

Concerned Residents Against Airport Pollution

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

Issue #5

by Martin Rubin

(Founder of Concerned Residents Against Airport Pollution)

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1. SM Task Force on the Environment meeting – June 14th.

Mark Gold, Chair of the Task Force, voiced his frustration with the City of Santa Monica. He told me that although the Task Force agreed with our desires to have Santa Monica Airport air quality issues looked into, he said that we need to take the matter directly to the SM City Council. He compared the efforts of the Task Force to have SM Airport air quality issues addressed by SM City Council to the efforts of the Task Force to have the fluoridation of SM water concerns addressed. The Task Force did not have their input responded to by City Staff or City Council. I feel that the SM Environmental Task Force has taken this issue on and they have tried to move it forward several ways. The City representatives continue to sit on, side step, or postpone each of the Task Force efforts. This is shameful behavior from a city known for being in the forefront of addressing environmental issues. In the meantime, communities surrounding SM Airport continue to be subjected to toxic jet emissions, which only get worse as the number and size of jets using SM Airport increase.

Next Meeting: July 19th, 2004

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2. LAX Joint Commission Hearing

Another session for public testimony was allowed for those who were unable to testify on May 25th. Among those testifying were Los Angeles Mayor James Hahn, Councilwoman Cindy Miscikowski, and Councilman Bernard Parks. I had to leave the May 25th meeting before I could address the panel so that I could attend the SM Airport Commission's Environmental Workshop at SM City Hall. This time, I was able to give my three minute input (text to follow).

Joint Commission Hearing June 14, 2004 (My Testimony)

Good afternoon,

I want to thank the panel for hearing further testimony on the proposed LAX Expansion.

I am Martin Rubin, founder and director of Concerned Residents Against Airport Pollution.

A growing number of us, living around airports, are concerned about the health affects of jet emissions, especially during their taxi/idle stages. The final (EIR/EIS) does not address these concerns. None of the proposed expansion plans, including the Consensus plan, looks at mitigating emissions from idling jets. It is not something that the City of Los Angeles, having the worst air in the nation, should overlook. It needs to be dealt with now. To place financial concerns over environmental concerns will prove to be a grave mistake.

We want to thank individuals like former El Segundo Mayor Mike Gordon, and all the people of ARSAC, and others, who are speaking for the interests of those who already bear an intolerable burden from LAX impacts. We all have been fighting for a regional airport system.

Those of us, who live around Santa Monica Airport, are concerned that even more commuter jets will be driven from LAX to Santa Monica Airport by the influx of the new larger jets. We already have emissions from idling jets blowing over our residential neighborhoods and into our living rooms. Who in government is responsible to look out for the health concerns that these emissions have on us, and why haven't they done so?

The Final EIR ignores the concerns of many local residents. We ask that, as you prepare to vote on this plan today, you consider the 3,000 comments submitted during the EIR process, the comments made during testimony before you at these hearings, and the fact that over 10,000 people have signed a petition saying that they do not want expansion of LAX. Signatures have been pouring in and will continue to be collected throughout the summer.

We urge you to vote no on the Final EIR/Master Plan Alternative D until our concerns can be addressed.

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The following is from:

COUNCILWOMAN CINDY MISCIKOWSKI'S JUNE-JULY 2004 ENEWS

AIRPORT UPDATE- On June 14, a joint hearing of the Board of Airport Commissioners and the City Planning Commission certified the LAX Master Plan which included my Consensus Plan for LAX. Now it goes to the Los Angeles County government for review and then Los Angeles City Council. It is important to remember that the Consensus Plan for LAX is still a work in progress and I am continuing to consult a wide variety of stakeholders for their input on how best to put forward a plan that gets something done at LAX and that meets the needs of the residential and business communities impacted by the airport. City Council will likely vote to certify the plan in the Fall, after which it will go to the federal government for approval.

I am grateful to have received feedback from so many people and groups on this plan, and I'd like to take a moment to clarify a key question that I have heard a few times. The Consensus Plan consists largely of a "specific plan", which is an urban planning tool that is actually a law. Under the specific plan, the airport cannot build the more controversial parts of the plan, such as the Manchester Square terminal which I oppose, without extensive public review, new environmental studies and mandated feedback from a stakeholder group consisting of individuals from a wide variety of backgrounds, including local residents, local businesses, government, the aviation industry and others.

This means that even though I will be leaving office in a year, the law will remain in place and enjoy all the strengths and powers of any law. The specific plan's legal standing will force future councils and administrations to consult the communities before proceeding with capital development at LAX.

I feel that this plan is the strongest legal tool possible that will protect communities around the airport from additional capacity and geographical expansion. For more details on the Consensus Plan for LAX, please contact David Kissinger of my staff at (310) 568-8772.

Response to Cindy Miscikowski's Newsletter from ARSAC:

Alliance for a Regional Solution to Airport Congestion, ARSAC, is the organization whose no expansion pledge was signed by Mayor Hahn. LAX expansion is controversial since the Mayor is failing to meet his signed campaign pledge to limit LAX and to foster a regional solution to airport capacity needs.

ARSAC agrees that the present LAX Master Plan expansion is a critical issue of importance to the entire City and region because it is the largest public works project ever undertaken. The economic impacts of the Mayor's Plan on the entire region can be devastating.

Implementation documents approved by the joint Commissions appointed by the Mayor this month were released to the public the same day that they were approved. Despite strongly antagonistic positions to the Mayor's plan by numerous surrounding Cities and other governmental entities, community groups, and all but one bankrupt airline and its affiliates,

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LAX Expansion plans are being ushered through the approval cycle with the objective of finalization this fall before the next Mayoral race and before a full cost-benefits evaluation by RAND Corporation.

ARSAC opposition to the plan fostered by Councilmember Cindy Miscikowski focuses on a call for first approving all of Alternative D including all of the most onerous parts. Councilwoman Miscikowski tells us that the LAX specific plan is a LA City law. Any city law can still be changed by a simple majority of the City Council. We continue to await an explanation how a specific plan will be more protective than the entire master plan process during which over 3000 sets of comments resulted in no changes to Alternative D.

We and others continue to wonder aloud if the approval of the entire Alternative D would be negated if any of the many onerous aspects of Alternative D such as the building of Manchester Square or the demolition of perfectly good terminals on the north side to add new taxiways are eliminated in the future. We expect that those who might benefit from Alternative D construction will sue to force completion of Alternative D once it has been approved.

The Miscikowski Plan is really "the insiders' compromise plan" rather than "consensus plan" because there is no consensus for the items being approved. The Miscikowski Plan provides a false expectation to the public that only the "green lighted" projects will be built. Nothing in the documentation we have seen to date actually says that. Further, the Miscikowski Plan provides an easy way for other Councilmembers to say that they oppose Alternative D and yet vote in favor of it.

We are circulating a petition noting that Alternative D or its derivative is a bad plan. We urge you to help us collect signatures and to contact your Councilmembers and tell them that we want a plan that is done right the first time--not a plan that spends several billion dollars and hopes that the rest will be done correctly. The web address for a copy of the petition or for our speaker's bureau to answer any of your questions is <http://www.regionalsolution.org>.

Sincerely Yours,

Dennis J Schneider, Vice President - ARSAC

For more about "[The LAX Expansion Controversy](#)"

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The following is from:

**BERNARD C. PARKS
COUNCILMEMBER 8TH DISTRICT**

DEAR SUPPORTER,

I HAVE RECENTLY TAKEN AN ALTERNATIVE POSITION ON THE AIRPORT MASTER PLAN. THIS PLAN WAS RECENTLY SUBMITTED TO THE JOINT MEETING OF THE BOARD OF AIRPORT AND THE CITY'S PLANNING COMMISSIONS.. PLEASE LET ME KNOW WHAT YOU THINK ABOUT THE 8TH DISTRICT'S EFFORTS..THE REFERRED ATTACHMENT "TASK FORCE" REPORT CAN BE LOCATED ON THE 8TH DISTRICT WEB-SITE..

**BERNARD C. PARKS
COUNCILMEMBER 8TH DISTRICT
LOS ANGELES CITY COUNCIL
200 N. SPRING ST. #460
LOS ANGELES CA. 90012
213-473-7008
213-485-7683 (FAX)
WWW.LACITY.ORG/COUNCIL/CD8**

The Council member is opposed to the Final Environmental Impact Report (FEIR) and the Final Master Plan (Alternative D) which were submitted for approval and adoption to the Board of Airport and Planning Commissions.

For more go to:

[http://www.lacity.org/council/cd8/Community Reaction Report.pdf](http://www.lacity.org/council/cd8/Community%20Reaction%20Report.pdf)

Dennis J Schneider, Vice President – ARSAC adds:

Councilmember Parks believes that it is a more honest approach to the LAX Master Plan questions to actually make a decision--now--about to what will be done with LAX. Further, his plan is consistent with the compromise, smaller changes, proposed by many community organizations and the airlines who agree that LAX needs to be updated but without creating the largest public works project ever.

I would like to add that when Councilman Parks gave testimony at the Joint Commission Hearings on LAX Expansion, he said that the environmental reports were outdated and not properly done. He said that the noise and air pollution on LAX neighboring communities needs to be better mitigated. (Martin Rubin)

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3. Westside Greens Administrative meeting – June 19th.

It was suggested to me to take our CRAAP concerns to the Green Party. On last minute notice I was put on their agenda as a discussion item. Santa Monica Mayor Pro-tem, Kevin McKeown, and Santa Monica City Council member and former Mayor Mike Feinstein are both active members of the Westside Greens. They left before I gave my presentation. The following is taken from the minutes of that meeting:

“Westside Greens Administrative Meeting

Sat. June 19, 10:30am at 2809 Pico Blvd office

Note-Taker: Brad Reaves

Danny Meyer opened the meeting. Some members had to leave early, so the Agenda was rearranged to allow them to speak before they had to go.

...Martin Rubin, founder of Concerned Residents Against Airport Pollution spoke of the pollution being caused by jets at Santa Monica Airport. General consensus to support the cause. He will report back with what we can do to help. Visit www.jetairpollution.com for more info.”

This is another effort to reach out for support and help with our CRAAP concerns.

Next WESTSIDE GREENS MONTHLY MEETING: Saturday, July 10th

WHERE: Westside Greens Office

2809 Pico Blvd. Santa Monica, CA (four blocks east of Cloverfield and ten blocks west of Bundy)

4. Friends Of Sunset Park – Annual Meeting – June 19th.

After attending the Westside Greens meeting, I went a few blocks over to the Friends Of Sunset Park’s Annual meeting. Santa Monica Mayor Pro-tem, Kevin McKeown, and Santa Monica City Council member and former Mayor Mike Feinstein were both already there. SM Mayor Richard Bloom also attended.

The keynote speaker was Lisa Pinto, district director for Congressman Henry Waxman. She spoke of Congressman Waxman’s efforts to have the FAA address a number of the area’s concerns. He is still corresponding with the FAA. Lisa told me that these letters to the FAA will be available online soon. She will let me know when, and I will let you know too.

I found it interesting to note that I seemed to be the only one at the meeting who knew who were the “Official Parties” who signed the 1984 “Santa Monica Airport Agreement”. The two parties are the City of Santa Monica and the FAA. All Santa Monica City Council Members should be aware of this fact as well as all SM Airport Commissioners and others involved in helping to improve airport impacts on the community. It might be a good idea to review to familiarize oneself with the [“1984 Agreement”](#).

Cathy Larson gave the FOSP Airport Committee report. She also let those attending know about our website, jetairpollution.com.

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5. SM Airport Commission Meeting – June 28th.

This meeting had a very light Public attendance. Most of the meeting dealt with Security at General Aviation Airports with particular emphasis to SMO. There was discussion on how much involvement and knowledge the SM Airport Commission should have. Airport Staff and Airport Police felt comfortable (but not complacent) with security measures now in place. They also felt that discussing security issues in a public forum might play into the hands of potential terrorists' activities. Members of the Commission mentioned that they would feel more comfortable knowing if certain precautions were actually being taken as suggested by the Transportation Security Administration in their Security Guidelines for General Aviation Airports.

As usual, the Noise Report brought Public Comment. The month of May set another new all time high for jet operations. Accompanying this growth is **more air pollution, more noise, and more safety concerns** for those impacted.

The following bulleted items are from the SM Airport Noise Report Summary

- February 2004 had a **32%** increase in jet operations over February 2003 with **1,595**. There were **35** noise violations in February, with six registering over 100 dB SENEL.
- March 2004 was normal compared to an average month. March 2004 had the exact same number of jet operations as March 2003: **1,443**. There were **25** noise violations in March, one more than last year.
- April 2004 had an unusual amount of night arrivals; with **50** aircraft arriving between 2300 and 0700. And a **16%** higher than average number of helicopter operations; with **293** helicopters or **10** per day.
- May 2004 exceeded February's jet operations with a total of **1,637**; the most jet operations of any month to date. In addition, propeller operations were **up 15%** over May of last year, totaling **11,814**. And, similar to April 2004, May had **57** night Arrivals, almost twice as many operations as the annual average. Though May 2004 was one of the busiest recent months, noise violations were down **25%** from May of 2003 with **20** noise violations.

Of interest are the two proposed agenda items by Commissioner Grossman. One is to have a report updating the status of the proposed Aircraft Conformance Program, and the other is for a report discussing video monitoring of aircraft operations. I will be pleasantly surprised if Airport Staff comes back with a report that considers the needs of the communities surrounding the airport.

Next Meeting July 26th, 2004

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6. Meet and Greet Mike Gordon

Concerned Residents Against Airport Pollution invites you to meet our friend, Mike Gordon, candidate for the California State Assembly in the 53rd District, which includes our community.

As Mayor of El Segundo for the past 6 years, Mike has been a tireless fighter for quality of life issues in his city, including education, healthcare, transportation and the growth of parks and open space.

But most important to those who live and work near Los Angeles International Airport, Mike has been a leader in the fight against the expansion of LAX. He led a coalition of 120 cities and governmental agencies to restrain the growth of LAX while creating a regional airport system plan to meet the demands of air travel in Southern California in the 21st Century. Our neighborhood gave support to a regional airport system.

More recently, Mike has led the effort to collect more than 10,000 signatures expressing concerns about the current plans to expand LAX.

Mike will be a strong leader in Sacramento. He has the enthusiastic support of our Congresswoman Jane Harman, our State Senator Debra Bowen, and our current Assemblyman George Nakano.

Recently, I met informally with Mike at a restaurant by the Santa Monica Airport. He saw a number of jets take off and listened to my description of the jet emissions coming into our living rooms. He looks forward to helping us with our Santa Monica Airport concerns.

**We invite you to come and meet Mike on:
Thursday, July 29, 2004
7:30 – 9:00 p.m.
St. Andrew's Lutheran Church
11555 National Boulevard, Los Angeles 90064**

R.S.V.P to Linda Wolin at (310) 322-2234 or linda@friendsofmikegordon.com
For more information about Mike Gordon, please visit
www.friendsofmikegordon.com