



CITY OF NEWPORT BEACH AVIATION COMMITTEE AGENDA

OASIS Senior Center, 801 Narcissus Ave., Corona del Mar, CA 92625

Monday, February 24, 2020 - 5:30 PM

Aviation Committee Members:

Council Member Jeff Herdman, Chair

Council Member Diane Dixon, Vice Chair

Nancy Alston

Jeffrey Cole

Susan Dvorak

Alan Guenther

Roger Ham

Anthony Khoury

Stephen Livingston

Hugh Logan

Thomas Meng

Bonnie O'Neil

Jack Stranberg

Sharon Ray

Cameron Verdi

Staff Members:

Grace K. Leung, City Manager

Tara Finnigan, Deputy City Manager

Aaron Harp, City Attorney

Shirley Oborny, Executive Assistant to the City Manager

The Aviation Committee meeting is subject to the Ralph M. Brown Act. Among other things, the Brown Act requires that the Aviation Committee agenda be posted at least seventy-two (72) hours in advance of each regular meeting and that the public be allowed to comment on agenda items before the Committee and items not on the agenda but are within the subject matter jurisdiction of the Aviation Committee. The Chair may limit public comments to a reasonable amount of time, generally three (3) minutes per person.

The City of Newport Beach's goal is to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, we will attempt to accommodate you in every reasonable manner. Please contact Shirley Oborny, Executive Assistant to the City Manager, at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible at (949) 644-3001 or soborny@newportbeachca.gov.

NOTICE REGARDING PRESENTATIONS REQUIRING USE OF CITY EQUIPMENT

Any presentation requiring the use of the City of Newport Beach's equipment must be submitted to the City Manager's Office 24 hours prior to the scheduled meeting.

- I. **CALL MEETING TO ORDER - Council Member Jeff Herdman, Chair**
- II. **ROLL CALL**
- III. **APPROVAL OF MINUTES**

[Minutes - January 27, 2020](#)

IV. CURRENT BUSINESS

a) **2020 Community Outreach Plan.** The Communication & Outreach Subcommittee has developed a community outreach plan for the Aviation Committee's consideration that focuses on the development and implementation of six communication tools and tactics.

Recommended Action: Approve the recommended Community Outreach Plan.

[Staff Report](#)

[Attachment – Proposed Community Outreach Plan](#)

b) **Aviation Committee Priorities for Calendar Year 2020.** At its January 27 meeting, the Aviation Committee reviewed a draft list of priorities for calendar year 2020. Committee members desired additional time for the subcommittees to discuss and refine the priorities. A revised list of priorities, incorporating the suggestions of three Subcommittees, has been prepared for the Committee's review and approval.

Recommended Action: Adopt the revised list of Aviation Committee priorities for 2020.

[Staff Report](#)

[Attachment A – January 27, 2020 Staff Report](#)

[Attachment B – Subcommittees' Suggested Revisions to Priorities Proposed Jan. 29](#)

[Attachment C - Redline](#)

V. SUBCOMMITTEE REPORTS

1. Technical / Departures
2. Government Relations
3. Communication & Outreach
4. General Aviation Improvement Program (GAIP)

VI. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Public comments are invited on agenda and non-agenda items generally considered to be within the subject matter jurisdiction of the Aviation Committee. Speakers must limit comments to three (3) minutes. Before speaking, we invite, but do not require, you to state your name for the record. The Aviation Committee has the discretion to extend or shorten the speakers' time limit on agenda or non-agenda items, provided the time limit adjustment is applied equally to all speakers. As a courtesy, please turn cell phones off or set them in the silent mode.

VII. ITEMS FOR THE NEXT MEETING'S AGENDA

VIII. NEXT MEETING - March 23, 2020, 5:30 p.m. (Civic Center Community Room)

IX. ADJOURNMENT



CITY OF NEWPORT BEACH
MINUTES of the
AVIATION COMMITTEE
(draft until approved by the Committee)

MEETING DATE & LOCATION: **Monday, January 27, 2020, 5:30 p.m.** at the Civic Center Community Room, 100 Civic Center Dr., Newport Beach, CA 92660

ATTENDANCE:

Committee membership:

Council Member Jeff Herdman, Chairman
Council Member Diane Dixon, Vice Chairman
Nancy Alston – SPON representative
Jeffrey Cole – District 6
Alan Guenther – District 1
Roger Ham – Newport Coast representative
Anthony Khoury – AWG representative
Stephen Livingston – General Aviation
Hugh Logan – District 7
Thomas Meng – District 4
Bonnie O'Neil – District 3
Jack Stranberg – Member at Large
Sharon Ray – District 2
Cameron Verdi – District 5

Staff: City Manager Grace Leung, Deputy City Manager Tara Finnigan, City Attorney Aaron Harp, Executive Assistant to the City Manager Shirley Oborny
Consultants: David Wilson and Tom Edwards

I. CALL MEETING TO ORDER

Chairman Herdman called the meeting to order at 5:30 p.m.

II. ROLL CALL

Vice Chairman Dixon and Committee Members Ham and O'Neil were absent.

A moment of silence was observed in memory of the Newport Beach residents killed in the January 26 helicopter accident in Calabasas..

**III. APPROVAL OF MINUTES
November 18, 2019 Minutes**

Motion to approve the minutes of the November 18, 2019 meeting was made by Committee Member Meng and seconded by Committee Member Khoury. The motion carried unanimously with Vice Chairman Dixon and Committee Members Ham and O'Neil absent.

IV. CURRENT BUSINESS

- a. **Report on the City Council's January 25 Planning Session** – City staff will report on the airport-related information presented to the City Council at its January 25, 2020 Planning Session.

Deputy City Manager Tara Finnigan relayed that the Council staff heard about the Aviation Committee's work to find the quietest, safest, least polluting departure procedure; build relationships; become a part of the General Aviation Improvement Program (GAIP) Environmental Impact Report (EIR) process; collaborate with proposers for the Fixed Base Operator (FBO) sites; incentivize air carriers to turnover fleets faster; advocate for safe federal policies; monitor the Federal Aviation Administration (FAA) Reauthorization Act; and track the John Wayne Airport (JWA) GAIP. Staff estimates the consultant costs in fiscal year 2020-2021 will be \$350,000.

Jim Mosher indicated the Southern California Association of Governments (SCAG) will consider adopting a transportation policy entitled "Connect SoCal."

Dennis Bress advocated for requesting the Orange County Board of Supervisors conduct a feasibility study as a way to mitigate the expansion and growth of JWA and that the City should work with the City of Santa Ana regarding expansion of the OC streetcar.

Chairman Herdman introduced Laura Oatman of Representative Rouda's office.

City Manager Leung reported Irvine, as the region's representative, attends SCAG meetings. Newport Beach staff is closely involved in the SCAG technical committee.

Chairman Herdman added that he will campaign for a position on the SCAG Board at the next opportunity.

- b. **Adoption of Committee Priorities for Calendar Year 2020** – Committee Chair Jeff Herdman desires to have the Aviation Committee agree to and work on a set of four priorities this calendar year.

Chairman Herdman provided a copy of FAA Administrator Dickson's response to Representative Eleanor Holmes Norton's letter. The City is ready to present its proposals to the FAA and will be communicating with the regional FAA office.

Deputy City Manager Finnigan presented the staff report regarding Chairman Herdman's four proposed priorities.

Committee Member Alston suggested revising the priority to "increasing altitudes to 4,000 feet as soon as possible to give relief to impacted neighborhoods" so that the priority is more inclusive.

David Wilson, consultant, explained that the priority references Balboa Island because it is the closest reference point at which aircraft can attain an altitude of 4,000 feet. Based on analysis and test flight information, the better outcome for noise issues will likely occur downrange, further away from JWA. An option to reduce noise near JWA is to fly north, but that option is limited operationally and politically.

Chairman Herdman referred to Administrator Dickson's letter, which indicates dispersion is controlled by satellite rather than the control tower.

Committee Member Meng did not believe dispersion would be beneficial as it would move noise from one part of the City to another.

Committee Member Verdi advised that the subcommittee discussed staging flights.

Committee Member Logan commented that flying higher is better and proposed aircraft reach an altitude of 4,000 feet because it may be attainable.

Committee Member Stranberg suggested the City could have more influence with the FAA if the airlines support the City's priorities and approach the FAA with the City.

Committee Member Livingston remarked that increasing altitudes to 4,000 feet over Balboa Island and the Balboa Peninsula could conflict with reapplying power after crossing the coastline. Perhaps the two priorities could be combined.

Committee Member Alston felt widening the flight path would be better than moving airplane noise from one neighborhood to another.

In reply to Committee Member Khoury's query, Mr. Wilson reported the technical assessment appendix from the original EIR states 95.7 percent of all departures fly south over Newport Beach because of meteorological conditions. Wind conditions are not constant; therefore, for a limited period of time each day, the direction of the runway could be changed but that would inflict noise on other cities.

Committee Member Cole noted the priority requests carriers increase thrust after crossing the coastline, at which point carriers turn to travel north or east. He questioned whether the priority would increase the noise further above the increase generated by an aircraft turning north or east.

Mr. Wilson explained that satellites use GPS to create waypoints, which take aircraft into a larger structure of departure procedures and paths and into higher altitudes. In order to focus on efficiency, the FAA does not want unique departures that change established routes.

Allan Beek proposed airlines climb as soon as possible at a 20-degree angle to the height limit of 5,000 feet. In return, the City of Newport Beach could request an increase in the height limit to 6,000 feet and agree to eliminate the turns in the departure path.

Mel Beale, AWG, reported the only way for carriers to reach high altitudes fast is with power, but power is noisy. Test flights were getting quiet at 3,600 feet over noise monitor 7 but provided no benefits at noise monitors 4, 5, and 6. Airlines prefer consistent procedures across all airports. Airlines file their flight plans 45 minutes prior to departure. If the weather changes during that time, airlines are unlikely to change their flight plans.

Julie Johnson commented that the Aviation Committee needs to develop a plan of exactly what it wants prior to meeting with the FAA.

Sue Dvorak hoped the Aviation Committee does not eliminate the option for departures in a northerly direction when the weather permits and suggested reclassifying Uber-style general aviation (GA) jets as commercial aviation jets.

Jeanne Massingill believed flights should pass over the Back Bay because there are no homes there. However, she noted that the Back Bay is an ecological preserve.

Charles Klobe suggested an incentive of lower fees for airlines if they follow Mr. Beek's proposal, which would increase fuel consumption. He said that over the past month or two, there have been no negative noise impacts to Anaheim Hills during wind events.

Laura Oatman shared airplane noise related legislation that Representative Rouda has sponsored or cosponsored. She will attempt to arrange a visit for a Newport Beach contingent to the Terminal Radar Approach Control (TRACON) Western Regional Center. On February 24, Representative Rouda will meet with the FAA and federal, state, county, and city elected officials from Newport Beach, Costa Mesa and Huntington Beach at JWA.

Joe August proposed the priority reference the STREL waypoint, which is 1.6 nautical miles from the coast, as the power-up point.

Dennis Bress advised that an FAA analysis of departures at the Charlotte, NC airport revealed that dispersing departures is possible.

Beverly Moosmann favored aircraft reaching altitudes higher than 4,000 feet as quickly as possible, more than light dispersion to distribute noise, and northerly departures.

Mr. Wilson advised that a 20-degree climb gradient is feasible, and at that rate aircraft will reach altitude about 4 miles out. The questions are the cost to the carriers and the incentive offered to carriers. The STREL waypoint is a feasible approach to mitigate noise, but the impact on downrange communities needs to be understood.

Committee Member Guenther provided the FAA's reasoning for the altitude restriction on departures from JWA.

Chairman Herdman suggested the subcommittees refine the priorities and present them at the next Aviation Committee meeting.

c. John Wayne Airport Update – Nick Gaskins of John Wayne Airport will provide a market update and discuss the airport's new, detailed noise reports and the 2019 Million Annual Passenger count.

Nikolas Gaskins, JWA Access and Noise Manager, reported that in mid-December JetSuiteX accepted an allocation of 95,070 passengers. The 2019 Million Annual Passenger (MAP) count reached 10,656,511. As of January 7, JWA provides no nonstop service to Mexico. Detailed noise event reports are available on the Access and Noise Office website.

In reply to questions from Committee Members, Mr. Gaskins said he did not know what would happen if ACI is not selected as an FBO. Mr. Gaskins agreed to speak with Orange County officials regarding the setting of landing fees and the possibility of reducing fees. Implementing an incentive for quieter aircraft may violate the Airport Noise and Capacity Act (ANCA). The June 30 noise report indicates the Neo and the Max aircraft reduced noise by 5-7 decibels, depending on the monitoring station. Mr. Gaskins agreed to contact the vendor for the noise complaint system about adding a category for quiet aircraft.

Committee Member Guenther noted LAX is developing incentives for airlines' use of quieter aircraft.

Jim Mosher encouraged Committee Members to review the new detailed noise data. He added that at noise monitors 6 and 3, aircraft arrivals during reverse flow are systematically louder than aircraft departures.

V. SUBCOMMITTEE REPORTS

1. Technical/Departures

Committee Member Guenther reported the subcommittee has been concentrating on the first three priorities.

2. Government Relations

Committee Member Logan indicated the subcommittee agreed to foster a good working relationship with carriers, achieve consensus with stakeholders, and explore incentives for carriers that reduce noise. The subcommittee proposes to develop a task force of interested parties to reach agreement among constituents and stakeholders.

3. Communication & Outreach

Committee Member Khoury withdrew the proposed plan of action for 2020 that he submitted at the last meeting because the subcommittee has identified six communication tools to use during 2020:

1. Utility bill inserts
2. Speakers' bureau
3. Community and Homeowners Association newsletters
4. Educational videos
5. High school outreach
6. Educational workshops

4. General Aviation Improvement Plan (GAIP)

Committee Member Cole reviewed the timeline for review of FBO proposals. After reviewing proposal submissions, the subcommittee plans to develop recommendations for the Aviation Committee.

Committee Member Stranberg requested the names and email addresses of each airline's vice president of government affairs, chief financial officer, and chief pilot.

Committee Member Ray summarized information learned in her talks with Boeing's commercial aviation communications department. With a new CEO, Boeing seems willing to make changes to outreach policies.

Committee Member Stranberg suggested the Communication & Outreach Subcommittee speak with Airbus as well as Boeing.

Dennis Bress suggested the Communication & Outreach Subcommittee work with Public Information Manager John Pope.

VI. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Sue Dvorak suggested a representative attend all Aviation Commission meetings. She said that Anaheim Hills is planning a forum regarding airport issues. Ms. Dvorak said AirFair should have a seat on the Aviation Committee.

Jim Mosher recommended the Aviation Committee encourage JWA to lower noise monitoring protocols to record aircraft that exceed perhaps 55 or 60 decibels for 10 seconds.

In answer to Committee Member Guenther's inquiry, Mr. Gaskins reported receiving 5,400 complaints from Anaheim Hills during the third quarter. During reverse flow departures, Tustin, Irvine, Dover Shores, West Cliff, Lido Island, and Laguna Beach complained about airplane noise.

Committee Member Alston advised that Anaheim Hills is extremely upset about airplane noise.

VII. ITEMS FOR THE NEXT MEETING'S AGENDA

None

VIII. NEXT MEETING – February 24, 2020, 5:30 p.m. (OASIS)

IX. ADJOURNMENT

Chairman Herdman adjourned the meeting at 7:29 p.m.

DRAFT



NEWPORT BEACH

Aviation Committee Staff Report

February 24, 2020

TO: CHAIR AND MEMBERS OF THE AVIATION COMMITTEE

FROM: Grace K. Leung, City Manager - 949-644-3001,
gleung@newportbeachca.gov

PREPARED BY: Tara Finnigan, Deputy City Manager,
tfinnigan@newportbeachca.gov

PHONE: 949-644-3035

TITLE: 2020 Community Outreach Plan

ABSTRACT:

The Communication & Outreach Subcommittee has developed a community outreach plan for the Aviation Committee's consideration that focuses on the development and implementation of six communication tools and tactics.

RECOMMENDATION:

Approve the recommended Community Outreach Plan.

DISCUSSION:

The Communication & Outreach Subcommittee (Subcommittee) reviewed the City's draft community outreach and education program related to its airport and aviation efforts. The Subcommittee concluded that a shorter plan, focused on a specific list of action items, would be more useful to the Aviation Committee at this time. The plan can be expanded as necessary.

The Community Outreach Plan as proposed by the Subcommittee is attached. The plan identifies three communication strategies and lists tools and tactics for achieving those strategies. The area shaded in blue includes the six communication tools and tactics the Subcommittee recommends for development and implementation this calendar year. The area shaded in gray lists other communication tools currently utilized by the City that can also be employed as needed to augment the plan. The plan also identifies the audience, target dates or frequency, and who would be responsible for developing or implementing the tools and tactics.

NOTICING:

The agenda item has been noticed according to the Brown Act (72 hours in advance of the meeting at which the City Council considers the item).

Attachment – Proposed Community Outreach Plan

Aviation Committee Community Outreach Plan - 2020

Action Plan				
Strategies	Tactic/Tool	Audience	Responsible Person(s)	Date(s) or Frequency
1. Reestablish a baseline of understanding of key airport issues among Newport Beach residents and stakeholders through public outreach and education.	Community Newsletters and Utility Bill Insert	NB Community	Committee, Staff	3x/year; 3/2020 first insert
	"Speakers Bureau" (HOAs, Chamber, Rotary)	NB Community	Committee	As requested
	Community Newsletters and Utility Bill Insert	Residents, Businesses	Committee, Staff	3x/year
	Educational Videos	NB Community	Staff, Consultant	Spring 2020
	High School Outreach	NB Students	Student rep, Tara, Council	April 2020
	Airport Forums and Workshops	NB Community	Committee, Staff	As Needed
	<i>City JWA-related Web pages</i>	Web visitors	Staff (Tara, Melanie, John)	Monthly
	<i>Newport Navigator</i>	Residents	Staff (Tara, John), Committee	As needed
	<i>Media Relations</i>	Media	John /City Mgr Office, Council	As needed
	<i>Council Announcements</i>	Attendees, viewers	Council Members	As Needed
2. Communicate the need for continuing to work to limit the impacts of JWA on our community and build support for the proposed solution(s).	<i>Nextdoor</i>	Residents	Staff (John, Tara, Melanie)	As Needed
	<i>Social Media</i>	Followers	Staff (John, Melanie)	As Needed
3. Replace misinformation with clear, fact-based messages about the airport, its impacts and proposed solutions.				

KEY:
 Early 2020 Communication Priorities
 Other Communication Tactics

Staff support for communication tasks will be provided by the City Manager's Office - Tara Finnigan, John Pope and Melanie Franceschini.



NEWPORT BEACH

Aviation Committee Staff Report

February 24, 2020

TO: CHAIR AND MEMBERS OF THE AVIATION COMMITTEE

FROM: Grace K. Leung, City Manager - 949-644-3001,
gleung@newportbeachca.gov

PREPARED BY: Tara Finnigan, Deputy City Manager,
tfinnigan@newportbeachca.gov

PHONE: 949-644-3035

TITLE: Aviation Committee Priorities for Calendar Year 2020

ABSTRACT:

At its January 27 meeting, the Aviation Committee reviewed a draft list of priorities for calendar year 2020. Committee members desired additional time for the subcommittees to discuss and refine the priorities. A revised list of priorities, incorporating the suggestions of three Subcommittees, has been prepared for the Committee's review and approval.

RECOMMENDATION:

Adopt the revised list of Aviation Committee priorities for 2020.

DISCUSSION:

At its January 27 meeting, the Aviation Committee (Committee) reviewed a draft list of priorities proposed by Committee Chair Jeff Herdman to guide the work of the Committee and its subcommittees this calendar year. (The January 27 staff report is included as Attachment A.) The Committee desired additional time for its subcommittees to review and refine the priorities.

The Technical Matters/Departures, Government Relations and General Aviation Improvement Program Subcommittees discussed the proposed priorities at their recent, respective subcommittee meetings. Each subcommittee provided suggested changes or additions. Attachment B is a list of the priorities proposed on January 29 and the changes and additions suggested by the subcommittees.

A revised list of priorities, that incorporates many of the suggested changes, has been prepared for the Committee's further discussion, refinement and approval. (A redline is also included as Attachment C.)

1. Work toward increasing altitudes to a minimum of 4,000 feet as early as possible during departures.

2. Pursue the “light dispersion” of flights in order to help bring some relief to those residents most impacted by the current departure paths.
3. Develop and advocate for local, state and federal policies that incentivize air carriers to transition their fleets and bring the most technologically advanced aircraft to John Wayne Airport.
4. Identify the quietest, safest and most efficient departure procedure technologically possible that will be approved by the FAA.

The priorities are not intended to replace any projects currently in progress nor limit the Committee’s work should other ideas or issues arise that need to be addressed this year.

The Committee can recommend further amendments or adopt the priorities in their current form.

NOTICING:

The agenda item has been noticed according to the Brown Act (72 hours in advance of the meeting at which the City Council considers the item).

Attachment A – January 27, 2020 Staff Report

Attachment B – Subcommittees’ Suggested Revisions to Priorities Proposed Jan. 29

Attachment C – Redline



NEWPORT BEACH

Aviation Committee Staff Report

January 27, 2020
Agenda Item No. __

TO: CHAIR AND MEMBERS OF THE AVIATION COMMITTEE

FROM: Grace K. Leung, City Manager - 949-644-3001,
gleung@newportbeachca.gov

PREPARED BY: Tara Finnigan, Deputy City Manager,
tfinnigan@newportbeachca.gov

PHONE: 949-644-3035

TITLE: Adoption of Committee Priorities for Calendar Year 2020

ABSTRACT:

Committee Chair Jeff Herdman desires to have the Aviation Committee agree to and work on a set of priorities this calendar year.

RECOMMENDATION:

Adopt the proposed list of Aviation Committee priorities for 2020.

DISCUSSION:

The City Council approved changes to the structure and composition of the Aviation Committee in mid-2019. The restructured Committee then formed subcommittees to enable small groups of members to accomplish work on specific focus areas approved by the Committee, between its regularly scheduled meetings. Members now serve on at least one of the following subcommittees: Technical Matters / Departures, Government Relations, Communication & Education, and General Aviation Improvement Program.

Committee Chair Jeff Herdman has proposed four priorities, all focused on reducing aircraft noise, to guide the work of the Aviation Committee and its subcommittees in 2020:

1. Work toward increasing altitudes to 4,000 feet over Balboa Island and the Balboa Peninsula.
2. Pursue the “light dispersion” of flights in order to help bring some relief to those residents most impacted by the current departure paths.
3. Ask air carriers to voluntarily wait until after an aircraft crosses the coastline to reapply power (instead of once reaching 3,000 feet altitude).
4. Further develop and advocate for state and federal policies that incentivize air carrier fleet transition.

The priorities are not intended to replace any projects currently in progress nor limit the Committee's work should other ideas or issues arise that need to be addressed this year.

Chair Herdman would like the Committee to discuss the proposed priorities. The Committee can recommend amendments or adopt the priorities in their current form.

NOTICING:

The agenda item has been noticed according to the Brown Act (72 hours in advance of the meeting at which the City Council considers the item).

Attachment B

Subcommittees' Suggested Revisions to Priorities Proposed in January 29

The following is a list of the priorities initially proposed on January 29 and alternatives suggested by the subcommittees.

1. Work toward increasing altitudes to 4,000 feet over Balboa Island and the Balboa Peninsula.

Subcommittees' Suggestions:

- Work toward increasing altitudes to a minimum of 4,000 feet.
- Work toward increasing altitudes to a minimum of 4,000 feet at the nearest possible point on the departure.
- Work toward increasing altitudes to a minimum of 4,000 feet as soon as possible.
- Work toward incentivizing increased altitudes to 4,000 feet over Balboa Island and the Balboa Peninsula.

2. Pursue the "light dispersion" of flights in order to help bring some relief to those residents most impacted by the current departure paths.

Subcommittees' Suggestions:

- Pursue the "light dispersion" of flights, using the satellite-based system, in order to help bring some relief to those residents most impacted by the current departure paths.
- ~~Pursue the "light dispersion" of flights in order to help bring some relief to those residents most impacted by the current departure paths.~~ (Recommendation was to strike this priority.)

3. Ask air carriers to voluntarily wait until after an aircraft crosses the coastline to reapply power (instead of once reaching 3,000 feet altitude).

Subcommittees' Suggestions:

- ~~Ask air carriers to voluntarily wait until after an aircraft crosses the coastline to reapply power (instead of once reaching 3,000 feet altitude).~~ (Recommendation was to strike this priority.)
- Ask air carriers to voluntarily wait until after an aircraft crosses the coastline to reapply power.

4. Further develop and advocate for state and federal policies that incentivize air carrier fleet transition.

Subcommittees' Suggestions:

- Further develop and advocate for state and federal policies that incentivize air carriers to bring the most technologically advanced aircraft to John Wayne Airport.
- Further develop and advocate for local, state and federal policies that incentivize air carrier fleet transition.

Additional Priorities Suggested

5. Establish a new departure procedure that is the most efficient, safest and quietest, technologically possible, that will be approved by the FAA.
6. Identify incentives for air carriers to bring the most technologically advanced aircraft into the John Wayne Airport fleet.

Attachment C

Proposed Aviation Committee Priorities - Redline

1. Work toward increasing altitudes to a minimum of 4,000 feet ~~over Balboa Island and the Balboa Peninsula as early as possible during departures.~~
2. Pursue the “light dispersion” of flights in order to help bring some relief to those residents most impacted by the current departure paths.
- ~~3. Ask air carriers to voluntarily wait until after an aircraft crosses the coastline to reapply power (instead of once reaching 3,000 feet altitude).~~
3. Further dDevelop and advocate for local, state and federal policies that incentivize air carrier's fleet transition to transition their fleets and bring the most technologically advanced aircraft to John Wayne Airport.
4. Identify the quietest, safest and most efficient departure procedure technologically possible that will be approved by the FAA.

1. ——— Work toward increasing altitudes to a minimum of 4,000 feet as soon as early as possible during departures.
2. ——— Pursue the “light dispersion” of flights in order to help bring some relief to those residents most impacted by the current departure paths.
3. ——— Develop and advocate for local, state and federal policies that incentivize air carriers to transition their fleets and bring the most technologically advanced aircraft to John Wayne Airport.
4. ——— Identify the quietest, safest and most efficient departure procedure technologically possible that will be approved by the FAA.