

The Santa Monica Airport Association



The SMAA: Preserving the Santa Monica
Airport for future generations

Presentation to Surrounding Communities affected by Santa Monica Airport (SMO)

Potential 2017 runway shortening / potential 2019 SMO closure

Van Nuys – VNY – June 6th, 2017

Hawthorne – HHR

Compton – CPM

Westchester / El Segundo/Inglewood- LAX

Torrance - TOA

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How what is happening at SMO affects
surrounding communities – Specifically Van Nuys & VNY

Current SMO situation

The City of Santa Monica

For over 35 years, the City of Santa Monica has sought to close and re-develop the Santa Monica Airport.

The City is spending \$1million+ a year on legal challenges, new staff and outside consultants.

City and FAA reached backroom deal (Consent Decree) on January 30 2017, allowing City to shorten runway to 3,500 feet and close SMO 1/1/2029. SMAA, NBAA challenging Consent Decree in Federal Court. Two SMO users challenging City in State Court under Brown Act. Decisions expected by Dec 2017.

1948 Instrument of Transfer (IOT) did obligate City to operate the property as an airport “Forever”.

Anti-Airport Activists

City policy is being influenced by a small number of activists. 200 or less. Mostly airport-adjacent homeowners

Dishonest Fear Campaign

City is consistently dishonest with voters about safety, noise, pollution and the economic value of the airport.

The Grand Park Illusion

Development costs estimated at \$4M to \$6M per acre (from recent City park projects) - \$1.2 billion + for all 227 SMO acres. Massive City tax increase required to develop and maintain a park.

The Hughes Airport / Playa Vista Example – Likely what will happen at SMO site

Perfect example of the challenging traffic and density impacts of airport re-development.

Salivating Real Estate Developers

FAA and State limit building heights inside a 3.8 mile radius around SMO...Mostly City of LA.

SMO LEGAL HIGHLIGHTS

- 1917** Airport operations commence circa 1917
- 1941** Feds lease property, finance expansion and build runway 21/3 – 5,000 x 150'
- 1948** Instrument of Transfer - City obligated to maintain property as airport “forever”
- 1984** Operating Agreement between FAA, Users and City of Santa Monica
- 2008-09** C/D Jet ban overturned. Initial failed challenges go back to 1977
- 2016** Eviction threats to airport tenants. Loss of Justice, Typhoon
- 2016*** Eviction notices to FBOs Atlantic and American Flyers
- 2013-16*** Five Part 16 Complaints filed with the FAA (50% of nationwide complaints to FAA)
- 2016** FAA Letter of Investigation / Subpoena. FAA “Cease and Desist” to City.
- 2017*** Feb 1 Consent Decree and SMAA, NBAA Challenge in US Federal Court * Challenge in state court under Brown Act. 2017 runway shortening, 2029 SMO closure.

* Current ongoing legal actions

About SMAA

The Santa Monica Airport Association (SMAA) exists solely to protect and preserve SMO for current and future generations. Non-profit, all volunteer organization

2011 City study shows KSMO generates over \$247M in direct economic impact.

SMAA has 400,000+ members and supporters in SoCal, CA, and Nationally. Supported by AOPA, NBAA, SCAA groups

“We are laser-focused on the preservation of SMO.”

Christian Fry - SMAA President

THREE PILLARS OF THE SMAA

Legal Defense – Keeping SMO open and operating.

Community Outreach – Educating our City community to the value of our Municipal Airport. Jobs, safety, security, current and future transportation on-ramp

Political Action – Educating City, County, State and National lawmakers to the value of SMO. Economic impact, essential infrastructure, disaster response asset. Dispelling City politician myths and untruths regarding airport noise, safety, emissions and community value.

How SMO restrictions/closure affect Van Nuys

Approx. 90,000 2016 annual SMO aircraft operations

Approx. 80% propeller / 20% jets

2017 Runway shortening to 3,500 ft sends approx 50%
(9,000 ops/yr) of jets elsewhere, to VNY, LAX, HHR

2029 Runway closure sends all propeller aircraft (82,000+ ops/y)
and all remaining jets, (approx 9,000 yr) to VNY, HHR, CPM, TOA,
LAX,

*Santa Monica City council is outsourcing essential infrastructure
and insourcing jobs (\$\$) and visitor dollars (\$\$).*

Best guess on where 90,000+ SMO 2029 aircraft ops go

Van Nuys (VNY) +/- 50,000

Westchester/El Segundo/Inglewood (LAX) +/- 10,000

Hawthorne (HHR) +/- 20,000

Whiteman (WHP) and Compton (CPM) +/- 8,000

Torrance +/- 2,000

....When a major earthquake hits SoCal, City of Santa Monica will want to use VNY/LAX/HHR/CPM/WHP/TOA for relief efforts.

Wealthy 90405 neighborhood outsourcing infrastructure

- From City-Data.com:

1. **90405 - Santa Monica Airport** Median Home Value **\$1,000,001**

Average Adjusted Gross Income in 2012: **\$129,480.**

2. **91406 - Van Nuys Airport** Median Home Value **\$361,600**

Average Adjusted Gross Income in 2012: \$45,322.

3. **90012 - Whiteman Airport (Pacoima)** Median Home Value \$394,500

Average Adjusted Gross Income in 2012: \$43,969

4. **90250 - Hawthorne Airport**, Median Home Value \$397,500

Average Adjusted Gross Income in 2012: \$39,429

5. **90220 - Compton-Woodley Airport**, Median Home Value \$227,500

Average Adjusted Gross Income in 2012: \$31,427

.....to other local communities

Summary

1. SMO runway shortening/closure significantly affects Van Nuys
2. Santa Monica City Council outsourcing airport ops to Van Nuys

3. What can Van Nuys community do?

Community resolution condemning SMO restrictions/closure

Enlist County, State and Congressional political support

Join SMAA in supporting SMO continued operations

Thank you for your time!



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