



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

MEETING DATE & LOCATION: **Monday, April 28<sup>th</sup>, 2014** at the Newport Beach Civic Center (100 Civic Center Drive, NB), Community Room

ATTENDANCE:

- Committee membership (11 of the 15 Committee slots were present):

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

- Others present: Scott Bergey, David Browne, Lynn Cathcart, Richard Easton, Charles Griffin, Jim Mosher, Lee Pearl (BIIA), Whit Peterson, and Robert Strang.
- JWA Representatives present: Alan Murphy, Eric Freed.
- Representatives from Corridor Cities present: None.
- City representatives present: Tom Edwards.

AGENDA ITEMS:

- Calling the Meeting to Order.** The meeting was called to order by Mayor Hill at 5:02 p.m.
- Self-Introductions.** People very capably and in an exemplary manner introduced themselves around the table and room.

3. **Approval of the Minutes.** After a detour to determine if a quorum was present, the **minutes** from the January 2014 Aviation Committee meeting were approved without amendment.
4. **Current Business**
  - **Settlement Agreement Amendment/Extension Update.** **Kiff** turned to **Harp** and **Mr. Murphy** to update the group on the release of the Environmental Impact Report (EIR) that contained the negotiated amendment and extension to the JWA Settlement Agreement. The EIR is set to be released in mid-May, with a 45-day public comment period. **Ms. Seely** asked if **Supervisor Moorlach** or the airport would be hosting a meeting within the comment period as **Supervisor Spitzer** intended to do in the North Tustin region. Mr. Murphy said he would check.
  - **Kiff** discussed briefly his interactions with city managers of the corridor cities, and that he had offered to make Council presentations to each city. Costa Mesa's was complete in late April, and Laguna Beach had asked for a presentation set for May 6<sup>th</sup>. **Kiff** promised to keep Air Fair apprised of when/if he was able to schedule something for Irvine and Laguna Woods, as well as other Corridor Cities. **Kiff** said that he asked each city to consider adopting a resolution in support of the "Proposed Project" within the EIR.
  - **Kiff** explained that he, **Mr. Harp**, **Mayor Hill**, and **Mr. Edwards** had meet with **Mr. Murphy** and **Supervisor Moorlach** in late April to "touch bases" and to ensure that all parties were aware of the importance of the EIR Schedule and the approval of the Proposed Project.
  - **JWA Operational Updates.** **Mr. Murphy** noted that **Mr. Edwards' monthly report had addressed many operational issues at JWA, but highlighted that:**
    - March 2013 year over year growth from March 2012 was "under 1%", and that should be attributed to a drop in international travel, specifically challenges that Interjet was having regarding pricing of its flights to Mexico and its inability to compete with LAX flights to similar destinations.
    - The Bristol Street Slope improvement project's bid was awarded, and work is to begin very soon, done hopefully in four months (September 2014).
    - The airport would work with the City regarding an assertion that some rental car companies unload and load cars on busy streets in the Airport area, such as Dove, Campus, and Birch, sometimes impeding traffic and possibly impacting safety.
    - There was no new news regarding NextGen and the development of the RAWLZ departure procedure. **Mr. Edwards** noted that his March 2014 report had an update on NextGen nationwide, specifically that the Hartsfield-Jackson RNAV in Atlanta had been delayed a bit, and any delay there means that the FAA's further consideration of the City of Newport Beach's request to have a more specific, targeted RNAV for RAWLZ departures may have to wait some more.
  - In Q&A that followed **Mr. Murphy's** comments, Committee and audience members discussed: (1) the pros and cons of the departure procedures out of JWA (the rapid ascent then throttle-back is not required by law – all that is required is to meet noise limits in various spots around the Upper Newport Bay. Some airlines no longer have to "throttle-back" because they meet the limits at all stations). **Edwards** noted how changing the noise limits is not allowed under the Airport Noise and Capacity Act of 1990 (ANCA). **Murphy**, **Kiff**, and others noted how a throttle-back affects different parts of the community differently – it can be louder in Santa Ana Heights but result in higher altitudes over Balboa Island and the Peninsula; (2) how Corona del Mar, specifically Cameo Highlands and Shores, can be impacted if pilots seek permission to turn east before the STREL "fly-by" waypoint; (3) should airborne law enforcement helicopters travel different paths to get to patrol areas; and more.
  - **Mr. Edwards** asked for comments or questions on his **Monthly Reports**. He was asked about ways to support Ontario's efforts, and **Edwards** explained how the market and air carriers' interest in high profitability routes makes small-scale support efforts nearly meaningless. **Kiff** noted that the

City is formally in support of the City of Ontario taking over ONT from Los Angeles World Airports (LAWA). **Edwards** noted a recent National Academies' study on NextGen, which **Kiff** said Kiff would see that it got put in the Committee's website. Mr. Pearl asked more about the FAA's NextGen development and Edwards referred in part to the FAA's "regional metroplex" review, which is also covered in a recent Report. In response to a question by **Mr. Page**, Kiff said he would also send out an e-mail to all parties noting where to find Edwards' reports.

5. **Public Comments on Non-Agenda items.** Mr. Mosher offered his thoughts regarding the proposed amendment to the General Plan's Land Use Element, as well as the Airport Land Use Commission's recent 3-2 vote to find that the proposed amendment was not consistent with the Airport Land Use Plan. Mr. Griffin wished for a subway system in Newport Beach, along with a bullet train "in a tube" to San Francisco.
6. **Items for an Upcoming Agenda.** Kiff discussed the possibility of a meeting within the Public Comment period of the Settlement Agreement EIR, but that might not be needed if the Airport hosts a similar meeting within the same time period.
7. **The Committee's next meeting** was set for 5:00 p.m. on Monday, July 28<sup>th</sup>, 2014 in the Civic Center Community Room.
8. **The meeting was adjourned** at 5:44 p.m.

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