



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

MEETING DATE & LOCATION: **Monday, December 14, 2015**, at the Newport Beach Civic Center (100 Civic Center Drive, NB), Community Room.

ATTENDANCE:

- Committee membership:

Tony Petros	Council Representative	present
Kevin Muldoon	Council Representative	not present
Duffy Duffield	Council Representative	not present
Kay Mortenson	District #1	present
Vacant	District #1 (alt)	
Eleanor Todd	District #2	present
Gerald Scarboro	District #2 (alt)	present
Tom Anderson	District #3	not present
Bonnie O'Neil	District #3 (alt)	present
Tom Meng	District #4	present
Vacant	District #4 (alt)	
Vicki Frank	District #5	present
Walt Richardson	District #5 (alt)	not present
Shirley Conger	District #6	not present
Bud Rasner	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.	Rep present
Tony Khoury	AWG Representative	Rep present
Roger Ham	Newport Coast Rep	present
Vacant	General Aviation Rep	N/A

- JWA Representatives present: Eric Freed, Barry Rondinella
- City representatives present: Carol Jacobs, Tom Edwards, Shirley Oborny
- Others present:

Gary Armstrong	Jim Jordan	Michael St. Clair
Brian Benoit	Marion Jordan	Liz Vazquez-Avila
Mary Bradbury	Brynn Kelly	Sherree Vaughan
David Cook	Jim Mosher	Wendy Walker
Bill Dambrackas	Margo O'Connor	Ayrton Ward
Joan Dambrackas	Bob Pastore	Candace Ward
Thomas Damiani	Lee Pearl	Ronnie Weinstein
Greg Goeser	Nick Ralston	
Tony Goodrum	Dan Rudd	

AGENDA ITEMS:

1. **Call Meeting to Order.** The meeting was called to order by Council Member Petros at 4 p.m.
2. **Self-Introductions.**
3. **Approval of the Minutes.**
The minutes from the September 28, 2015, Aviation Committee meeting were approved. Mr. Mosher mentioned a few minor typos.

4. **Updates/Current Business**

(a) Update on MagVar (JW)

Mr. Freed said some adjustments were made in the takeoff procedures in September 2015; however, it's not exactly how it used to be. The FAA has made all the adjustments it feels are necessary at this point. We put together a synopsis of what we've seen and compared tracks. We recently shared this information with the airlines and asked them to provide any insight or recommended adjustments. According to the FAA there are no violations occurring. We're now waiting to see what the airlines come back with.

Chairman Petros provided a recap of the situation for attendees who are not familiar with the flight path situation. Mr. Kiff feels that it's the MUSSEL and CHANNEL procedures that still have a problem. We sent the airlines a scattergram that shows a westerly shift and asked them to help solve this problem with us. If we don't receive a good response from the airlines, we may need to increase our efforts. The FAA is saying the path is appropriate; however, a lot of us think it's not appropriate yet.

Mr. Edwards also gave a technical overview of what's happening with the takeoffs. He said the airlines are involved in the discussion because each of their flight management systems is different. Discussion ensued.

Mr. Weinstein said he recently hosted a neighborhood meeting. The consensus from the attendees is they feel the County controls the airport, not the FAA. The citizens in Newport Beach and Costa Mesa feel the planes are disturbing the peace, polluting the air, possibly causing serious health issues, interfering with their home values, etc., and they don't think it's okay. He suggested Mr. Rondinella needs to sit down with the FAA and tell them they need to fix the problem. It's not acceptable to tell the residents that nothing can be done.

Mr. Pastore talked about the variations between the takeoffs of the MUSSEL and the STREL.

Mr. Mosher suggested that Galaxy Park seems to be an accurate place to visually determine which direction the planes are veering towards. He also reviewed the Airport Access plan which states that if an airline chooses to take a different departure other than the one for which they qualify, they must notify the airport ten days prior to the departure. That indicates to him that the airport has more knowledge about what the airlines are doing than they have previously stated.

(b) Approaching key JWA issues, forming recommendations for City Policy (Kiff, Edwards)

1. NextGen departure procedures – for HAYLO, FINNZ – GE/Naverus “two turns” in the Upper Bay.

Mr. Kiff said currently half the flight patterns coming out of JWA go down the STREL path. He wants to know if a recommendation should be made that all flights go down the STREL path. Referring to the handout (attached), he said the blue line is the STREL flight pattern. The yellow line shows a two-turn departure that the City studied with GE Naverus, an airport departure and arrival technology firm. GE Naverus feels it can be done; however, the FAA said the U.S. might not be ready for that yet. The question for the committee is whether to recommend to Council that the City prefers a combination of half the flights using the STREL pattern and half using the two-turn departure pattern. He thinks it's a good idea because it gives a break to Balboa Island and the Peninsula without affecting new communities.

Chairman Petros said that in previous meetings the community has indicated its desire for greater certainty about flights leaving the airfield. It wants to share the burden; fanning would be better because it would array the sound. Mr. Petros likes the concept because it has a professional basis by an organization that the City could advance.

The committee offered some comments:

- It's a good start because it affects the minimal number of homes
- Residents on the peninsula would support the two-turn path
- The two-turn path is desirable because it has less impact on residential zoning and more on commercial zones
- Safety is important to the FAA so the path needs to be safe

Mr. Kiff said if the recommendation is the two-turn path, the City would likely ask GE Naverus to study it further. Mr. Edwards said the future Metroplex design will have some planes veering off similar to the proposed two-turn path. If GE Naverus does more studies, it's important for them to know what the Metroplex will look like.

Mr. Pearl, President of the Balboa Island Improvement Association, said the presentation made today is consistent with their recommendation on the Metroplex project. He believes they would be supportive.

Mr. Khoury motioned to support a two-turn alternative for City Council consideration. Ms. O'Neil seconded the motion. The motion passed unanimously.

2. Studying a “higher, faster” departure procedure

a. Phase I – Evaluating current altitudes

b. Phase II – Determining if higher, faster carries with it significant noise reductions and is feasible

Mr. Kiff explained that the 2007-2008 ARTS study looked at departures out of JWA. One recommendation of that study was that some point in the future, the City should evaluate whether or not the traditional noise abatement departure procedure was appropriate in light of new technology. In rereading that section of the report, he thought it would be important to talk to the committee about whether there is any merit in looking at another study. The study could cost \$50,000 to \$80,000 and would take about six months.

- Ms. Frank suggested there might be a study that already exists in light of the new, recent takeoff procedures. Ms. Seely agreed.

- Ms. Seely said her Board of Directors has talked about altitude for a long time. She would be in favor of the study; although, she doesn't think the airlines would like the higher and faster because it would cost more money in fuel.
- Mr. Khoury mentioned that the cost of fuel has gone down and he supports recommending the study, if it doesn't exist already.
- Ms. O'Neil supports the study because the airlines should know they are causing health problems with the noise and air pollution.
- Mr. Scarboro suggested the study should include what the departures are like for the other airports in the area, for safety reasons.
- Mr. Radner and Mr. Ham are in favor of the study.
- Mr. Edwards said in 2007 and 2010, this committee had the airport study the altitudes. It might be good to look at those studies for comparison.
- Mr. Pastor suggested finding out what each airline is doing, which can be done without spending any money.
- Mr. Pearl suggested checking with other cities to see if they are interested in sharing the cost.

Discussion ensued about the airlines making the independent decision to take off at a lower altitude.

Mr. Kiff reminded the group about the Settlement Agreement between the City, County, SPON and AWG that says if the planes can take off without triggering the upper thresholds on the noise monitors, they can take off any way they choose. With the study, we would be taking something to them that would be voluntary. Mr. Harp agreed the airlines cannot be required to be more restrictive than the Settlement Agreement.

Mr. Khoury motioned to advance a recommendation to the City Council to undertake a study, if one does not already exist, that looks at the effects of higher, faster departures focusing on the sound levels near the end of the runway and takes into consideration safety and air pollutants. Mr. Rasner seconded the motion. The motion passed with one nay, Gerald Scarboro.

Mr. Edwards suggested somebody could look at EIR 546 from 1990 or 1991 as a starting point.

c. Phase III - Air quality, US EPA Rulemaking

Mr. Kiff explained that the US EPA this past summer is initiating a rulemaking on emissions from air carriers. It includes investigation, potentially benchmarking and maybe leaning towards setting additional regulations. He asked the committee whether they would like to send correspondence to the EPA to lend support regarding emissions from air carriers.

Mr. Khoury motioned to recommend to the City Council to provide correspondence supporting EPA's efforts at rulemaking for air pollutants from air carriers. Mr. Meng seconded the motion. The motion passed unanimously.

Mr. Kiff wanted to note that it's important for the City to work closely with its partners at the airport. The City will not be successful without their participation.

(c) Any other updates from John Wayne Airport staff and or questions on Tom Edwards' report

Mr. Rondinella said he's happy to be part of this group. One reason he wanted to come to JWA is because the City threads the needle between economic development, options for the traveling public and job creation. He is committed to being a good neighbor.

Mr. Mosher pointed out that as JWA continues to experience growth, the healthier it will be for Newport Beach.

5. Public Comments on Non-Agenda items

Mr. Mosher said that in 2002 in preparation for the General Plan Update and Coastal Land Use Update the City contracted for a citywide hazards assessment for the natural and manmade hazards the City faces. The EIR in connection with the extension of the airport mentioned in the hazards section the fuel stored at the airport. With the 150 jets flying over Newport Beach each day, there is a possibility of a plane crash in Newport Beach. The consultant recommended a study be done and Mr. Mosher wonders if the public has seen that report.

6. Items for the next/other upcoming meeting agenda

N/A

7. Set the next meeting

The next meeting was tentatively set for March 14, 2016.

8. Adjournment

The meeting was adjourned at 5:39 p.m.

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