

Concerned
Residents
Against
Airport
Pollution

C.R.A.A.P. REPORT

*By Martin Rubin (Founder/Director of Concerned Residents Against Airport Pollution)
And Joan Winters, contributing writer.*

In This Issue

1. Teterboro, New Jersey commuter jet accident.
2. Successful LA City Council District 11 Candidate Forum.
3. SCAQMD study report
4. SM Task Force on the Environment.
5. January SM Airport Commission meeting.
6. Bill Rosendahl receives our endorsement.
7. LAX Master Plan Stakeholder Liaison Community Meeting.

**Concerned Residents
Against
Airport Pollution**

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Donations sent to the above address are not tax deductible, but very much appreciated.

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TETERBORO, NJ - FEBRUARY 2, 2005: A CL-600 Challenger corporate jet sits partially inside a warehouse after crashing while trying to take off from Teterboro Airport. The plane, with 11 aboard, skidded across Route 46, a six-lane highway, during the morning rush hour striking two cars before crashing into the building. Because traffic was stopped at a red light, fewer cars were struck by the jet. (Photo by Mario Tama/Getty Images)

This can happen here at Santa Monica Airport (SMO), because both airports do not have proper safety run-off areas for emergencies. According to the FAA's own standards Santa Monica Airport would not qualify today under current rules for safety run-off areas.



A Frightening Related Story

Coincidentally, a frightening incident happened one sunny Saturday afternoon in mid January, involving the same type aircraft, a Challenger 600. I was leaving my residence and walking to my car, when I observed a large commuter jet flying unusually low and south of the path where they are recommended to fly over the noise monitor. The plane did not land, but it made a tight circle north, swung around and came back again over where I was standing. But this time it approached about the lowest I have ever seen a plane around here approach. Again it flew at least 100 yards south of the noise monitor (So much for accurate noise measurements). I was afraid that it would not make it to the runway. It did land, and I was relieved to hear the reverse thrusters.

I later spoke with Matt Majoli, SMO's Noise Supervisor. I asked for information about this plane, and he told me it was a Challenger 600, and that it is the third largest plane allowed to use the airport. I requested its elevation, and he told me it was not on their flight tracks. He did mention that, for security purposes, about 10% of planes have a discreet squawk code that keeps even Santa Monica Airport administration from viewing the flight tracks.

Speaking of security, this is a perfect example of blatant disregard for the safety and security of those of us on the ground. It is reprehensible that government allows this type of maneuver (It was all perfectly legal). As the years go by, the impacts from the airport on the surrounding communities grow and grow. What the CL600 did in Teterboro, New Jersey should be a wake-up call to all involved. Also, this type of plane was involved in a deadly crash just a couple of month's ago in Aspen, Colorado. When will the safety of people on the ground be considered?

[FAA, are you listening?](#)

For more photos and related articles click [HERE](#)

2. C.R.A.A.P. LA City Council Candidate Forum: A Big Success.

With the appearance of our three candidates in the 11th District, Flora Gil Krisiloff, Angela Reddock and Bill Rosendahl, how could it not be? All of the public's questions were asked and answered. We had a standing-room only crowd, and we thank all who attended. In case you missed our forum, Channel36 has an edited webcast available at: www.la36.org.

Thank you to all our C.R.A.A.P. members who helped. Thanks to Andy Parke for his excellent, professional video coverage of our entire forum. Thanks to Tal for transferring Andy's tapes to DVD. Thanks to Freddie Koella for assisting with the sound system. Thanks to Ken Marsh for having LA36 Cable TV contact me. Thanks to Alex Utas for being the timekeeper. Thanks to Susan Griffin and Jay Segal, Maryjane and Charles Puffer and their friend Daniel, Dwight and Gwen Rinehart, Susan Follett, Don Sriro, Jerry Rubin, and Don Geagan for helping with flyer distribution and helping put on the event.

Attending the forum were representatives from Congresswoman Jane Harman's office, State Assemblyman Mike Gordon's office, Sandy Grant from the Santa Monica Task Force on the Environment and several members of the Mar Vista Community Council.

3. SCAQMD study report:

Advisory Committee member Susan Mearns (also a member of the Santa Monica Task Force on the Environment) forwarded her notes on the second advisory committee meeting.

- The study is a USEPA funded, technical, gradient, study designed to be similar to other such studies funded by the USEPA and to the extent possible as similar to MATES.
- The purpose of the study is to characterize air quality around general aviation airports.
- Van Nuys and SMO were selected because they are the two biggest general aviation airports in the South Coast Basin.

The study will include:

- Monitoring of ultrafine particles
- Monitoring of total suspended particles, including lead
- Monitoring of 40 volatile organic compounds (VOCs) as specified in the MATES studies
- Monitoring of NO_x, SO_x, CO, PM_{2.5} and carbonyl
- Long term monitoring will occur over three months in two different seasons in the community and at the airport
- Intensive monitoring will occur for two weeks in two different seasons in the community

- The airports will have two samplers; one located from the end of the runway where the airplanes depart, and one located at the end of the runway from where the planes land
- The community samplers will be sited downwind of the prevailing wind direction from the airports, away from trees and other potential sources of emissions, such as freeways and gasoline service stations, hopefully on commercial property.

The next steps of the study include:

- AQMD needs to reconfigure sampling platforms based on input from the airports and rethink sampling locations based on FAA constraints
- AQMD will continue to act on community inputs regarding siting samplers in the community
- The community needs to provide input to AQMD on when to sample in the community and where to sample given the size and noise of the equipment

**My thanks to Susan L. Mearns, Ph.D.
Mearns Consulting Corp.**

4. SM Task Force on the Environment meeting:

This meeting overlapped with the SM Airport Commission meeting and I only stayed for the report on the AQMD study that the chair was kind enough to move to the front of the agenda. Check the Calendar at jetairpollution.com for the date of the next meeting.

5. SM Airport Commission meeting:

There were a couple of Commissioners' suggestions that might prove helpful if they are put on a future agenda and acted on. The next meeting will be on Monday, February 28. You are all welcome to attend.

6. C.R.A.A.P. Endorsement goes to Bill Rosendahl for Los Angeles City Council District 11:

To read my endorsement and the Rosendahl Pledge regarding Santa Monica Airport click [HERE](#).

7. LAX Master Plan Stakeholder Liaison Community Meeting:

The first meeting, held February 3rd, was basically an introduction to those present as to what this program is and how it will function. The next meeting will be August 4. For more information call (800) 919-3766 or contact C.R.A.A.P. - jetairpollution@earthlink.net