



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of Airport Compliance
and Management Analysis

800 Independence Ave., SW.
Washington, DC 20591

April 21, 2017

Rick Cole, City Manager
Office of the City Manager
1685 Main Street
P.O. Box 2200
Santa Monica

Dear Mr. Cole:

The purpose of this letter is to broadly outline the actions required to implement the shortening of Runway 3-21 at the Santa Monica Airport (SMO). This project is the result of the Settlement Agreement/Consent Decree (Agreement) executed on January 30, 2017 between the Federal Aviation Administration (FAA) and the City of Santa Monica (City).

We understand that the City would like to complete the shortening of the runway in 2017. In order to accomplish the runway shortening project, there are a number of actions that should be completed. These include, but are not limited to, the following:

1. In order for the FAA to provide the City with adequate technical support for this endeavor, the City should provide the FAA with specifics on how it proposes to change the airfield consistent with the agreement. Specifically, we need to understand where the new runway thresholds will be located, including surveyed latitude, longitude, and runway threshold elevations, in order to initiate airspace determinations pursuant to 14 C.F.R. part 157. We request any information you can provide on the dimensions and configuration of the Runway Safety Areas to be provided at each end of the runway. In addition to information on the runway, we request information on any proposed changes to the taxiway, apron, hangar, and other areas of the airport in accordance with the City's obligation to operate SMO in conformance with Grant Assurances 19 & 22.
2. The Agreement does not require the submittal or approval of an Airport Layout Plan (ALP). The City may wish to submit an ALP like document in order for the City to easily communicate the City's proposal for the FAA's initial review and feedback of the proposal pursuant to 14 C.F.R. part 157 airspace review. Also, a drawing may be helpful for demonstrating the City's compliance with the Agreement.

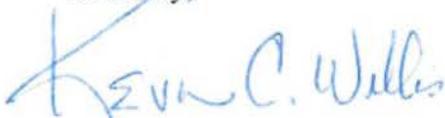
3. We will need to determine a plan for the relocation or replacement of the FAA owned visual approach aids. A Reimbursable Agreement will be required if the FAA is going to relocate the existing FAA owned equipment. Other FAA services may also require an agreement.
4. In order to expedite the evaluation of potential changes to the runway and flight procedures and ensure safety at the airport, the City should provide new revised runway end and touchdown zone data as soon as possible. It may be a good idea to provide this data prior to the completion of any drawing that the City may wish to submit. Also, please continue your good communications with the SMO Air Traffic Control Tower.
5. The agreement contains a number of requirements for formal notice to the FAA and users. The formal notice to FAA is to be in the form of a 7480-1, Notice of Landing Area Proposal, at least 30 days prior to changing the runway.

Although there are significant details to be added, we offer the following initial steps as a starting point for discussion:

- City submits preliminary plans/drawings for airfield changes to the FAA for the FAA's initial review under Part 157;
- The FAA conducts initial review and provides feedback on the City's proposal under part 157;
- City enters new Runway Data into the FAA's Instrument Flight Procedures Gateway;
- Notice to Users.

Thank you for your prompt attention to this task and continued collaboration with the FAA staff.

Sincerely,



Kevin C. Willis, Director
Office of Airport Compliance
and Management Analysis

cc: Winsome A. Lenfert, Deputy Associate Administrator for ARP-1
James Lofton, Assistant Chief Counsel, AGC-600
Mark McClardy, Director AWP-600
David Cushing, Manager, LAX ADO