



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

MEETING DATE & LOCATION: **Monday, November 21, 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
Kay Mortenson	District #1	present
Warren Wimer	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	not present
David Cook	District #4 (alt)	not present
Vicki Frank	District #5	present
Walt Richardson	District #5 (alt)	not present
Lauren Kleiman	District #6	present
<del>Vacant</del>	<del>District #6 (alt)</del>	
Jim Dunlap	District #7	present
Karen Rhyne	District #7 (alt)	Not present
Dave Kiff	City Manager	present
Aaron Harp	City Attorney	present
Melinda Seely	SPON/Air Fair Rep.	present
Tony Khoury	AWG Representative	present
Tom Naughton	AWG Representative	present
Roger Ham	Newport Coast Rep	present
John Youngblood	General Aviation Rep	present

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

Minoo Ashabi	Jim Mosher
Leann Benvenuti	Bob Pastore
Thomas Damiani	Lee Pearl
Dorothy Harmsen	Ronnie Weinstein
Jennifer McDonald	
Michele Monda	

**1. Call Meeting to Order**

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

**2. Self-Introductions**

Chairman Petros welcomed new committee member Lauren Kleiman, District 6 representative.

**3. Approval of the Minutes.**

The minutes from the July 25, 2016, Aviation Committee meeting were approved.

**4. Updates/Current Business**

**(a) Next Gen Update (Dave Kiff, Tom Edwards)**

Mr. Kiff said Next Gen is the FAA's nationwide attempt to make routes more safe and predictable, which ends up also narrowing them. The City has worked with the FAA over the past couple of years to try to minimize the negative impacts to our community. We met with the FAA in Hawthorne last month. We had a positive discussion about the implementation of Next Gen relating to John Wayne Airport (JWA). The FAA's planning has narrowed the tracks along the STREL, which is currently flown by half the flights (the ones flying past Las Vegas to the east coast). The path is generally down the center of the Upper Bay, over the Newport Dunes, over Balboa Island and then offshore before turning. Now all of the commercial departures would be going down that path.

We wanted the FAA to show us how that would look and get their input on the environmental document. It was less precise than we would like. The City asked them to send a letter explaining their intentions. We received the letter in advance of our last City Council meeting in October. We were concerned with the potential use of the environmental document to cover an extensive amount of geography that is not anticipated by just the STREL, the HHERO, or just the FINZZ paths. The City Council decided to file a lawsuit against the FAA regarding the documentation associated with the environmental assessment. We are joined in part with the County and the City of Laguna Beach.

Mr. Khoury reported to the committee that two meetings have taken place in the last couple of months. One was for HOAs held at the district office of Congressman Rohrbacher's office. The FAA was present including the person who designed Metroplex. He made a presentation about departures out of JWA. The group voiced their concerns regarding noise, altitude, data gathering and MAGVAR. The FAA responded that they would get back to them regarding their concerns. Subsequently, Congressman Rohrbacher provided a report to them mainly regarding altitude and said the rest of the information would be provided on January 5, 2017.

Mr. Khoury said the second meeting took place in Orange with all the FAA's top leaders. The meeting was to address any airport in Southern California. They had information for arrivals at JWA but no departures. They said they're still working on the departures. In response to our inquiry about the variance for flights going over the bay, they said 1,100'. That was a concern because the bay is not that wide in some places meaning planes might be flying over areas of the community. The FAA said they had a policy not to add any additional noise but there would be some winners and some losers.

Mr. Dunlap gave examples of different flight paths the FAA came up with in the past that were reasonable. He asked if something has changed that would make us think they will not be reasonable with us anymore. Mr. Kiff responded that the FAA has been very reasonable in their conversations with us. However, the lawsuit challenges something they would not commit to; that is to never use the environmental document in a manner that would allow a widespread change in the flights today that might send them over neighborhoods that have never had flights over them before.

Mr. Khoury made a motion to support the City in its litigation with the FAA. Ms. Mortensen seconded the motion. All were in favor except Vicki Frank.

In response to Mr. Mosher, Mr. Kiff said the STREL's radar tracks in our area show a narrower pattern. The FAA believes the removal of the TOING will make it more precise. There are some airports across the country that have had NEXT GEN implemented and some of the problems are with the repeatable flight patterns.

Mr. Weinstein said he attended both of the meetings mentioned by Mr. Khoury. He has had extensive conversations with the FAA. He, along with Bonnie O'Neil, also met with Supervisor Steele who was supportive. He would like to see the City participate at more of these meetings because the FAA told him they would be willing to look at some of these issues. He is requesting the City open up lines of communication with him and the FAA but he is not sure the FAA would be willing to talk now that the City is in litigation with them.

Mr. Pearl, Balboa Island Improvement Association, said he also attended the two meetings. After the second meeting, he sent an email to the City Council, Dave Kiff and Tom Edwards. He doesn't think his email has been discussed and it may have had an impact on some of the voters who supported the litigation. He thinks the committee should take a neutral vote on the litigation because it's not in the best interests of the residents that attended the meetings with Congressman Rohbacher. The impacts to Balboa Island will be significant. The litigation isn't beneficial to the fact they want some type of relief from the environmental impacts.

Mr. Pastore would like to know what the 1-mile point looks like with STREL. Mr. Kiff thinks there will be an opportunity to have a discussion with the FAA to improve upon the design.

Mr. Kiff explained that the litigation preserves the City's rights in the future about the environmental document.

**(b) Other:**

**1. John Wayne Airport staff updates, including introduction of Nikolas Gaskins, JWA Access and Noise Manager**

Mr. Rondinella said JWA is in the midst of a General Aviation Improvement Plan. It has been a long time since it has been studied. He also talked about redesigning the facilities to bring them up to current standards, using the same footprint already there.

Mr. Rondinella introduced Mr. Gaskins and said he has already been doing great work and will be attending the Aviation Committee meetings.

Mr. Dunlap and Mr. Freed talked about a new Airbus 320 neo that is supposed to be quieter, currently operated by Frontier airlines out of JWA.

Ms. Kleiman asked about a mobile app residents could use for complaints. Mr. Gaskins said the two methods currently available are email and phone. Mr. Rondinella said people could use the phone to access the website, which almost looks like an app. Mr. Edwards mentioned the Flight Aware app that's a free download.

Mr. Pastore suggested noise abatement training for pilots; it's not required by the Federal Aviation Regulation. It's a national issue never been addressed. Mr. Edwards thinks it's a good idea.

Mr. Mosher said two years ago there was an overhead flight departure every six minutes and now it's at one every five minutes, which is disturbing to people. He reported good news, that two flights a day are the new Alaska/Horizon aircraft, which are propeller turbine-driven aircraft that are some of the quietest commercial aircraft flying out of JWA.

Mr. Rondinella confirmed for Mr. Mosher that charter flights are categorized as General Aviation.

**2. Any questions or comments on Tom Edwards' Monthly Report**

Mr. Edwards said on November 1, Ontario Airport would officially be an independent airport. They have all the same carriers but we will have to wait to see if they can succeed on their own.

**5. Public Comments on Non-Agenda items**

Mr. Mosher asked if anybody knew when and where the Airport Working Group is meeting and whether the meetings are open to the public. He cannot find anything on the website. Mr. Khoury said the meetings are held the first Wednesday of each month at 6 p.m. in the Central Library Conference Room.

Mr. Pearl suggested the City of Newport Beach have a conversation with the Ontario Airport about balancing flights. Mr. Kiff confirmed that the City already sent them a congratulatory letter that said it looks forward to working with them.

**6. Set the next meeting**

Mr. Kiff suggested waiting until a new chairperson is appointed by the Mayor to see when the next meeting would be held.

**7. Adjournment**

The meeting was adjourned at 4:50 p.m.

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