, 2012
2:00pm

Prepared By:
M I G



March 14, 2012
 6:00pm

Prepared By:

BENEFITS A FEW IMPACTS MANY
KEY ISSUES

▷ MOST CRITICAL ISSUE
QUALITY OF LIFE
 (DON'T RENT A CAR)
 EPS DATA

INCLUDE COUNTY MODIFICATIONS
 Reliance 250°
 ACCIDENT DATA

[TIMELINE: ADD TRAILER PARKS]

▷ ID THE POSITIVES...

▷ WHAT IS THE ROLE TODAY? POP. AS AN ENVIRONMENTAL CONSCIOUS CITY

▷ HOW HAVE OTHER CITIES TRANSITIONED? W/ RESPECT TO OBSOLETE USE

- ▷ NEGATIVE EXTERNALITIES - HEALTH PROBLEMS
- ▷ JETS FUMES NOISE
- ▷ NOISE - FLIGHT PATTERNS, BLACK CARBON
- ▷ POLLUTION - ULTRAFINE PARTICLES
- ▷ SAFETY** - LACK OF DISCIPLINE IN FLIGHT PATHS
- ▷ HEALTH IMPACTS
- ▷ BREACH OF TRUST → AN UNTRUSTWORTHY NEIGHBOR

→ ARE WE A GOOD NEIGHBOR? → WHAT ARE THE RISKS?
 → WHAT IS S.M.'S AUTHORITY W/ RESPECT → FAA POTENTIAL RE: C/D JETS
 → 80s/90s DATA AND EIRS DID NOT ANTICIPATE INCREASE IN JET TRAFFIC ** NO DEATHS IN S.M.

▷ SMO PROVIDES AN AIRPORT SYSTEM IN KEEP THE DEMAND/ASPIRATION OF FLYING
POTENTIAL IMPROVEMENTS

▷ SHUT DOWN FLIGHT SCHOOLS

▷ MUST SOLVE UNMET NEEDS e.g. O.S. FEES

▷ CITY SHOULD TAKE THE LEAD. MAKE SUBSTANTIAL CHANGES

▷ LOWER FEES @ LAX
 ▷ BAN JETS (OR AT LEAST LARGE ONES) e.g. C/D CLASS
 ▷ PROMOTE ELECTRIC-POWERED AIRCRAFT

▷ IMPLEMENT PED/BIKE LOOP

▷ INCREASE FEES/COSTS OF USING AIRPORT.
 ▷ RECOGNIZE HUMANITARIAN BENEFITS - TAKE TRADE (QUANTITATIVE)

▷ CLOSE THE AIRPORT → ACT LUS
 ECO-DIVERT @ PARK GREEN BLDG.
 STUDENT HUNG GREEN BUS
 FOOD PRODUCTION (FLYING) MUSEUM
 EQUINE "OUR GRIFFIN PARK"
 REC SPORTS F. MARKET
 ECO-FRIENDLY OS
 ARTS STUDIOS THEATER
 BIR INCUBATORS OUTDOOR PER SPACE

PHASE III

▷ FOCUS ON LEAD PRACTICAL
 ▷ DON'T GIVE UP
 ▷ SORE THE OPPORTUNITY
 ▷ ENLIST VOLUNTEERS



March 15, 2012
 6:30pm

Prepared By:
 MIG

SMA COMMUNITY DISCUSSION GROUP

MARCH 16, 2012
A.M.



March 16, 2012
 10:00am

Prepared By:

S.M.O COMMUNITY DISCUSSION GROUP!!

MARCH 16, 2012
AFTERNOON SESSION

ISSUES

CHANGES OVER THE YEARS LED TO PROBLEMS!!

COMMISSIONERS NEED TO UNDERSTAND AVIATION

SAINT MONICA IS "GREEN" PUSHERS POLLUTION TO WEST

INEQUITY
POLITICAL AGENDA GETS IN THE WAY!
ACTIVISM WORKS!

LEGAL BARRIERS
FED REGULATIONS
CITY AGREEMENTS
W/ FDS & BARRIER TO COMMUNITY-BASED PROCESS

THE 1%
- JETS

POLLUTION

POTENTIAL CLASS ACTION SUIT

ULTRAFINE PARTICLES

LEAD!

CANCER HEALTH

STELL/IMPACT HOME USE

TOXIC IMPACTS

NOISE

LANDINGS NOT RESTRICTED

IMPACT (FUND) ON SCHOOLS

SAUTION TO KEEP AIRPORT OPEN/ADDRESS IMPACTS

? SEA CITIES MORE ATTENTION THAN KIDS!!
PROMPT FILING < 1800'

PURE NOISE / CONSTANT

250 DEGREE FLIGHT PATTERN PRACTICE

HEADING... IMPACT VENUE... INCREASING CRASHES?

SAFETY

POTENTIAL FOR JET CRASH!!

JETS

- INCREASE IN FREQUENCY/ SIZE

- SMALL PLANE CHARACTERISTIC

BUT LIFESAVING MEDICAL TRANSPORT!

AIRPORT BENEFITS

CHARTER

EMERGENCY ACCESS

CAUSED BY FLIGHT SCHOOLS!

VIOLATIONS OF FLIGHT REGULATIONS/ RESTRICTIONS

DEVIATE OR DIRECTED TO DO SO??

INCREASE IN FREQUENCY

FACTUAL CLARIFICATION
JETS ARE GETTING QUIETER
FLX SETS FLIGHT PATH FOR INSTRUMENT PLANES

OPPORTUNITIES

BUY UP SOME IMPACTED REAL ESTATE
ADDRESS HEALTH ISSUES

Δ CENTER FOR BIO-TECHNOLOGY
"SILICON VALLEY OF ECOLOGY"

KEEP OPEN BUILDINGS/ AIRPORT IDEAS

COMMERCIAL
IN HEALTHY SANTA MONICA SHARE BURDEN!!

CLOSE AIRPORT/ FIND A WAY AWAY FROM

RETURN TO PRIOR STATE / "LEFT FOLLOW"
BUT... WHAT ELSE WOULD CITY DO WITH IT?

ALLOW AGREEMENTS TO EXPIRE
BUT LOSE EXISTING RESTRICTIONS?

CEASE JET TRAFFIC

DOES IT (CLOSE) OPEN UP LAX SPACE?

WHERE TO PUT GENERAL AVIATION

RETURN TO "RECREATIONAL AIRPORT"
COMMERCIAL (FOR PROFIT) OPERATION/ SCHEDULED NET JETS
OR IF NO LEAD IN FUEL!!

NOISE MITIGATION "HUSH KITS"

SHOW ALL AREAS ON MAP

GO GREEN
NO LEAD FUEL

HAVE 3 YEARS TO RESULTS
DEVELOP A PLAN
WORKING GROUP
AIRPORT COMMISSION SHOULD HAVE OBJECTIVE KNOWLEDGE REPRESENTATION

IMPROVEMENTS POSSIBLE BUT NEED FUND - COMES W/ AGREEMENTS

DEAL W/ TOUCH-AND-GO LANDINGS
SLOWING
IGNORE FLIGHT PATH
CONSIDER FLIGHT SCHOOL BAN

HOW TO REPLACE \$275 MIL REVENUE VS HEALTH IMPACT "FULL COST"

BUY THE RULEBOOKS



SMO
COMMUNITY DISCUSSION GROUP
MARCH 17, 2012
AFTERNOON

ISSUES

OPPORTUNITIES/OPTIONS

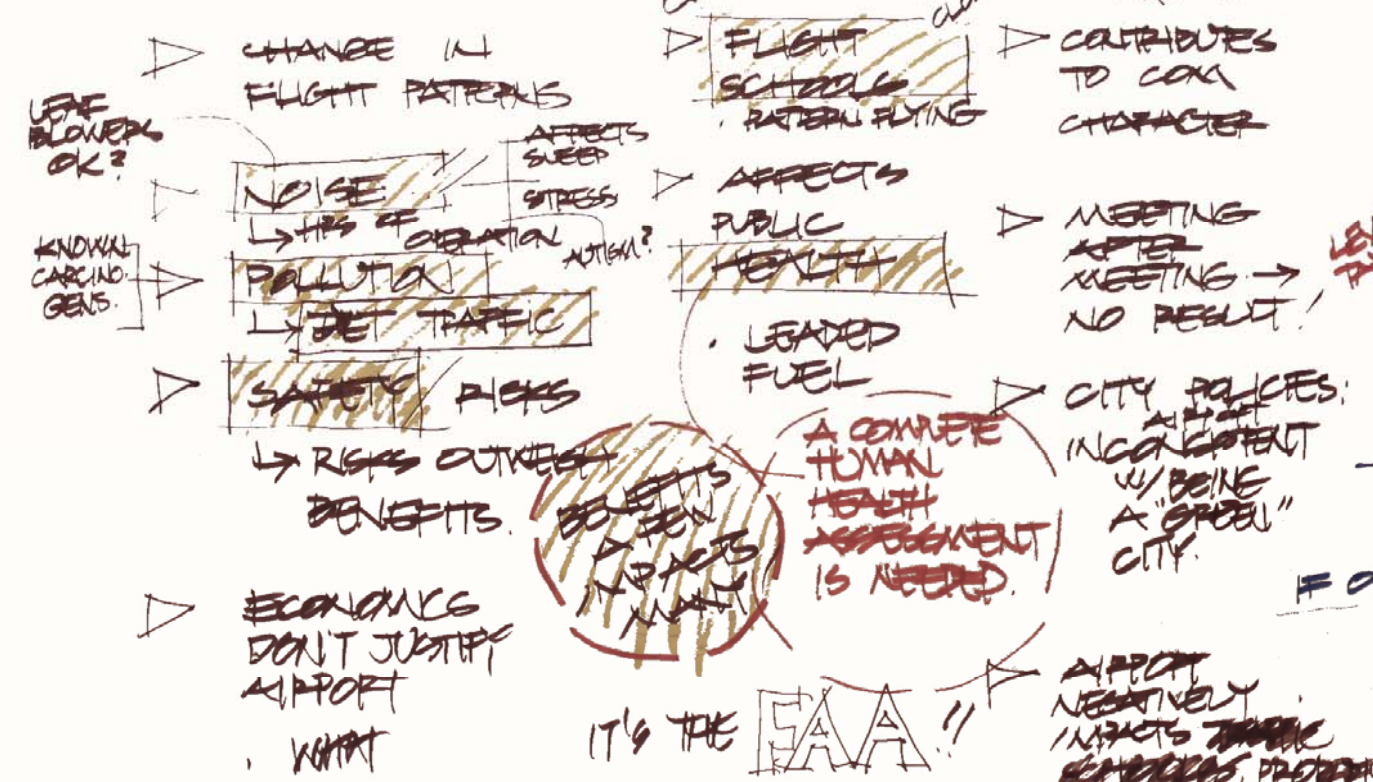
PHASE III



March 17, 2012
 2:00pm

Prepared By:

KEY ISSUES



ENVIRONMENTAL IMPACTS MUST BE NECESSARY CLOSING AIRPORT
 HIGH FREQUENCY CLOSE SPACING
 WHERE WILL THE TRAFFIC GO?
 NOT THE SAME ROUTE TO FLIGHT

POTENTIAL IMPROVEMENTS



MUST BE SUSTAINABLE
 INCORPORATE ENVIRONMENTAL
 SA INSTITUTE OF SUST. TECH.
 W/ PUBLIC TRANSPORT.
 GET COMMUNITY SUPPORT
 DEMAND COLLEGE
 SCULPTURE GARDEN
 FOOTBALL STADIUM
 MUSEUMS
 ART JETS
 KEEP NOX AVIATION USES, STUDIOS, OR ENTERTAINMENT THEATERS FLUXIAL SCALE

IT'S THE FAA!!
 AIRPORT NEGATIVELY IMPACTS TRAFFIC, REVENUES, PROPERTY VALUES, Q. OF LIFE.



March 24, 2012
 10:00am

Prepared By:

