



# CITY OF NEWPORT BEACH AVIATION COMMITTEE AGENDA

Community Room, 100 Civic Center Drive

Monday, June 18, 2018 - 4:00 PM

***Aviation Committee Members:***

Council Member Jeff Herdman, Chair

Council Member Brad Avery, Vice Chair

Tom Anderson  
Joel Bergenfeld  
Scott G. Bergey  
Steve Byers  
Jeffrey Cole  
David Cook  
Jim Dunlap  
Vicki Frank  
Roger Ham  
Tony Khoury  
Barbara Lichman  
Tom Meng  
Kay Mortenson  
Bonnie O'Neil  
Karen Rhyne  
Melinda Seely  
Tim Stoaks  
Warren Wimer  
John Youngblood

**Staff Members:**

Dave Kiff, City Manager

Aaron Harp, City Attorney

---

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.

1. **WELCOME/CALL MEETING TO ORDER (Council Member Jeff Herdman)**
2. **SELF INTRODUCTIONS**

3. **PUBLIC COMMENTS ON CONSENT CALENDAR**

*Public comments are invited on agenda and non-agenda items generally considered to be within the subject matter jurisdiction of the 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 Committee chair has the discretion to extend or shorten the speakers' time limit on agenda items.*

4. **APPROVAL OF MINUTES**

[December 11, 2017](#)

[February 12, 2018](#)

5. **CURRENT BUSINESS**

*(a) Presentation by Charles Griffin and Russell Niewiarowski (per their request)*

*1. A variation on departure paths from JWA*

*(b) Updates from the City regarding:*

*1. STAYY*

*2. Departure analysis by HMMH*

*(c) Updates from the County regarding any JWA activity*

*During Current Business, Mr. Herdman will ask for Committee comments and questions before going to additional public comment or questions.*

6. **ITEMS FOR THE NEXT/OTHER UPCOMING MEETING'S AGENDA**

7. **SET NEXT DATE**

8. **ADJOURNMENT**



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

MEETING DATE & LOCATION: **Monday, December 11, 2017**, at the Newport Beach Civic Center (100 Civic Center Drive, NB), City Council Chambers.

ATTENDANCE:

- Committee membership:

Jeff Herdman	Council Representative	present
Brad Avery	Council Representative	not present
<del>Vacant</del>	<del>Council Representative</del>	
Kay Mortenson	District #1	not present
Warren Wimer	District #1 (alt)	not present
Steve Byers	District #2	present
<del>Vacant</del>	<del>District #2 (alt)</del>	
Tom Anderson	District #3	not present
Bonnie O'Neil	District #3 (alt)	not present
Tom Meng	District #4	present
David Cook	District #4 (alt)	present
Joel Bergenfeld	District #5	present
<del>Vacant</del>	<del>District #5 (alt)</del>	
Jeffrey Cole	District #6	not present
Scott Bergey	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	present
Jennifer McDonald	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	not present

- JWA Representatives present: Nickolas Gaskins, Barry Rondinella
- City representatives present: Tom Edwards, Carol Jacobs, Jennifer Biddle
- Others present:
 

Minoo Ashabi	Jim Mosher	Jeff & Janet Winter
Adrienne & Torben Frederiksen	Warren Parchon	
Dottie & Harlon Harmsen	John & Michele Sciarra	
Marsha Kendall	Sorrell Wayne	
Andrea Marr	Geoff West	
Michele Monda	George & Linda West	

## **1. Call Meeting to Order**

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

## **2. Public Comments on Agenda and Non-Agenda Items**

A member of the public inquired about the City's response to the FAA's Next Gen Southern California MetroPlex environmental assessment. Discussion ensued.

## **3. Approval of the Minutes**

The minutes from the October 30, 2017, Aviation Committee meeting were not ready for approval. It is hoped that they would be ready for approval at the next regularly scheduled meeting, tentatively scheduled for February 12, 2018.

## **4. Updates/Current Business**

### **(a) Fly Quiet Update (Mr. Herdman)**

Mr. Herdman indicated he had met with the Fly Quiet Working Group, which consists of Joel Bergenfled, Tony Khoury, and Sorrell Wayne. Their focus would be on altitude, route, engine types and air carriers. They will not have another meeting until the City has hired a PR person.

Mr. Mosher questioned if the meeting should be open to the public.

### **(b) Update on NextGen and Open Forums (Mr. Kiff)**

#### **1. Recent changes to departure procedures – December 7 FINZZ TWO**

Mr. Kiff presented a PowerPoint slide showing the FINZZ TWO adjustment. He described one slide showing the flight patterns still near East Bluff. The next slide showed the change in flight path indicating that the FINZZ TWO adjustment had occurred. While the flight patterns have moved everything to a path away from east where it is generally hitting noise monitoring station 6, there is still a slight westward drift. Noise monitoring station 7 is clearly being hit fairly well. When it is being hit and missed it is being missed slightly to the left. The FINZZ TWO adjustment has occurred.

Committee member Meng asked when this data was obtained. Mr. Kiff indicated it was from today during the first hour of take-off flights

Committee Member Bergey asked why they picked Las Vegas and Salt Lake City for that trial. Mr. Gaskins didn't really know; perhaps because they're lighter on fuel.

## **2. Planned implementation of STAYY procedure**

Mr. Kiff began speaking about the STAYY ONE procedure. He indicated he worries a little about the west side. He does think we need to see what the STAYY procedure will look like. This is supposed to take effect February 1, 2018 (*Note: It actually began on March 29, 2018*). He presented a series of PowerPoint slides showing the procedure. The procedure takes a series of turns in the upper bay, one to the left then one to the right and then over Noise Monitoring Station #7S (NMS 7S). We have not seen it in action with a major air carrier yet, but he feels it should alleviate some of the problems on the west side without causing new ones for the east side. He indicated on the slide that it is the pink line after NMS 7S as opposed to the yellow line. It hits Balboa Island a little differently and goes over the Peninsula, roughly at the Newport Pier. He indicated this is the only information they have on this, but think it is progressing and that the implementation date is February 1, 2018.

Committee Member Bergey wanted to confirm on the slide the location of the Balboa Pier. A resident also inquired about the pink line on the slide. He thought it showed far to the left. Mr. Kiff clarified that the yellow line is what is being flown now. The pink line is the STAYY procedure when it comes on board. This will be the second one in the nation, the first taking place in Atlanta. We don't think everyone will fly it right away. We have heard from both Southwest and Alaska. Southwest is prepared to fly it as soon as it is posted. A resident asked for clarification; if they were in Dover Shores, would it be moving slightly to the east. Mr. Kiff answered using the PowerPoint slide indicating it would not be too significant. The resident said it was slightly to the east of him and Mr. Kiff agreed.

Mr. Kiff reminded the public and Committee that the City proposed something like this to the FAA in 2013. The FAA was not ready to do it at the time, but now in 2017 the FAA seems able to do it.

## **3. Additional noise monitoring efforts**

Mr. Kiff moved on to the noise study. He explained that back in September the City Council asked staff to conduct a noise verification effort. It is currently underway, not literally today, but in the next two weeks.

Mr. Kiff indicated the City is currently reviewing the County's recent calibration check of the NMSs. This is reviewed by a third party firm once a year to see if the calibration review is appropriate. Next we are going to be "monitoring the monitoring" stations. We will be setting up a temporary monitoring station near NMS 5S and NMS 6S to check the current readings in real time as the stations themselves read the dB levels.

He also indicated they will be conducting new monitoring on Balboa Island, and possibly other locations such as Balboa Peninsula and the east or west bay. For the Balboa Island and the Balboa Peninsula, we are interested in determining if the carriers are doing something differently about powering up after NMS #7S. Now that the Santa Ana winds are over it is clear and we can get this started. We will look at evenings as well for 2-3 days at each location.

A resident asked if Harbor Cove would be reviewed and Mr. Kiff indicated that it was not being reviewed. Committee Member Cook asked if there was a mobile piece of equipment that was fairly accurate that could be used. Mr. Kiff indicated that the equipment used is very technologically accurate and is costing the City about \$40,000 over a couple of days. He thought Committee Member Cook might be talking about whether the City might have something like this on permanent use. He indicated it could be a possibility in the future and maybe at Harbor Cove. This is the first attempt at this to his knowledge.

Committee Member Bergey asked if all of the old monitoring stations were in use. Mr. Kiff confirmed that there are seven of them at all times and it is one of the things Nick Gaskins with the John Wayne Airport is in charge of. Mr. Kiff also brought up the quarterly noise monitoring meeting being held on Wednesday at 2 p.m. at John Wayne Airport.

#### **4. Letters to carrier CEOs**

Mr. Kiff indicated that he provided a draft letter for the seven carriers that use John Wayne Airport; members of the audience have used it as well. He indicated the focus is on four goals. The first one is to get the planes higher faster, when it is safer. The second is to use the procedures properly and split the narrows in the Upper Bay and Dover over noise monitoring station seven, not straying too far to the east or west. Thirdly, to train on the STAY procedure as soon as it is implemented, so we don't have a huge lag time if this is the right procedure for us. Fourthly, to not power up after NMS 7S. That is kind of the theme of the letter. There is also a fifth one. That is for the carriers to invest in quieter planes like the Airbus A320neo and the Boeing 737-MAX.

A number of these letters have gone out and we have heard back from two carriers; Southwest and Alaska. Mr. Kiff felt both letters were fairly positive and will be examined further. He will be sending them to the Airport Working Group. This group is helping to look at noise and departure procedures. Alaska feels that Noise Abatement Departure Procedure #2 (NADP-2 or "Distant") is quieter for the community (versus NADP-1 or "Close-In"). Mr. Kiff opened it up to questions.

A resident asked about the litigation matter that is listed on the City Council agenda. City Attorney Aaron Harp said that the litigation is going on and cannot be commented on since it will be during closed session.

**(c) Plans for review of Council Policy A-17 (Mr. Kiff)**

Mr. Kiff indicated at the last Council Meeting that Council Member Herdman asked that we take a look at Council Policy A-17, which is our aviation policy. Mr. Kiff let everyone know if they wished to look at the policy it was available under Council Policies on the City website. Mr. Kiff indicated he, Mr. Harp and Mr. Edwards talked to Council Member Herdman a little more and what they would like to do is address some of the concerns they have heard about what the policy does and does not address. They would like to bring a redline version of that back to the Committee and they can decide where it can go from there. Mr. Kiff indicated his protectiveness of the policy as it is one of the oldest and well-crafted policies. It lays out all the City's history and relationship with John Wayne Airport, AirFair, SPON and the Airport Working Group (AWG). Because their predecessors are the ones who worked on it before, he feels bringing back the redline version to the Committee is the approach that he would like to recommend to Mr. Herdman. Mr. Herdman asked if that sounded good to the Committee and if they had any input.

One of the Committee Members commented that he was here when it originally went to Council and knows the effort that was put into it. He feels the Committee is the best place to run it through since they were the ones who sent it to the City Council to begin with.

Committee Member Cook asked if the idea was to have a subcommittee work on it. Mr. Herdman said it was not and that the Committee would work on it as a whole.

A resident inquired about noise compliance, decibels based on averages and penalties for breaking noise compliance rules. Mr. Kiff indicated that Mr. Vince Mestre was here and would be the best one to answer that question. Mr. Mestre gave a brief history of when the noise limits were set. Carriers must meet these on average. Averages are calculated much differently than we think, using logs. Discussion ensued about penalties for violating noise compliance and Mr. Mestre gave some examples.

A resident asked if there were a lot of violations. Mr. Gaskins said there are very few. The last one he could think of was in 2006. He added that the carrier can be banned if they have three major violations. He gave

some current statistics on general aviation violations. Discussion continued on this topic with various comments from the public. Mr. Kiff clarified that general aviation referred to small planes and not scheduled carriers. A comment was made that with more planes, the noise impacts to the community are greater even though the noise limits are not exceeded. Mr. Kiff reminded the community that in 1990 the Federal Government passed the Airport Noise and Capacity Act (ANCA). Airports and other localities cannot adopt new restrictions or continue existing restrictions that may further limit an airport's capacity based on noise. There is no practical likelihood of changing the monitors' locations or dB levels (to lower them) that could limit the airport's capacity.

**(d) Any JWA issues (Mr. Gaskins)**

Mr. Gaskins began his remarks on passenger numbers. He indicated that the November 2017 stats would be out by December 20. The stats for October 2017 (versus Oct 2016) showed a 1.4% increase, preliminary November stats were showing a slight increase in passenger totals.

Mr. Gaskins also commented on Mr. Edwards' monthly aviation update. The airport did launch a Social MetroPlex update webpage. This page was created to address the large number of questions about MetroPlex and to provide answers to FAQs and updates. This webpage also includes contact information for the FAA and JWA office. He also encouraged everyone to use the VOLANS system, as it will enable the user to research flights, altitude, and destination of aircraft.

A resident asked Mr. Gaskins if he was aware of the new complaint link for the FAA. Mr. Gaskins indicated he was aware and also provided a contact for the FAA Portal. Mr. Herdman provided FAA contact information for Barbara Hall at 940-594-5913 for information about the portal.

Committee Member Bergey commented that there are a lot of complaints in the District 6 area around Cameo Shores, Shore Cliffs and even in Newport Coast about the planes appearing to make the turns earlier than they used to; therefore, more noise. Mr. Kiff asked Mr. Gaskins if he would comment on this. Mr. Gaskins stated that they had done analysis on this over the past few months, but there are no indicators that this has been done recently. He is going to ask the office to run some tracks to take a look. He asked if these were scheduled commercial aircraft or private General Aviation. Committee Member Bergey indicated they were commercial. Mr. Gaskins noted that they have seen a significant decrease in these types of maneuvers. A question was raised as to how this is calculated. Mr. Gaskins stated that they create a "gate"

at Crystal Cove all the way down to Dana Point and anything that turned early and triggered that gate was captured. From 2014 – 2017, they calculated 800 early turns. It has since dropped to 100 – 140. Since MetroPlex has gone into effect locally, the early turns to the east have decreased. Mr. Gaskins clarified the location and said they would take a look at it again. Mr. Herdman suggested this item be put under “Items for the next/other upcoming meeting agenda”. Mr. Gaskins felt they would have some good data in February. His only concern was that the STAYY was going into effect. He may have some data for that as well.

A resident asked what the difference is between NADP-1 and NADP-2. The resident indicated it was important to know if there is a noise variation between the two. Mr. Kiff informed the group that there are two noise abatement departure procedures, NADP-1 and NADP-2. They were both developed on or about 1991 and approved by the FAA.

As recently as 2008, all carriers appeared to be using NADP-1, which is known as the “close-in” one. But in more recent years, the Airport shows that about half the carriers were using NADP-1 and the other half were using NADP-2. Southwest and Frontier are using NADP-1, while United, Alaska, and American all seem to use NADP-2. This is part of our letter effort to consider encouraging the carriers to use NADP-1. Mr. Kiff indicated we need to review the study that was done in 2008; it does take time and he urged folks to be patient.

Committee Member Cook noted that while NADP-1 & NADP-2 are FAA-approved standard departures, the airlines may be flying a version of that for Orange County. He felt it would be difficult to say that they are truly flying one or the other, since it could be more of a combination. A better approach would be going directly to them and finding out exactly how they are flying these procedures.

A resident inquired if pilots would help with the study. Mr. Kiff indicated that was likely and would be up to the consultant.

Mr. Mosher had the following comments on Mr. Gaskins' report. He was looking for clarification on the statement that the last violation by a carrier of a single event noise limit was in 2006, wanting to know if that was the last time the carrier exceeded the quarterly average for noise monitoring station or whether that means that 2006 was the last time a single flight going over a monitoring station exceeded the single event limit that is enforced quarterly. Mr. Gaskins confirmed it was the quarterly average in violations.

Mr. Mosher indicated he sensed the question might have been how many individual planes exceed the limit that is enforced quarterly and thinks that might be interesting to know if that is a rare event or a frequent event. Mr. Gaskins informed him that for the carriers, it's quarterly; single event, non-averaged data does not apply to them.

Mr. Mosher also thought it would be useful for the public if the Airport Noise Office gave a presentation to the Aviation Committee about what the Noise Office does; to see what information is received from the microphones and what is done with it, how it is processed and how it is recorded.

Mr. West asked a question in regards to the purple line overlay on one of the PowerPoint slides. Mr. Kiff provided clarification on Mr. West's question. A resident inquired about the STAYY procedure wanting to know if they were going to do the noise abatements at takeoff even if they are doing the turn over the Back Bay. Mr. Kiff indicated that the choice to use the STAYY procedure is unrelated to the choice to use NADP-1 or NADP-2. He stated they are not linked. He thinks that the carriers that are using NADP-1 will continue to use NADP-1. Committee Member Cook noted that he felt the implementation/use of the STAYY may be gradual as the carriers and pilots would have to train on it. Mr. Kiff agreed it would depend on how quickly their pilots were trained, but expected some (like Southwest) to use it right away.

## **5. Items for the next/other upcoming meeting agenda**

Mr. Herdman indicated there were two items for a future agenda based on Mr. Mosher's comments. Both involve Mr. Gaskins.

Mr. Herdman commented on the next meeting date and indicated Mr. Gaskins may have some data related to the STAYY. He also indicated that there may be information available in regard to the lawsuit. Mr. Kiff mentioned another Airport Forum could be scheduled between now and the next meeting if needed. Mr. Herdman thanked everyone for attending meeting. He also thanked Lauren Kleiman for her help with the Fly Quiet meeting.

## **Set the next meeting**

The next meeting was scheduled for February 12, 2018.

## **6. Adjournment**

The meeting was adjourned at 5 p.m.

# # #



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

MEETING DATE & LOCATION: **Monday, February 12, 2018** at the Newport Beach Civic Center (100 Civic Center Drive, NB), City Council Chambers.

ATTENDANCE:

- Committee membership:

Jeff Herdman	Council Representative	not present
Brad Avery	Council Representative	not present
<del>Vacant</del>	<del>Council Representative</del>	
Kay Mortenson	District #1	not present
Warren Wimer	District #1 (alt)	present
Steve Byers	District #2	present
<del>Vacant</del>	<del>District #2 (alt)</del>	
Tom Anderson	District #3	not present
Bonnie O'Neil	District #3 (alt)	present
Tom Meng	District #4	present
David Cook	District #4 (alt)	present
Joel Bergenfeld	District #5	present
<del>Vacant</del>	<del>District #5 (alt)</del>	
Jeffrey Cole	District #6	not present
Scott Bergey	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.	present
Jennifer McDonald	SPON/Air Fair Rep.	present
Tony Khoury	AWG Representative	present
Tom Naughton	AWG Representative	not present
Roger Ham	Newport Coast Rep	present
John Youngblood	General Aviation Rep	not present

- JWA Representatives present: None were present.
- City representatives present: Tom Edwards, Carol Jacobs, Shirley Oborny
- Others present:
 

Minoo Ashabi	Don Harvey
Liz Avila	Jo Carol Hunter
Tom Baker	Michele Monda
Ted and Beth Cooper	Jim Mosher
Charles Griffin	Sorrell Wayne

1. **Call Meeting to Order**

Mr. Kiff called the meeting to order at 4 p.m.

2. **Self-Introductions**

3. **Public Comments on Agenda and Non-Agenda Items**

Mr. Mosher asked what role the City of Costa Mesa has with regards to representing Costa Mesa at the Aviation Committee meetings. Mr. Kiff pointed out that there usually is an attendee from Costa Mesa and welcomed Ms. Ashabi to the meeting.

Mr. Mosher asked if there was an update on the definition of commuter planes, how it got into the Settlement Agreement, why it's there and whether the County will be addressing it. Mr. Kiff expects the County to resubmit that to the parties of the Settlement Agreement but he doesn't know when.

Ms. O'Neil expressed her concerns about the City of Irvine not fulfilling their promise to build a great park instead of an airport. Discussion ensued.

A resident suggested the Aviation Committee host a meeting with City Council candidates running for office in November to see how they feel about airport issues.

4. **Approval of the Minutes.**

The minutes from the October 30, 2017, Aviation Committee meeting were approved with Committee Members Cook, Bergenfeld, Bergey, Ham, Rhyne and Seely abstaining.

5. **Current Business**

**(a) Updates from the City regarding:**

**1. NextGen/So Cal MetroPlex changes**

Mr. Kiff said the last MetroPlex changes were put into place in our area in early December when the third departure pattern, the FINZZ, was adjusted slightly more to the west. The HERO, PIGGN and the FINZZ are all fairly close overlays of each other. The FAA considers them to be within the design perimeters of where they intended them to be and will not be making any further changes to the pathway.

**2. City's lawsuit against the FAA – including the STAYY**

Mr. Kiff said the City reached a settlement with the FAA in the latter part of January. There were a few things the City secured from the lawsuit. Chief among them was the inability of the FAA to use what the City considers the flawed environmental document to design flight

paths in the future that could stray across other portions of Newport Beach. That was the primary reason the City sued in October 2015.

In addition, further changes to the HERO, PIGGN and FINZZ would require a new environmental review in consultation with the City.

Another part of the settlement was the discussion of the implementation of the STAY procedure. Discussion ensued.

### **3. Noise analyses by HMMH**

Mr. Kiff explained that about four months ago, the City talked about doing a couple of things involving noise. One was to do an independent analysis of the County's annual calibration of their own monitors. HMMH completed that work and it's on our website. The conclusion was that the correct steps were taken to calibrate the monitors. The second part of what HMMH is doing is to set up temporary monitoring stations near existing NMSs, as well as temporary stations in selected locations along the departure corridor. The tests were done on two days in December and two in January (*June 2018 Note: reports on both activities are on the City's website under Special Reports*). Mr. Khoury felt that the monitors were very precise.

### **4. Departure study, also by HMMH**

Mr. Kiff said the City has also talked about doing a fairly detailed study on departure procedures. For Part 1, HMMH will be looking at what carrier and what plane type is flying what type of departure procedure, NADP 1 or 2, and at what noise level (as well as what the modeled noise level should be). HMMH will study that for the four major carriers – United, American, Southwest, and Alaska. They will focus on the 737-700, 737-800 and the Airbus 319/320/321. That's about 91% of all the flights out of JWA. Part 2 will focus on whether there's an optimal way of departing by plane type in terms of noise. The analysis may show that a certain plane and takeoff procedure is quieter than others, allowing the opportunity to discuss carrier-by-carrier how a noise abatement procedure might be improved. For Part 3, a completely new NADP might be examined.

Mr. Kiff addressed long time pilots Mel Beale and Jim Dunlap, and Lauren Kleimen and thanked them for their help. He thinks it will be a process that will take a number of months.

### **5. Community engagement on flying quieter**

Mr. Kiff said another group, Dynamic Strategies, has been hired by the City to help it work directly with the carriers to carry a community

message that flying quieter is important to our community in terms of noise and polluting. One of their first steps is to meet with key community groups such as SPON/AirFair, AWG, and Citizens Against Airport Noise and Pollution.

Mr. Griffin shared his ideas about the direction the planes should be departing from JWA and also talked about a new revolutionary turbine engine that's extremely quiet and efficient. In response, Mr. Kiff said that's part of the message our lobbyist and communications consultants are focusing on: making sure the most advanced technology in terms of engines is brought to JWA. He talked about an analysis of the last Southwest B737-MAX that flew out of JWA on December 24, 2017. Apparently, it was quiet enough that Noise Monitor 7 was not able to identify it from ambient noise.

Mr. Mosher said he is interested in knowing why the County's noise monitors do not measure anything below 65 decibels.

#### **6. Reminder about Friday Forums**

Mr. Kiff said they have been meeting about every other Friday or third Friday. The last two and the next one have been provided by the County to get their perspective on noise and the Settlement Agreement. At the next Forum, the County will talk about how they allocate the Class A slots (the louder slots) vs. the Class E slots. It will be held on March 9, 3 p.m. in the Council Chambers.

#### **(b) Updates from the County regarding any JWA activity**

There were no representatives from the County in attendance due to their Columbus Day holiday closure.

#### **6. Items for the Next/Other Upcoming Meeting's Agenda**

No items were mentioned.

#### **7. Set the Next Meeting**

Mr. Kiff suggested the next meeting would be tentatively set for the second meeting in April, pending Chairman Herdman's availability.

#### **8. Adjournment** - The meeting was adjourned at 4:40 p.m.