Santa Monica Airport's Impacts ON Los Angeles
THE FAIRNESS FACTOR

Presentation by Martin Rubin - Director CONCERNED RESIDENTS AGAINST AIRPORT POLLUTION
April 27, 2013
What can you do?

• Concerned Residents Against Airport Pollution
• Founded in the summer of 2003 to address all who are impacted by Santa Monica Airport
• Web site with lots of information, and videos: www.jetairpollution.com
  Phone: 310-479-2529
• Sign up to be on our contact list at the website and receive useful and important SMO-related information.
FACTS

• We know that SMO is owned and operated by the City of Santa Monica, and that the City of Santa Monica maintains proprietary powers to protect the surrounding communities from environmental harm.

• We know that airports need to follow FAA guidelines and that those guidelines are ultimately approved by Congress.
FACTS

• Therefore Santa Monica and the FAA are clearly established players in determining the operations at SMO.

• July 1, 2015 is the irrefutable date when the (1984) "Santa Monica Airport Agreement" between the Federal Aviation Administration (FAA) and the City of Santa Monica (SM) will expire.
SMO occupies approximately 227 acres situated at the southeastern portion of the City of Santa Monica. The City’s southern boundary coincides with the airport’s southern property line.
A triangular portion (approximately 34 acres) of the airport’s eastern boundary lies within the City of Los Angeles. This land is owned in fee by the City of Santa Monica.
Santa Monica Airport’s Fly Neighborly Program

Venice, Mar Vista, and West Los Angeles, all Neighbors of Santa Monica, think it’s anything but neighborly.
Approximately $\frac{1}{2}$ of all SMO operations are PATTERN-FLIGHTS MOSTLY FROM FLIGHT-SCHOOL TRAINING.

PATTERN-FLIGHTS expose Venice, Mar Vista, and North Westdale in West L.A. to toxic lead from Aviation Gasoline.
SMO Flight Tracks Over LA
Sample Radar Tracks From Santa Monica Airport
Santa Monica Municipal Airport CNEL Contour Study
The 250 Degree Turn

We deserve the FACTS.

From Santa Monica Airport’s website. (The accuracy of the reason for the change is in question.)

“In 1990 the FAA proposed an amendment to SMO's IFR departure procedures changing the 250 degree turn "immediately after departure" to "at reaching the LAX 310 degree radial". This change was instituted as a result of the Cerritos air crash.”
FACTS

• Prior to the 1990 change, all IFR departures including all jets flew the 250 degree turn "immediately after departure" toward Santa Monica Pier.

• The reason for the change that redirected all these aircraft to fly straight out down Rose Avenue over Venice is in question.
FACTS

• In 1990 there were 1,825 total annual jet operations – ½ takeoffs and ½ landings. That’s about 3 jet takeoffs a day.

• By 2007, total annual Jet operations skyrocketed to 18,575 – That’s about 30 jet takeoffs a day on average. That’s a 1,000% increase in 17 years!
SMO Jet Operation Growth from 1983

(No jet operation count was kept for 1987, 88, 89, 91, and 92.)
Santa Monica Operations

Venice Neighborhood Council

By: Rob Henry, WSC Operations Support Group
Date: July 20, 2011
Increased delays- costs-pollutants at LAX and SMO

- LAX and SMO are separated by less than 4 nautical miles apart
  - Departure flight tracks converge
- SMO departures must be sequenced with LAX departures
- Delays increase operating costs and emit pollutants as aircraft wait out delay
The FAA said Congressman Waxman caused the reestablishment the 250 degree take off procedure for IFR piston aircraft to be halted.

Is it fair to protect Santa Monica at the expense of Venice and West Los Angeles?
FACTS

• A **1989** inter-departmental memo between the U.S. DOT and FAA warned that sensitive equipment and personnel should not be within 300 feet of jet fumes due to deleterious and dangerous health effects.

• Homes, on both sides of the runway, are situated less than 300 feet from the jet blast.
View of west side of SMO
## Environmental/Health Studies in 10 years at Santa Monica Airport

<table>
<thead>
<tr>
<th>Year</th>
<th>Source</th>
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<tbody>
<tr>
<td>2002</td>
<td>A science project by middle school student Jake Bloch&lt;br&gt;Santa Monica Airport: Is it Ruining Our Neighborhood Air?</td>
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<tr>
<td>2009</td>
<td>UCLA Department of Atmospheric and Oceanic Sciences&lt;br&gt;“Aircraft Emission Impacts in a Neighborhood Adjacent to a General Aviation Airport in Southern California”</td>
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<td>2010</td>
<td>South Coast Air Quality Management District&lt;br&gt;“General Aviation Airport Air Monitoring Study”</td>
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<td>2010</td>
<td>UCLA Pediatric Residents&lt;br&gt;Santa Monica Airport Health Impact Assessment&lt;br&gt;&lt;em&gt;A health-directed summary of the issues facing the community near Santa Monica Airport&lt;/em&gt;</td>
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<td>2011</td>
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JET FUEL TOXICOLOGY EXPERT
Mark Witten, Ph.D.

Former Professor of Pediatrics and Director of the Lung Injury Laboratory at the University of Arizona College of Medicine from 1990-2010.

Sponsored by the U.S. Air Force Office of Scientific Research to study the effect(s) of jet fuel exposure on the lungs.
Dr. Witten statement

• There are two thousand different constituents in uncombusted jet fuel, including benzene and naphthalene (the ingredient in moth balls that gives them their smell) that have been linked to cancer. The combustion products of any burning substance, i.e., cigarette smoke, are filled with a huge number of oxygen radicals that are well known to be very harmful to living tissue. For example, it is estimated that one exhaled breath of cigarette smoke contains one million oxygen radicals. I cannot imagine what an idling jet engine would be emitting every second in terms of oxygen radicals; however, my best estimate would be in the hundreds of billions of oxygen radicals.”
All the studies agree
FACTS

• UCLA measured peak levels of ultra-fine particles to be 1,000 times background levels in the downwind Los Angeles residential community of North Westdale.

• UCLA measured peak levels of black carbon particles to be 200 times background levels in the downwind Los Angeles residential community of North Westdale.
UCLA measured Peak levels of ultra-fine particles to be 1,000 times normal

• Let's use cigarettes as an analogy since Santa Monica is well known for regulations against smoking.
• If background pollution = 1 cigarette
• Then peak pollution from SMO aircraft operations in the Sardis cul-de-sac = 1,000 cigarettes = 5 cartons = 50 packs
California Prop 65 warning

The air in and around this jet bridge sometimes contains jet exhaust, fumes, from jet fuel, and exhaust from equipment used to service airplanes. Those substances contain chemicals known to the state to cause cancer, birth defects and other reproductive harm.

- Given pursuant to California Proposition 65
Elected officials who have been doing the leg work on this critical issue?

• Our Los Angeles City Councilmen Bill Rosendahl and more recently Paul Koretz

• Our California State representative Ted Lieu
We should all demand that our Federal elected representatives make this issue a priority.

INITIATE NEEDED LEGISLATION to protect airport neighbors by establishing a minimum distance between airport ground operations and residential communities.
Stop the harm.

• It’s high time that the City of Santa Monica and the Federal Government address the critical public health concerns generated from Santa Monica Airport.

• It’s unacceptable to shift the impacts to Los Angeles Neighborhoods.

• Above all we want everyone to recognize that the airport should be closed for way too many reasons than I have time to cover here today.