



MINUTES of the
COUNCIL/CITIZENS AVIATION COMMITTEE
 (draft until approved by the Committee)

MEETING DATE & LOCATION: **Monday, February 12, 2018** at the Newport Beach Civic Center (100 Civic Center Drive, NB), City Council Chambers.

ATTENDANCE:

- Committee membership:

Jeff Herdman	Council Representative	not present
Brad Avery	Council Representative	not present
Vacant	Council Representative	
Kay Mortenson	District #1	not present
Warren Wimer	District #1 (alt)	present
Steve Byers	District #2	present
Vacant	District #2 (alt)	
Tom Anderson	District #3	not present
Bonnie O'Neil	District #3 (alt)	present
Tom Meng	District #4	present
David Cook	District #4 (alt)	present
Joel Bergenfeld	District #5	present
Vacant	District #5 (alt)	
Jeffrey Cole	District #6	not present
Scott Bergey	District 6 (alt)	present
Jim Dunlap	District #7	present
Karen Rhyne	District #7 (alt)	present
Dave Kiff	City Manager	present
Aaron Harp	City Attorney	present
Melinda Seely	SPON/Air Fair Rep.	present
Jennifer McDonald	SPON/Air Fair Rep.	present
Tony Khoury	AWG Representative	present
Tom Naughton	AWG Representative	not present
Roger Ham	Newport Coast Rep	present
John Youngblood	General Aviation Rep	not present

- JWA Representatives present: None were present.
- City representatives present: Tom Edwards, Carol Jacobs, Shirley Oborny
- Others present:

Minoo Ashabi	Don Harvey
Liz Avila	Jo Carol Hunter
Tom Baker	Michele Monda
Ted and Beth Cooper	Jim Mosher
Charles Griffin	Sorrell Wayne

1. **Call Meeting to Order**

Mr. Kiff called the meeting to order at 4 p.m.

2. **Self-Introductions**

3. **Public Comments on Agenda and Non-Agenda Items**

Mr. Mosher asked what role the City of Costa Mesa has with regards to representing Costa Mesa at the Aviation Committee meetings. Mr. Kiff pointed out that there usually is an attendee from Costa Mesa and welcomed Ms. Ashabi to the meeting.

Mr. Mosher asked if there was an update on the definition of commuter planes, how it got into the Settlement Agreement, why it's there and whether the County will be addressing it. Mr. Kiff expects the County to resubmit that to the parties of the Settlement Agreement but he doesn't know when.

Ms. O'Neil expressed her concerns about the City of Irvine not fulfilling their promise to build a great park instead of an airport. Discussion ensued.

A resident suggested the Aviation Committee host a meeting with City Council candidates running for office in November to see how they feel about airport issues.

4. **Approval of the Minutes.**

The minutes from the October 30, 2017, Aviation Committee meeting were approved with Committee Members Cook, Bergenfeld, Bergey, Ham, Rhyne and Seely abstaining.

5. **Current Business**

(a) Updates from the City regarding:

1. NextGen/So Cal MetroPlex changes

Mr. Kiff said the last MetroPlex changes were put into place in our area in early December when the third departure pattern, the FINZZ, was adjusted slightly more to the west. The HERO, PIGGN and the FINZZ are all fairly close overlays of each other. The FAA considers them to be within the design perimeters of where they intended them to be and will not be making any further changes to the pathway.

2. City's lawsuit against the FAA – including the STAYY

Mr. Kiff said the City reached a settlement with the FAA in the latter part of January. There were a few things the City secured from the lawsuit. Chief among them was the inability of the FAA to use what the City considers the flawed environmental document to design flight

paths in the future that could stray across other portions of Newport Beach. That was the primary reason the City sued in October 2015.

In addition, further changes to the HERO, PIGGN and FINZZ would require a new environmental review in consultation with the City.

Another part of the settlement was the discussion of the implementation of the STAY procedure. Discussion ensued.

3. Noise analyses by HMMH

Mr. Kiff explained that about four months ago, the City talked about doing a couple of things involving noise. One was to do an independent analysis of the County's annual calibration of their own monitors. HMMH completed that work and it's on our website. The conclusion was that the correct steps were taken to calibrate the monitors. The second part of what HMMH is doing is to set up temporary monitoring stations near existing NMSs, as well as temporary stations in selected locations along the departure corridor. The tests were done on two days in December and two in January (*June 2018 Note: reports on both activities are on the City's website under Special Reports*). Mr. Khoury felt that the monitors were very precise.

4. Departure study, also by HMMH

Mr. Kiff said the City has also talked about doing a fairly detailed study on departure procedures. For Part 1, HMMH will be looking at what carrier and what plane type is flying what type of departure procedure, NADP 1 or 2, and at what noise level (as well as what the modeled noise level should be). HMMH will study that for the four major carriers – United, American, Southwest, and Alaska. They will focus on the 737-700, 737-800 and the Airbus 319/320/321. That's about 91% of all the flights out of JWA. Part 2 will focus on whether there's an optimal way of departing by plane type in terms of noise. The analysis may show that a certain plane and takeoff procedure is quieter than others, allowing the opportunity to discuss carrier-by-carrier how a noise abatement procedure might be improved. For Part 3, a completely new NADP might be examined.

Mr. Kiff addressed long time pilots Mel Beale and Jim Dunlap, and Lauren Kleimen and thanked them for their help. He thinks it will be a process that will take a number of months.

5. Community engagement on flying quieter

Mr. Kiff said another group, Dynamic Strategies, has been hired by the City to help it work directly with the carriers to carry a community

message that flying quieter is important to our community in terms of noise and polluting. One of their first steps is to meet with key community groups such as SPON/AirFair, AWG, and Citizens Against Airport Noise and Pollution.

Mr. Griffin shared his ideas about the direction the planes should be departing from JWA and also talked about a new revolutionary turbine engine that's extremely quiet and efficient. In response, Mr. Kiff said that's part of the message our lobbyist and communications consultants are focusing on: making sure the most advanced technology in terms of engines is brought to JWA. He talked about an analysis of the last Southwest B737-MAX that flew out of JWA on December 24, 2017. Apparently, it was quiet enough that Noise Monitor 7 was not able to identify it from ambient noise.

Mr. Mosher said he is interested in knowing why the County's noise monitors do not measure anything below 65 decibels.

6. Reminder about Friday Forums

Mr. Kiff said they have been meeting about every other Friday or third Friday. The last two and the next one have been provided by the County to get their perspective on noise and the Settlement Agreement. At the next Forum, the County will talk about how they allocate the Class A slots (the louder slots) vs. the Class E slots. It will be held on March 9, 3 p.m. in the Council Chambers.

(b) Updates from the County regarding any JWA activity

There were no representatives from the County in attendance due to their Columbus Day holiday closure.

6. Items for the Next/Other Upcoming Meeting's Agenda

No items were mentioned.

7. Set the Next Meeting

Mr. Kiff suggested the next meeting would be tentatively set for the second meeting in April, pending Chairman Herdman's availability.

8. Adjournment - The meeting was adjourned at 4:40 p.m.