



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

MEETING DATE & LOCATION: **Monday, January 27th, 2014** at the Newport Beach City Hall, Community Room

ATTENDANCE:

- Committee membership:

Leslie Daigle	Council Representative	not present
Rush Hill	Council Representative	present
Tony Petros	Council Representative	present
Kay Mortenson	District #1	present
Don Hecht	District #1 (alt)	present
Eleanor Todd	District #2	present
Gerald Scarboro	District #2 (alt)	present
Tom Anderson	District #3	not present
Bonnie O'Neil	District #3 (alt)	not present
Tom Meng	District #4	present
Jock Marlo	District #4 (alt)	not present
John Cunningham	District #5	present
Craig Page	District #5 (alt)	present
Shirley Conger	District #6	present
Bud Rasner	District #6 (alt)	present
Suzy Casey	District #7	not present
Jim Dunlap	District #7 (alt)	present
Dave Kiff	City Manager	present
Aaron Harp	City Attorney	present
SPON/Air Fair Rep.	Melinda Seely	present
AWG Representative	Tom Naughton	present
Roger Ham	Newport Coast Rep	present
Vacant	General Aviation Rep	N/A

- Others present: Nancy Alston, David Browne, Lynn Cathcart, Richard Easton, Dennis Hughes, Jim Mosher, Nicole Shine (*OC Register*), and Robert Strang.
- JWA Representatives present: Alan Murphy.
- Representatives from Corridor Cities present: Liz Vasquez-Avila (Laguna Beach).
- City representatives present: Tom Edwards.

AGENDA ITEMS:

1. **Welcome.** The meeting was called to order by Mr. Hill at 5:00 p.m. People introduced themselves around the table and room.
2. The **minutes** from the October 2013 Aviation Committee meeting were approved without amendment.

3. Review of Aviation Issues

- **NextGen, STREL, and RWALZ.** **Tom Edwards** provided some background information on NextGen (the PowerPoint he presented is on the City's website). Comments were generally as follows:
 - **Mr. Petros** asked if there was any way that the departure pattern changes could or would be used to change sound footprints within the Settlement Agreement EIR. **Mr. Harp** replied that he thought not, but that City staff would follow that issue.
 - **Mr. Hecht** asked if planes were flying lower as a result of not using the traditional power cutback. **Mr. Murphy** responded by reminding committee members that the power cutback was an airline-approved procedure that is/was used to achieve JWA's noise monitor thresholds. As planes have gotten quieter ("still loud, but quieter,") not all have had to do the power cutback because they are below the noise thresholds without the cutback. Not using the power cutback can in some cases cause the planes to be at higher altitude above areas like the Peninsula. **Mr. Hecht** noted his concern not so much about altitude but about power and thrust used while still over residences – "that's where the noise is," he said.
 - **Mr. Cunningham** reminded the group of previous discussions years ago of a proposed "hard left turn" after takeoff. **Ms. Conger** noted the political impossibility of that, even as it would "save the carriers money." Mr. Edwards noted that NextGen itself is not subject to environmental review provided that NextGen's changes do not cause more than a 3 dB change in sound to any one area.
 - **Mr. Hughes** and **Mr. Naughton** both discussed ADS-B tracking versus radar tracking. "More planes have ADS-B ability than the FAA thinks," said **Mr. Edwards**.
 - **Mr. Browne** and **Ms. Alston** discussed the desire to have departing flights using the STREL go out past the waypoint itself before turning. Both noted that because of airline cost cutting, it wasn't likely that the carriers would make changes, but **Browne** thought that staying offshore a bit longer shouldn't be a great cost to the carriers in terms of time and fuel.
 - **Mr. Edwards** noted how the STREL is not a fly-over way point, but a fly-by way point.
- **Settlement Agreement – Current and Proposed, including EIR Update.** **Mr. Kiff** reminded Committee members that information about the Proposed Project that is being studied in the EIR is available on the City's website as well as that of the County. He had a handout that showed each website, and where to find the information. **Ms. Alston** wondered if the addition of 10 Class A ADDs starting in 2021 meant that the MD-80s are coming back. **Mr. Edwards** answered "not likely – they're not part of a modern fleet." **Kiff** mentioned that the draft EIR should be out in April - May 2014 with hoped-for adoption of a Final EIR by August 2014.
- **City Council's Aviation Policy.** **Mr. Kiff** reminded the group of the City's Airport Policy, and noted that it had not been revised since 2006 and might need doing so. He asked for any volunteer interest in reviewing changes to the Policy. **Mr. Hecht** wondered if the Policy should state the City's preference for a lower noise threshold at noise monitoring stations than within the Settlement Agreement. **Mr. Kiff** said that doing so would be virtually meaningless in terms of effect. **Mr. Murphy** and **Mr. Edwards** noted that the 1990 federal law known as the Airport Noise and Capacity Act (ANCA) made further restrictions on noise subject to FAA review and approval and is "not going to happen."
- **How can the Committee best serve the community?** **Ms. Alston** mentioned that "This is one of the main subjects that brought me here" and stated her concern about the market incentives approved by the OC Board of Supervisors in December to encourage more airlines to use JWA, especially on a Washington DC direct route. Discussion ensued about the funding for these incentives. **Mr. Edwards** noted that he had mentioned the pending incentives in two previous monthly reports. **Mr. Kiff** discussed the City's past and continued support for Ontario Airport, and how the City hopes that Ontario can serve to allow regional demand to be shared with ONT versus just at LAX and JWA.

4. **Current Business**

- **JWA Operational Updates.** Mr. Murphy spoke about trends at JWA – the most recent numbers showed an uptick of passengers in December 2013 from December 2012 (but fewer commercial operations), and that the 2012 Year End numbers show that JWA served about 9.23 million annual passengers (MAP), up about 4% from 2012's 8.8 MAP.
- **Clarifications on Tom Edwards' Monthly Report.** Discussion ensued about a few aspects of Mr. Edwards monthly report, including the Boyd Group's 2014 report that said that "NextGen: All the Hype About NextGen is Just That – Hype." Mr. Mosher was perturbed that the format of the report didn't allow him to easily cut and paste, search, or hyperlink.

5. **Public Comments on Non-Agenda items.** Mr. Mosher was perturbed that the meeting time had been moved from morning until evening by staff.

6. **Items for an Upcoming Agenda.** None were offered.

7. **The Committee's next meeting** was set for 5:00 p.m. on Monday, April 28th, 2014 in the Civic Center Community Room.

8. **The meeting was adjourned** at 6:22 p.m.

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