



MINUTES of the
COUNCIL/CITIZENS AVIATION COMMITTEE

MEETING DATE & LOCATION: **Monday, March 28, 2016**, at the Newport Beach Civic Center (100 Civic Center Drive, NB), City Council Chambers.

ATTENDANCE:

- Committee membership:

Tony Petros	Council Representative	present
Kevin Muldoon	Council Representative	not present
Vacant	Council Representative	
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)	present
Shirley Conger	District #6	not present
Bud Rasner	District #6 (alt)	present
Jim Dunlap	District #7	not present
Karen Rhyne	District #7 (alt)	not 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
Tom Naughton	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: Tom Edwards, Carol Jacobs, Shirley Oborny
- Others present:

Gretchen Anderson	Dottie Harmsen	Sherman Stacey
Gary Armstrong	Harlan Harmsen	Liz Vazquez-Avila
Roy Batelli	Jennifer McDonald	Ronnie Weinstein
Mel Beale	Jim Mosher	
Shana Breslau	Dan O'Neil	
Dana Burstein	Bob Pastore	
David Cook	Sally Peterson	
Thomas Damiani	Nanci Stacey	

AGENDA ITEMS:

1. **Call Meeting to Order.**

Chairman Petros called the meeting to order at 4 p.m.

2. **Self-Introductions.**

3. **Approval of the Minutes.**

The minutes from the December 14, 2016 Aviation Committee meeting were approved.

4. **Updates/Current Business**

(a) Review of Departure Altitudes (JWA Staff)

Mr. Kiff said this item was going to be a focus of the meeting. However, the County staff that was to present the material did not feel that it had enough review and verification to be presented at this specific meeting, so it was forwarded to the June 2016 meeting.

Mr. Mosher asked whether this effort would include any benchmark data from years past, not just 2015, so we can see whether 2015 is lower or higher than it was five or 10 years ago. Mr. Edwards replied that the County did a similar study in 2007 and 2010 but it's not as detailed. There's a lot of historical data available.

Mr. Pastore said the altitude information is not helpful without air and ground speed tracking, which should be tracked at different points.

(b) Update on Communications with FAA re: NextGen or MagVar (JWA staff, Tom Edwards)

Mr. Kiff said the official letter from the City was recently sent to the FAA. This committee and the City Council ratified the letter that speaks to trying to do a Required Navigational Performance (RNP) or a curved departure pattern in the upper bay. We asked that they at least consider that for some of the NextGen departures. At this time we have not heard a response.

Additionally, we haven't heard whether or not they will be responding to our comments on the Environmental Assessment on the NextGen. We expect that they will do so, however. We're still hearing that NextGen is on track for implementation partially in November 2016. That would be the path that roughly mirrors the STREL for about half of the departures. The other one is the new CHANNEL and MUSL that moves to HHERO and HAYLO. These could be implemented March 2017.

A gentleman said he spent some time talking to the noise abatement office at JWA to better understand how they're measuring noise. He asserted that flight patterns have moved to the left but the monitors have not. He wonders if the new technology of the monitors is able to calculate the noise.

In response, Mr. Rondinella said the airport responds to single events – those events that exceed the noise level at a single monitor. JWA tracks the seven southerly monitoring stations and letters are sent when there are violations. Every time there is a violation, the fine goes up. Initially, there was a report of a westerly movement of departure paths.

JWA worked with the FAA and the airlines to attempt to make some adjustments, resulting in a movement back to the way things were prior to the renumbering of the runway. Mr. Rondinella demonstrated, using a slide (see attached). The slide shows the takeoffs from 2014 and 2016 are almost identical.

Mr. Weinstein asked if any letters are sent to the airlines when they go off course. Mr. Rondinella said the letters are all based on noise. As long as the aircraft aren't exceeding the agreed upon values, they are in compliance.

Mr. Weinstein inquired why the airlines couldn't follow the old takeoff requirements to create even less noise. Chairman Petros said they are still waiting for the data to say if they are flying higher or lower.

Ms. Harmsen asked if the planes are flying lower because they're full/heavier. Discussion ensued. Mr. Edwards and Mr. Kiff explained what restrictions the Settlement Agreement imposes with regards to noise and noise monitors.

Mr. Rondinella responded to a comment, that the number of violations per year is about 150. There is a group that's in the 2nd violation category. A very small group is in the third violation category which results in being kicked out of the airport. The percentage of overall flights that are in violation is very small. The exact number is available in our report. In response to Mr. Kiff, there have not been any commercial violations since 2006. Those planes that do have violations are typically general aviation planes.

A gentleman said he feels that the departure path map handed out a couple of meetings ago is not accurate. It doesn't seem like any of the planes are using the STREL or TOING departure path. In response, Mr. Kiff explained that anybody can track a flight by using the airport's new flight monitor system.

Mr. Pastore said the planes can be tracked at flightaware.com and agreed with Mr. Kiff that Galaxy Park is good place to track plane departures. He also said that out of all the standard instrument departures in the country today, there's only one in Atlanta, Georgia that uses the curved departure. He cautions that if the City asks for a 2-turn departure today, it might not occur until 2025. Discussion ensued about what the NextGen pattern will be like.

Mr. Freed confirmed for Mr. Mosher that the noise violation letters are available to the public.

Ms. O'Neil and Chairman Petros discussed pursuing a health risk assessment. Ms. O'Neil said that it is important to know more about what we're breathing every day. There's evidence of something on all of our patios and she hopes Chairman Petros could bring it up again (note: at a later date, this item was brought to the City Council, and the Council asked that elements of it be investigated further).

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

Mr. Khoury wanted to make sure that we don't lose our focus on the MetroPlex discussions. Mr. Kiff said we're waiting to see what happens with our response. Discussion ensued.

Mr. Burstein said he is a recent retiree from American Airlines, flight operations. He thinks the FAA's mistake with the recent MAGVAR issue and the MUSL and CHANNEL being further west is because they check their own work. He's wondering if the City has a mechanism for an expert to check the FAA's design work on a technical basis as they design these new procedures to make sure there aren't any mistakes. Mr. Kiff replied that the City used two firms to help with the letter and will re-engage them once we see the final printout of the HAYLO, HHERO and PIGGN.

A gentleman said on days when the wind is coming from the west and it's stormy or damp, the non-computer generated departures tend to drift over to the east. When there are Santa Anas, the planes will drift over to the west. The old procedures showed that more often and people remember those flights because they're louder. With the new procedures, there won't be as much of that.

5. Public Comments on Non-Agenda items

Ms. Breslau voiced her concerns about alleged chemical contrails.

In response to a public inquiry, Mr. Kiff said the City's contact person at the FAA out of Seattle is Robert Henry. Chairman Petros said we have also contacted the offices of Representatives Rohrbacher and Walters, as well as Tim Whitacre, Chief of Staff for Supervisor Michelle Steel's office.

Mr. Mosher said this committee has many members and alternate members but when a recommendation was made to the City Council, it was mentioned that the members made the recommendation. It's not clear to him how this committee's votes are counted.

6. Items for the next/other upcoming meeting agenda

- Altitudes presentation
- Update on Magvar

7. Set the next meeting

The next meeting was tentatively set for June 27, 2016.

8. Adjournment

The meeting was adjourned at 5:11 p.m.

#