

C.R.A.A.P. Report August, 2004 (Santa Monica Airport-Update)

Issue #6

by Martin Rubin

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1. Meeting with Congresswoman Jane Harman's Field Representative.

I met with U.S. House of Representatives (36th District of California) Congresswoman Jane Harman's new Field Representative, Hillary Gross, to discuss environmental and safety concerns from commuter jet traffic at Santa Monica Airport on residential neighborhoods. Besides listening to what I had to say, she has been in touch with Lisa Pinto, District Director for U.S. House of Representatives Congressman, Henry Waxman (30th District of California). We will continue to work with both in order to better address our concerns. These two Congressional Districts account for all the areas directly surrounding Santa Monica Airport. There is more information related to this in “Item 6” of this report.

2. SM Task Force on the Environment meeting – July 19th.

The task force voted to place on the August 16th meeting agenda, an item to discuss how to improve the communication between the Task Force and the SM City Council. This stems from the continued Task Force members' frustration about not receiving replies back from the City Council to Task Force recommendations. The Task Force recommendation to put the Airport Park project on hold until a health risk assessment is completed was not even placed on the City Council agenda, adding further to the Task Force's frustration. If you are interested in attending the meeting, check the jetairpollution.com calendar for details.

Next Meeting: August 16th, 2004

3. “The LAX Expansion Situation”

The ARSAC Viewpoint (Alliance for a Regional Solution to Airport Congestion)

[Click here to read the full Viewpoint.](#)

[**WILL YOU BE IMPACTED BY THE IMPENDING LAX EXPANSION? YOU BET!**](#)

Think the 405 is bad now? Just wait till another 30+ million cars and trucks annually are forced onto it by LAX expansion.

Think LAX expansion will relieve Burbank Airport? Think again. Everyone hates LAX now; with 10-20 years construction work and additional traffic on the 405, everyone is going to look for other airports to use. Low cost airlines like Southwest have threatened to move from LAX to other local airports if the Mayor's plan is implemented. Burbank will feel increased pressure for expansion. That means more traffic on the 101 too.

And of course ticket prices will go up! Someone has to pay for all of the unnecessary construction. Estimates by one airline was \$35 per ticket or more depending on the final project costs. Further, taxpayer dollars will be required for off airport projects that are not "specifically airport related" but are exacerbated by LAX traffic—that money that could be used to maintain or fix your neighborhoods.

Further, all of the push for LAX expansion is diverting attention from fixing all of the Van Nuys airport issues such as limiting helicopter activity times and outlawing louder stage 2 aircraft.

LAST YEAR, Alternative D was so universally unacceptable that it was referred to by many in the City Council as "fatally flawed" and "dead on arrival." Council member Miscikowski has come to the Mayor's rescue. She unveiled a "consensus" plan for which there is NO AGREEMENT.

LAX-area Councilwoman Miscikowski (who terms out of office next year) agrees to approve the entire Alternative D Master Plan first and to then add more "reviews" of the most onerous project elements before they are built. Although Council member Miscikowski states opposition to her "yellow light" projects and require additional review for these items, she will not be in office to fight against them. Even the LA City staff report approved by the joint Commissions last month referred to the Miscikowski approach as an "Alternative D implementation plan!" A plan that deletes, not delays, the unacceptable projects should be enacted.

We hear that when the City Council votes in September or October to authorize this plan your Valley City Council members plan to vote with Councilmember Miscikowski as a courtesy to the Council member whose district includes LAX.

YOU MUST SPEAK UP—LOUDLY and CLEARLY—TO YOUR COUNCIL MEMBER AGAINST THIS PLAN.

Protest the waste of your money. The community you save will be your own...

Please send a copy of your correspondence to the Alliance for a Regional Solution to Airport Congestion at info@regionalsolution.org . Thanks.

**AIRPORT LAND USE COMMISSION
COUNTY OF LOS ANGELES
NOTICE OF PUBLIC HEARING
AVIATION CASE NO. 04-162-(2, 4)**

Notice is hereby given that the Los Angeles County Airport Land Use Commission (ALUC) will conduct a public hearing concerning the City of Los Angeles' proposed Los Angeles International Airport (LAX) Master Plan and related documents on Monday, August 16, 2004 at 4:00 p.m. in Room 381B of the Kenneth Hahn Hall of Administration, 500 West Temple Street, Los Angeles, California 90012. Interested persons will be given an opportunity to testify.

Pursuant to the State Aeronautics Act, the ALUC will review the LAX Master Plan, including the proposed extensions and realignments of existing runways, and related documents that are necessary to implement the Master Plan. These related documents include the City's proposed LAX Plan, LAX Specific Plan, amendments to the General Plan, amendments to zoning regulations, and zone changes. The LAX Master Plan and the related documents are collectively referred to as the Master Plan Program.

ALUC review primarily will consider whether the proposed Master Plan Program is consistent with the County's adopted Airport Land Use Plan (ALUP) and, therefore, will focus on the differences between the Master Plan Program and the adopted ALUP. The ALUC will principally be reviewing the Master Plan Program to determine if any of its components would result in greater noise and safety impacts on surrounding land uses than are assumed in the adopted ALUP and if the Master Plan Program is in conflict with any of the ALUP policies.

If you are unable to attend the public hearing but wish to send written comments, please write to the Los Angeles County Airport Land Use Commission, 320 West Temple Street, Los Angeles, California 90012, or send an e-mail to Mr. Mark Child at mchild@planning.co.la.ca.us.

Case materials are available for review between 7:30 a.m. and 6:00 p.m., Monday through Thursday (the office is closed on Fridays) in the offices of the Department of Regional Planning, Hall of Records, Room 1354, 320 West Temple Street, Los Angeles, California 90012.

A copy of the Final LAX Master Plan, the LAX Plan, the LAX Specific Plan, the related general plan amendments and zone change documentation, and the Los Angeles County Airport Land Use Plan, will be available for review beginning on Monday, August 2, 2004 at the Los Angeles County Department of Regional Planning website at <http://planning.co.la.ca.us/aluc.htm>

Information concerning this case may be obtained by telephoning Mr. Mark Child at (213) 974-6425 between 7:30 a.m. and 6:00 p.m., Monday through Thursday. Offices are closed on Fridays.
MTA Red Line Civic Center Station

Public parking is available at the Music Center parking garage located at 135 N. Grand Ave. There is a parking fee of \$17.00.

Public transportation is available. The nearest Metro Red Line station is Civic Center which is located a half block from the Kenneth Hahn Hall of Administration. Please refer to the MTA website, www.MTA.net, or call 1-800-COMMUTE for further rail and bus info.

4. SM Airport Commission Meeting – July 26th.

Commissioners Ofer Grossman and Mark Young were elected the new Chair and Vice Chair of the Airport Commission. In the past, Commissioner Grossman has shown support for residents' concerns. He demonstrated, as he took the position of Chair, that he will continue his openness to residential input.

Highlights of the SMO Noise Management Program: June, 2004 Report

Jet Aircraft Operations – 1,583; an average of 55 per day. This is a **26% increase** from June, 2003. Jet operations now comprise 15% of the

total operations. (In 1997, about the time when I first got involved, jet operations comprised about 3% of the total operations.)

In June, 2004, there were 19 noise violations that registered at either of the two Remote Monitoring Stations; of which 17 were jets.

There were 47 aircraft arrivals between 11pm and 7am. (There are no curfews on arrivals, only takeoffs.)

Next Meeting: September 27th, 2004

5. **Coffee/Forum with Mike Gordon.**

My thanks to the large number of neighbors, who turned out to hear Mike Gordon at St. Andrews Church. My special thanks to Mike Gordon, the former Mayor of El Segundo, and now a candidate for California State Assembly (53rd District), who delivered plans for action and gave those in attendance hope and encouragement. I was thrilled with what Mike had to say regarding Santa Monica Airport concerns.

Those in attendance heard Mike commit to helping us with our jet air pollution problem. He, along with LA City Council District 11 candidate Bill Rosendahl, who introduced Mike, is looking forward to working on this issue. We want to thank Bill Rosendahl for attending. Also present was Edgar Saenz, from Congresswoman Maxine Waters' office. We want to also thank Edgar for attending.

[Click here to view photos of Coffee with Mike Gordon Forum](#)

Although our forum was at the same time that John Kerry gave his acceptance speech, we had a good turnout. Many gathered around the TV in an adjacent room to watch John Kerry's speech, including Mike, and our forum immediately followed with just a slight delay.

I want to thank those who helped hand out flyers, those who helped clear the room of chairs and tables after the event, and everyone, who took time out of their busy lives to attend this forum.

Lastly, I want to say that I have not seen this much enthusiasm and public interaction at, and after, a meeting, in all the years that I have been involved with SM Airport issues. I look forward to helping Mike help us.

6. **Congressman Henry Waxman's letters to the FAA regarding SMO.**

Since May, 2000, Congressman Henry Waxman has sent a series of letters to the FAA that point to specific problems regarding safety and the environment around SMO. Shortly, I will post a link on our [Current Events](#) page for you to go to Congressman Waxman's website to review his correspondence with the FAA. We very much appreciate Congressman Waxman's efforts.

7. **Coming Events**

- A). A Federal/State Summit on Air Quality in Southern California.
Friday, August 6, 2004, 9:30am to 12:00 noon
LA Pierce College, Campus Center

6201 Winnetka Avenue, Woodland Hills
RSVP please call (310) 395-3414 or (818) 596-4141

- B). **Town Hall Breakfast: To discuss Air Quality issues in your community and how the AQMD can serve you better.**

Your South Coast Air Quality Management District Governing Board
Member The Honorable Jan Perry and
Former El Segundo Mayor The Honorable Mike Gordon
Will hold a Town Hall Breakfast to discuss Air Quality issues in your
community and how the AQMD can serve you better.

We can improve our Air Quality through a collaborative effort.

Monday, August 9, 2004

8:00 AM

Doubletree Hotel
1985 Grand Avenue, El Segundo
Manhattan Room

Please RSVP to Sandra at (310) 322-2234

Or Sandra@friendsofmikegordon.com

- 8). **Quote from Santa Monica Mayor, Richard Bloom, on Santa Monica Airport.**

The Daily Press asked four questions of candidates for Santa Monica City Council to tell why they seek the very important SMRR endorsement.

Of interest is the part of the answer the present Mayor of Santa Monica, Richard Bloom, gave to the question; "What do you believe are the top three most important issues facing Santa Monica? How will you specifically address them?"

*From the Santa Monica Daily Press – July 27th, 2004
SMRR campaign:
Candidates vying for key endorsement
by Daily Press staff*

Included in his response was:

"...we need to work harder still to eliminate jet traffic at Santa Monica airport..."

- 9). **Growth of Jet Operations at Santa Monica Airport.**

The data is from the Santa Monica Airport Noise Management Program Reports.

	(Arrivals and Departures)	% of total operations
1994	4,829 jet operations	2.30%
1995	4,951 jet operations	2.70%
1996	4,898 jet operations	2.50%
1997	6,203 jet operations	2.90%

1998	7,559 jet operations	3.47%
1999	9,608 jet operations	4.17%
2000	12,485 jet operations	7.23%
2001	13,252 jet operations	8.97%
2002	16,157 jet operations	10.70%
2003	16,210 jet operations	11.00%
2004 (Jan. – June)	9,185 jet operations	approaching 15%