



CITY OF NEWPORT BEACH AVIATION COMMITTEE AGENDA

Committee members will participate via Zoom. Please see Special Notice regarding COVID-19 for public participation information.

Monday, May 17, 2021 - 5:00 PM

Aviation Committee Members:

**Council Member Diane Dixon, Chair
Council Member Noah Blom, Vice Chair**

**Nancy Alston - SPON Representative
Jeffrey Cole - District 6
Susan Dvorak - CAANP Representative
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 Members:

**Grace K. Leung, City Manager
Tara Finnigan, Deputy City Manager
Aaron Harp, City Attorney
Shirley Oborny, Executive Assistant to the City Manager**

SPECIAL NOTICE REGARDING COVID-19

On March 4, 2020, Governor Newsom proclaimed a State of Emergency in California as a result of the threat of COVID-19. On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which allows Aviation Committee Members to attend Aviation Committee meetings by electronic means. Please be advised that to minimize the spread of COVID-19, Aviation Committee Members may attend this meeting either electronically or telephonically.

Also, please be advised that on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which allows for the public to participate in any meeting of the Aviation Committee telephonically or by other electronic means. Given the health risks associated with COVID-19, the City of Newport Beach will conduct this meeting via Zoom. As a member of the public, if you would like to participate in this meeting, you can participate via the following options:

1. You can submit your questions and comments in writing for the Aviation Committee's consideration by sending them to Aviation@newportbeachca.gov. To give the Aviation Committee adequate time to review your questions and comments, please submit your written comments by Monday, May 17, at 10 a.m. All emails will be made part of the record.
2. You can connect with a computer by joining through Zoom. Click the link below to register for the meeting using a valid email address. You will receive a confirmation email allowing you to join the meeting:
https://zoom.us/webinar/register/WN_HcWC-yLxR2uFJCL-9B92RA
3. Or you may connect by Phone/Audio Only by calling: 1-669-900-9128. The meeting ID is 978 1890 2212 #

Please know that it is important for the City to allow public participation at this meeting. While the City does not expect there to be any changes to the above process for participating in this meeting, if there is a change, the City will post the information as soon as possible to the City's website.

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**

II. **ROLL CALL**

III. **APPROVAL OF MINUTES**

[Draft Minutes - April 19, 2021](#)

IV. **CURRENT BUSINESS**

1. **Consultants Reports**

- a. Channon Hanna, Carpi & Clay will provide an update on federal matters
- b. Cori Takkinen, Townsend Public Affairs, will provide an update on County of Orange matters
- c. Kevin Karpe, Diverse Vector Aviation, will provide an update on the projects he is working on for the City of Newport Beach and will provide additional information about the STAYY Departure

2. **1985 Settlement Agreement and Amendments - City staff**

Recommended Action - Receive and File

[Staff Report](#)

[Public Comment - Jim Mosher](#)

3. **Changes to 2021 Committee Assignments - Tara Finnigan**

Recommended Action - Receive and File the revised 2021 Committee Assignments

[Staff Report](#)

[Revised 2021 Aviation Committee Assignments by Focus Area and Priority](#)

4. **Aviation Committee 2021 Priorities - Progress Updates**

[Priorities Tracking Sheet](#)

V. **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 [Board/Committee/Commission]. 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 [Board/Committee/Commission] 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.

[Public Comment - Sorrell Wayne](#)

[Public Comment - Lyle & Margaret Brakob](#)

[Public Comment - Jim Mosher](#)

VI. **ITEMS FOR FUTURE AGENDAS**

[Public Comment - Jim Mosher](#)

VII. **NEXT MEETING - June 21, 2021**

[Public Comment - Jim Mosher](#)

VIII. **ADJOURNMENT**



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

MEETING DATE & LOCATION: **Monday, April 19, 2021, 5 p.m.**, Virtual meeting
from Newport Beach, CA 92660

ATTENDANCE:

Committee membership:

Council Member Diane Dixon, Chairman
Nancy Alston – SPON representative
Jeffrey Cole – District 6
Susan Dvorak – CAANP representative
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
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 Channon Hanna, Cori Takkinen, and Kevin Karpe

I. CALL MEETING TO ORDER

Chair Diane Dixon called the meeting to order at 5:00 p.m.

II. ROLL CALL

Vice Chair Noah Blom (excused) and Committee Member Bonnie O'Neil were absent.

III. APPROVAL OF MINUTES

Motion to approve the minutes of the March 15, 2021 meeting as presented was made by Committee Member Meng and seconded by Committee Member Khoury. The motion carried unanimously with Vice Chair Blom and Committee Member O'Neil absent.

IV. CURRENT BUSINESS

1. Consultants Reports

a. Channon Hanna, Carpi & Clay, will provide an update on federal matters.

Channon Hanna reported that Congresswoman Steel joined the Quiet Skies Caucus, which sets her up to lead Newport Beach issues within Congress, the Aviation Subcommittee, and the Transportation and Infrastructure Committee. The House Transportation and Infrastructure Committee will be the first to mark up a bill dealing with surface transportation. The House intends to pass a large, more partisan bill quickly. Speaker Pelosi wants the bill off the floor of the House

by the July 4 recess. The Senate is looking to move small infrastructure packages, hoping that some bills could be bipartisan. Ms. Hanna is working closely with the City's Congressional delegation to get Newport Beach's priorities included in the surface transportation bills. The Quiet Skies Caucus is also putting together a letter requesting more action on noise from the Federal Aviation Administration (FAA) and Congresswoman Steel has agreed to sign the letter.

Ms. Hanna provided a copy of the City's comments filed with the FAA on the noise research programs to the Congressional delegation.

In response to Chair Dixon's questions Ms. Hanna confirmed that the provision on the new technology incentives is still in progress. She also explained that they had a lot of support in the last Congress and that she did not expect that to change dramatically.

Committee Member Alston was pleased about Congresswoman Steel joining the Quiet Skies Caucus. She stated she would write a letter to the Congresswoman and suggested other Committee Members do the same.

b. Kevin Karpe, Diverse Vector Aviation, will provide an update on the projects he is working on for the City.

Kevin Karpe reported that he worked with City Manager Leung, Committee Member Stranberg and Mel Beale of the Airport Working Group (AWG) to lay the foundation for the May airline workshop. He collaborated with the airport's Access and Noise Office on gathering information for the Quieter Departures and STAYY Departure Ad Hoc Committees.

In response to Committee Member Ray's question, Mr. Karpe explained that a standard data set has been identified and it can be used to populate the dashboard monthly for the Aviation Committee.

In response to Chair Dixon's questions, Ms. Takkinen confirmed she is working on scheduling a meeting with Supervisor Katrina Foley and continuing discussions with airport staff on the Committee's priorities. Supervisor Foley appointed Susan Dvorak to the Airport Commission and Ms. Takkinen congratulated her.

Committee Member Dvorak said she thought her appointment was a good thing for the City and stated that the long-term goal was to work collaboratively with all entities involved in the issue to try and make progress. Chair Dixon congratulated Committee Member Dvorak.

Dennis Bress asked if the City would make the FAA submittal letter public. Deputy City Manager Tara Finnigan confirmed the letter was on the website and would send Mr. Bress the link.

2. History and Overview of the STAYY Departure – Tony Khoury

Committee member Tony Khoury will present the background and an overview of the STAYY departure.

Committee Member Tony Khoury explained that in order to understand the STAYY Departure, one had to understand prior procedures at John Wayne Airport (JWA). In late 2009, the FAA implemented the DUUKE 1 Area Navigation Departure Procedure with a goal of concentrating the flights on a single line at the center of the bay, but the procedure did not deliver as promised and directed flights slightly to the east. In April 2010, DUUKE 2 was initiated, but the new procedure was also problematic as it directed flights to the west. In spring 2011, the FAA replaced Duke 2 with the STREL, a precision departure track centered in the middle of the bay, but only a few planes were equipped to fly it. In 2014, the FAA introduced two new departures, the MUSEL

7 and the Channel 2; at the same time the runway heading was changed two degrees to adjust to the physical change in the magnetic North Pole. The FAA failed to make the revision to the new departure procedures which caused MUSEL 7 and Channel 2 to veer west of the bay. In late 2016, the FAA introduced the Southern California Metroplex, which would change airspace navigation from a ground-based system to a satellite-based navigation system. The plan included an environmental assessment that proposed three new departures out of JWA: the PIGGN, the HHERO, and the FINNZ. The City, County, airport community groups, and many homeowners' associations filed comments on the environmental assessment. In October 2016, the City filed litigation challenging key parts of the environmental assessment in the United States Court of Appeals. Several months later the County filed similar litigation.

In 2017, the City Manager commissioned a subcommittee to come up with a departure recommendation and it ultimately recommended a curved departure. The City also hired a consultant to validate the calibration of the noise monitoring stations. In 2018, they used this monitoring to analyze departures out of JWA with a focus on utilizing aviation environmental design and FAA modeling to adjust the curved bay changes. The City recommended an S departure and was told that the FAA was experimenting with that at the Atlanta airport. If successful, it would be implemented at JWA.

In 2018, at the request of the City, the FAA designed the STAYY, which is a curved, required navigation performance departure procedure. The City and County also reached a settlement with the FAA and the implementation of the proposed STAYY procedures from JWA were subject to updated aircraft technology and pilot training. In 2019, AWG met with Southwest and United for the first time and requested they get approval from the FAA to fly the STAYY. A year later, Southwest conducted a passenger survey of the STAYY departure and received positive feedback. In January 2021, Southwest flew 211 STAYY departures or 25% of its total JWA departures and United flew 112 or 62% of its total JWA departures. Currently eight airlines have told the City and AWG that they would like to fly the STAYY out of JWA. The STAYY departure was designed under a performance-based navigation umbrella which provides more efficient design of airspace and procedures which collectively result in improved safety, capacity, operational efficiency, lower decibel levels, and environmental impacts.

In response to Chair Dixon's question, Committee Member Khoury explained that the other airlines would like to fly the STAYY but need approval from the FAA. Deputy City Manager Finnigan explained that there is currently a problem with the FAA's ERAM system and the FAA has hired a consultant to investigate it and will keep the City updated. Mr. Karpe explained that the ERAM computer contains the national airspace flight plans. Mr. Karpe explained that Southwest and United were on the original approval list when the STAYY was published.

In response to Committee Member Alston's questions, Committee Member Khoury explained there are many benefits to the STAYY.

Deputy City Manager Finnigan said that the STAYY was developed because it was beneficial to both sides of the bay. She thought there was about a 1 dB reduction on the STAYY, but it was not just about noise; it was also about being fair to both sides of the bay.

Committee Member Ham said that the visual impact was another major consideration in the development of the STAYY. He also noted the 1 dB noise reduction.

Committee Member Dvorak reiterated that there was about a 1 dB noise reduction. She said Robert Pastore attended an Aviation Committee meeting a few months ago and advised them to stop pursuing the STAYY. She thought that they should pursue other options for noise reduction.

Committee Member Khoury commented that they reviewed the noise readings from December 2000 to January 2021. Mr. Karpe explained they were trying to segregate the noise monitoring data for the STAYY. The data will be aggregated and compared in order to determine the STAYY's impact and whether the City wants a broader implementation of the departure.

In response to Committee Member Alston's question Deputy City Manager Finnigan explained that STAYY is programmed into the aircraft computer. Mr. Karpe said that most airlines have requested to fly the STAYY.

Committee Member Guenther stated that the STAYY has little to no impact on the noise readout for Southwest Airlines at noise monitor 7. Southwest is 5 dB lower than other operators because they fly as Class E and their procedure is different than other Boeing operators. Members of the Departures Subcommittee have discussed the issue at length and determined that it involves the altitude, speed, and other items that Southwest does differently.

Dennis Bress said the STAYY is hard to fly, requires special training, and is only used a small percentage of the time as 95% of the departures are using PIGGN and HHERO. He said when they fly the STAYY they are flying NADP 2, which is loud, and the community does not want the STAYY. He said that Joe August designed a Noise Abatement Departure Procedure (NADP) 1, they have given the Committee data from JWA, and if you apply PIGGN or HHERO and fly the parameters of the R2R NADP 1, noise will be reduced 5 to 15 dB. He was pleased that the Committee will stand up the dashboard.

In response to Linda Gellar's questions Mr. Karpe explained the average daily departures are allocated to either Class A departures, which have a specified noise dB level maximum or Class E departures, which have lower dB level requirements. Class E is generally a lighter load and shorter flight than Class A. Some Southwest flights are Class A, but are complying with Class E noise restrictions so they can have more daily departures.

In response to Ms. Gellar's questions, Committee Member Alston said that the community misunderstands the settlement agreement as there is no limit on the number of flights.

Committee Member Khoury clarified that the settlement agreement contains limitations on Class A. Class E is not regulated, but they are a small percentage of the total. Mr. Harp stated that Class E is regulated by the passenger counts.

Committee Member Alston said that was one of the best regulations in place. She said that anyone who thought Class E flights were quiet needed to review the data.

Committee Member Khoury stated that at the beginning of 2021, they entered the second five-year term of the settlement agreement and the number of Class A ADD's increased from 85 to 95.

Committee Member Alston agreed with Committee Member Khoury that with the current numbers there might be 80 to 100 exempt flights, but in the past there has been 300 to 400 operations per day which means there were almost 200 departures.

Committee Member Guenther said it would be helpful for the public and the Committee to explain the difference between the Average Daily Departure (ADD) and the actual number of commercial departures at JWA. The ADD used to be 85 and rose to 95 then people assume it's limited to 95, but pre-COVID there was 135 to 140 commercial flights per day.

Chair Dixon suggested that this topic be added to next month's agenda.

Committee Member Khoury agreed that it was a good idea to discuss the settlement agreement at the next meeting. He also recommended that the Committee Members read the settlement agreement prior to the meeting.

Joe August said he monitors the data for the STAYY through the JWA flight tracker, VOLANS. He tracks the 10 loudest flights of the day and gets the LMax, which is the peak noise. On the LMax the United NADP 2, the lower, faster STAYY procedure, is consistently the loudest flight over the community. Regarding Southwest, he concurred with Committee Member Guenther. Southwest takes a lower track and that is why they are a few dB quieter, but in general they are still in the mid to upper 80 dB.

Mel Beale repeated that the airlines flying STAYY are all flying at NADP 1 not 2. Southwest is 100% NADP 1. For the eastbound flights that United flies they are flying STAYY-1. For their north/south flights, they fly PIGGN or another procedure. There is no issue flying STAYY versus NADP 1 or 2. Secondly, flight crews have no issue with STAYY as it is not difficult and is in the computer. It is not full autopilot, but it is not difficult.

Julie Johnson said she knew everyone was trying their hardest, but there was a lot of mixed messages and information. She suggested the information be more cohesive.

Committee Member Alston said she has decided to make a chart for herself of the advantages and disadvantages of STAYY.

3. Proposed Departure Protocol – Roger Ham

The Ad Hoc Committee working on quieter departures has developed a recommended departure protocol for the Aviation Committee's review.

Committee Member Ham noted the Quieter Ad Hoc was comprised of Committee Members Guenther and Logan, and Deputy City Manager Finnigan and Mr. Karpe provided support. The Ad Hoc spoke to Mel Beale and Robert Pastore and came up with the Newport Beach Preferred Departure Procedure. Flying NADP 1 is part of the procedure. The Ad Hoc Committee's recommendation is to present the protocol to the airlines and ask them to work with the City. With the proposed procedure, the airlines will be asked to use NADP 1 and try not to thrust up until they are 1.5 miles offshore. This can be accomplished using the LLREN or STREL waypoint. If they would rather use altitude than a waypoint, then it could be at 4,000 feet. If the airlines fly 1.5 miles off the coast before they thrust up, it will reduce noise for all of Newport Beach. Deputy City Manager Finnigan submitted the plan to Mel Beale to see if United will run the tests for Newport Beach. Six out of the eight airlines are flying NADP 1. American, United, Frontier, Delta have so far responded positively to the proposed preferred departure. The City's contact at Southwest was on vacation, but their departure fits the profile, other than waiting to thrust up until they are 1.5 miles offshore. The new procedure could reduce pollution over the peninsula and the island, and it only adds a few seconds of time to the departure. They are awaiting comments from Spirit and Alaska. In his 10 years on the Aviation Committee, Mr. Ham said this is the most positive response he has seen from the airlines. He thanked the members of the Ad Hoc Committee for their work and Mel Beale and Robert Pastore for their expertise.

Chair Dixon thanked Committee Member Ham and noted that this would be moved forward to the next carrier meeting. She reiterated that all the carriers are flying under the settlement agreement and now they are working with the community to continue improving.

Committee Member Alston pointed out that under background in the second paragraph it says that the settlement agreement establishes a curfew, which is correct. It also says that it limited

the number of average daily departures of commercial aircraft, which is incorrect. Either the word “noisiest” or “regulated” must be added prior to publishing on the web. City Attorney Aaron Harp suggested that it read “Class A” commercial aircraft.

Committee Member Ray said she was working on the fly quiet program for General Aviation (GA) and looking at a May meeting date.

Committee Member Ham stated that he spoke with Mr. Karpe and Deputy City Manager Finnigan about how they would like to see a similar procedure for GA. They are not party to the settlement agreement, but GA could be good neighbors and follow the same procedures.

Committee Member Ray said both Clay Lacy and ACI expressed positive feelings about working with the City. Chair Dixon said that there should be a Newport Beach Good Neighbor Policy for GA.

Committee Member Dvorak has spoken with many people in the aviation industry and understood that in GA there is not a one size fits all approach to the aircraft because there are so many variables involved and doing so would be extremely expensive. So, the idea might not be feasible.

Deputy City Manager Finnigan said that Clay Lacy is going through the process of designing quiet departure procedures for the aircraft in its fleet.

Committee Member Khoury reviewed the Ad Hoc’s proposed procedures, thought they were good, and thanked the Ad Hoc Committee.

Committee Member Guenther also wanted to speak with Committee Member Ray regarding GA. The National Business Aircraft Association has published its own Noise Abatement Departure Procedure which could be used as a starting point.

Deputy City Manager Finnigan said the previous Fly Quiet Ad Hoc consisted of Committee Members Dvorak, Verdi, and Logan. Their recommendation was to follow the National Business Aircraft Association procedure.

Committee Member Alston said that when she was on the Fly Quiet Ad Hoc Committee they explored many of the things that other airports do to fly quiet.

Dennis Bress thanked Committee Member Ham for the presentation. As per his email, the commercial and corporate GA jets are already executing within the parameters of NADP 1 with phenomenal results. He submitted data to the Committee to be included in the dashboard for future meetings. Regarding the settlement agreement, he thought the noise levels were way too high. City Attorney Harp said the noise limits cannot be reduced.

Linda Gellar asked what percentage of jets flying in and out of Orange County would be from Clay Lacy or ACI’s fleets. Deputy City Manager Finnigan said she would get that information and provide it at a future meeting.

Mel Beale thanked the Ad Hoc Committee for its work and offered his continued assistance. Committee Member Alston also thanked the Ad Hoc Committee.

Deputy City Manager Finnigan reviewed the recommendation that the Committee was being asked to review and approve. Chair Dixon said this is the first action coming from the Ad Hoc

Committee and read the protocol. Without objection the motion carried unanimously by all committee members present with Vice Chair Blom and Committee Member O'Neil absent.

Committee Member Dvorak said she was for the procedure but had a question prior to the vote. She said people take time to submit public comments, but the Committee does not take time to address that in its deliberations. Deputy City Manager Finnigan said the written comments were provided to the Committee in advance of the meeting for its consideration.

4. Aviation Committee 2021 Priorities – Progress Update

Individual members or Ad Hoc Committees that have met or otherwise studied their respective priority will provide progress updates.

Deputy City Manager Finnigan asked Committee Members to provide updates on their work on the Committee's annual priorities, where appropriate.

Committee Member Livingston reported that as of April 1, 2021, there was a significant increase in fees for the various airplanes at JWA which caused the movement of some aircraft. He will have an update on the numbers at the next meeting.

Committee Member Ray reported that she met with Nick Gaskins and thought that Nick's office is doing a good job but there is too much data to be useable. Therefore, she liked the dashboard idea. Clay Lacy and ACI have been communicative, and they support one fly quiet program for GA. It would be nice to have guidelines to give pilots like the one just discussed in the previous item. Committee Member Logan did a great workup on what a fly quiet program would look like and they are using it as a base, but there are many questions regarding how it will be monitored.

Deputy City Manager Finnigan said there was no update on the priority regarding a comprehensive study on what other airports are doing.

Committee Member Cole, commenting on work toward developing a relationship with JWA management, said he was meeting with Nick Gaskins and his team the next day and would focus on how to get pilots to execute Newport Beach's preferred procedures.

Deputy City Manager Finnigan said that the airport had met with Committee Members Cole and Ray and enjoyed those meetings so much that they want to meet with other members, one-on-one, in the future.

Committee Member Meng said he had no update on the County's decisions regarding JWA.

Deputy City Manager Finnigan said that with community outreach/communication she had met with Committee Member Alston and will meet with Committee Member Ray. With the Community Outreach Plan she spoke with John Pope and reported the video was almost finished. There will be information in the *Newport Navigator* and the webpage will be cleaned up. Mr. Pope is also starting a new video project with the Mayor on topical issues and the airport will be addressed. Finally, the City sent letters to Frontier and Spirit airlines.

Re: Quieter Departures, Committee Member Ham said the next stage was to have Mel Beale present the information to the air carriers and ask United to do the test flights and a simulator run.

Deputy City Manager Finnigan confirmed with Committee Member Khoury that anything further on the STAYY would be addressed at the next meeting.

Committee Member Stranberg reported on asking carriers to utilize the quietest aircraft in their fleets. He said the goal was to develop relationships with capacity planning and network executives at the various airlines. The key is to influence them in bringing in new equipment with new engines that are substantially quieter. He reported that Spirit and Frontier fly 320 Airbus New Engine Option (NEO). Airlines have multiple engines they can choose from. There are two types of new engine technology: there's geared turbo fan engines, which are used in NEOs and the Delta A220's. The other engines are called Leading Edge Aviation Propulsion (LEAP) engines, which are on the Boeing Max aircraft. He has developed a list of the 10 airlines that will fly out of JWA and will talk to their staff. He is putting together the talking points and determining how to best interact with the airlines on this issue. Chair Dixon asked Committee Member Stranberg to report next month on what was happening with Boeing and the Max. Committee Member Stranberg said that the Max is coming back.

Committee Member Verdi provided an update on implementing the City's 2021 Government Relations Plan. He highlighted the significance of Congresswoman Steel's joining the Quiet Skies Caucus. He thought Congresswoman Steel could be a way for the City to formally pursue airline credits for reducing noise.

Re: developing a the relationship with the FAA, Committee Member Dvorak said that she, Chair Dixon, and Deputy City Manager Finnigan met and are trying to outreach to the FAA's Ombudsman whose region is Southern California, Arizona, and Nevada. The next step is to contact Congresswoman Steel's office to try to get an in-person meeting with the Ombudsman.

Deputy City Manager Finnigan said that she had a call with Congresswoman Steel's District Director on April 8. She also spoke with the FAA Regional Ombudsman and provided him with an overview of the Aviation Committee's work and told him they want to build a relationship. He spoke about roundtable meetings being an FAA policy, but she explained that Newport Beach has specific ideas that does not shift noise to its neighbors. The conversation is ongoing, and the call was very positive.

Committee Member Dvorak noted she could report about the County in the future.

In response to Committee Member Livingston's question, Committee Member Dvorak said the next Airport Commission meeting was scheduled for April 21, 2021, at 5 p.m. She explained that meetings were canceled for lack of agenda items, but the goal was to have two meetings a month.

Jim Mosher said he noticed in the Access Noise Office's reports that in the last year there were several GA aircraft that reached the third strike level of noise violation. At the last quarterly noise meeting, he asked if Mr. Gaskins could identify the violators and how many aircraft were affected, but his staff had no immediate answer and has not received one yet. If they are enforcing the noise violations there must be a no-fly list that he hoped the Committee could access.

Dennis Bress expressed pleasure over the work done by the Committee but stated that the public wanted metrics and data in a readable document that could show progress. He suggested that excessive speed violations be added to the forthcoming dashboard.

V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Dennis Bress congratulated Committee Member Dvorak for being selected by Supervisor Foley to the position of Orange County Airport/JWA Airport Commission District 2.

Linda Geller hoped the Aviation Committee would continue to meet via Zoom as it was much more convenient and requested that the Aviation Committee be recorded too.

City Manager Grace Leung stated that was not possible at this time. Chair Dixon said they are still evaluating how to hold meetings in the future. City Manager Leung noted that robust minutes were available for each agenda.

Jim Mosher noted that the Zoom meeting appeared to be being recorded. He believed that the public could therefore make a public records request for the video, which he was planning to do since he missed the beginning of the meeting.

Deputy City Manager Finnigan explained that the Zoom was recorded in order to be provided to the outside service which completes the minutes, but are not posted online.

Committee Member Alston stated SPON meetings are recorded and available to the board, but not the public.

Chair Dixon said they would continue to evaluate the situation.

Committee Member Dvorak agreed with Committee Member Alston and Ms. Geller. She thought it was a good idea to record the meetings.

VI. ITEMS FOR FUTURE AGENDAS

Deputy City Manager Finnigan said that the settlement agreement, STAYY, and some GA issues would be on the next agenda.

VII. NEXT MEETING – May 17, 2021

Chair Dixon announced the next meeting is May 17, 2021 at 5 p.m. She thanked the Committee Members, staff, and public for their participation.

VIII. ADJOURNMENT

Chair Dixon adjourned the meeting at 7:06 p.m.



NEWPORT BEACH

Aviation Committee Staff Report

May 17, 2021
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: 1985 Settlement Agreement and Amendments

ABSTRACT:

At the Aviation Committee's April 19, 2021 meeting, several questions were raised regarding components of the 1985 Settlement Agreement and its subsequent amendments. Chair Dixon suggested the Committee's May meeting include an overview of the Settlement Agreement.

RECOMMENDATION:

- a) Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly;
- b) Receive and File.

DISCUSSION:

At the Aviation Committee's April 19, 2021 meeting, several questions were raised regarding components of the 1985 Settlement Agreement and its subsequent amendments. Chair Dixon suggested the Aviation Committee's May meeting agenda

include an overview of the Settlement Agreement, including an explanation of its key components.

City staff will present an overview the Settlement Agreement at the May 17 Aviation Committee meeting. Links to the 1985 Settlement Agreement and the 2003 and 2014 Amendments are provided below for the Committee and community's reference.

[1985 Settlement Agreement](#)

[2003 Amendment](#)

[2014 Amendment](#)

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:

None

May 17, 2021, Aviation Committee Comments

The following comments regarding the Newport Beach [Aviation Committee](#) meeting [agenda](#) are from:
Jim Mosher (jimmosher@yahoo.com), 2210 Private Road, Newport Beach 92660 (949-548-6229)

Item IV.2. 1985 Settlement Agreement and Amendments

From the minutes of the April meeting, it appears this item is intended primarily as a discussion of how and to what extent the Settlement Agreement limits the operational capacity of JWA.

In addition to the City's [Settlement Agreement page](#) with its links to three versions mentioned in the staff report and one more recent amendment, JWA's [Settlement Agreement page](#) contains more extensive background information¹ including an interesting [FAQ](#) and a helpful [key provisions summary](#).

The SPON [JWA page](#) (not updated since November 2020) has a [timeline](#) of Settlement Agreement related events, as well as under [Environmental Documentation](#) access to the 1981 "Environmental Impact Statement" for an airport expansion plan that triggered the lawsuit eventually leading to the Settlement Agreement. Under [Helpful Links](#), it also provides access to the otherwise obscure 1985 County ordinance and resolution protected, to this day, by the agreement.

History

It would be helpful for someone to explain the lawsuit that the Agreement settled (which, according to the Agreement's title, involved not just the City against the County, but also the County against Air California) and how that relates to the current Agreement. The JWA FAQ page says the consent of the FAA is *not* required to make changes to the Agreement (although the FAA could presumably sue if they thought them illegal), but that of a federal judge (amazingly the same one as in 1985) *is*. The current Agreement would seem to be a voluntary contractual arrangement between the City, County and two community groups that could exist without a lawsuit. Is the lawsuit still technically "open" after all these years?

It would also be good to understand how the Settlement Agreement relates to the JWA [Access Plan](#), cited in it, and what limits the Agreement places on changes to the Plan (including whether the Agreement parties have veto power over any of the changes).

Finally, the 2013 extension was the "Eighth Supplemental Stipulation" and the most recent (2014) extension of the Agreement linked to in the staff report is entitled the "Ninth Supplemental Stipulation," while the [City website](#) provides a link to a Tenth from 2015 related to noise (see below).. This implies there were at least six additional amendments to the Agreement, the content and purpose of which is not documented on either the City of County websites. It might be helpful to know what those were (I believe a 1997 adjustment to the noise limits may have been agreed to encourage use a NADP-1, expected to be louder close in to the runway).

¹ The main page mistakenly says "*The Settlement Agreement established quarterly noise limits at ten defined noise monitoring locations.*" Although JWA currently has 10 noise monitoring stations, the Settlement Agreement has never regulated noise at anything more than the 7 on the Newport Beach side of the airfield, nor for anything other than *departures* over those (not arrivals).

Airport Capacity

Some residents, with some justification, view the commercial capacity restrictions of the Settlement Agreement as something of a sham: a moving target that with each extension is simply moved to accommodate the County's latest projection of market-driven growth for the period in question. That is, airport operations would have grown at the same rate with or without an agreement. This certainly seemed to be true of the massive commercial terminal expansion allowed by the 2003 extension. However, I believe the 10.3 million passenger "MAP cap" was constraining operations prior to the 2008 recession (that is, the number of commercial flights would have increased more rapidly without the Agreement). And the 10.8 MAP was limiting market-driven expansion of operations in the two years prior to COVID. Market demand at present is well below the 11.8 MAP currently allowed, so the Agreement is not, as far as I know, currently affecting the number of commercial operations.

Given those benefits of the Agreement, someone might try to explain what Newport Beach gains from the provision in the 2014 extension that appears to *encourage* JWA to get to 11.21 MAP in the next five years so it can go to 12.5 MAP in the following five. And also if the illogically-written² language of the current Agreement requires JWA to hit 11.21 in *all* five of the first years or only *one* of them.

Noise

I know there is considerable confusion about the meaning of the "*energy-averaged single event noise exposure levels ('SENEL'), averaged during each Noise Compliance Period*" regulated by the Agreement, how those relate to the loudness shown on decibel meter (the SENEL is typically 10 dB or so higher than the maximum sound meter reading), and whether more flights lead to a higher average (they do not).

I have also heard concern about the amendments to the Agreement over the years that have increased the allowable quarterly energy-averaged SENEL levels for commercial aircraft (and the allowable single-event SENEL for GA flights).

Although the increases in noise limits have, for the most part been small (and in amounts likely undetectable to humans), I think that concern is valid. At least two of the changes were prompted by replacement of the microphones used to measure the sound. But the decibel levels in the Agreement were meant to be that, and not dependent on the technology used to measure them. Moreover, when microphones were changed, the Agreement levels were *increased* if the new microphone gave a higher reading than the old, but not *decreased* if the new reading was lower. And in cases where no side-by-side comparison was performed or possible, the Agreement level was arbitrarily increased to account for a "worst case" possibility. This is obviously a very lopsided and unfair approach which, although small in any single adjustment could cumulatively become substantial.

I believe SPON regrets having agreed to the 2015 increase in noise limits, however small it may have seemed. When the City Council was discussing whether to agree to the change, I submitted a [table showing the history of the noise limit increases](#), which the committee members may still find helpful, as well as a [public comment](#).

² Rather than using an "IF ... ELSE ..." construction, the Agreement describes two conflicting possibilities for the January 1, 2026 through December 31, 2030 MAP (12.2 or 12.5) without a clear statement of which prevails over the other.

Questions are also frequently raised about whether, even though the Agreement regulates only the quarterly-averages of commercial aircraft noise, any *individual* commercial flights exceed the limit allowed for the average. The answer has generally been that it's extremely rare. While that is true, a review of JWA's [Detailed Noise Event Reports](#) shows that in recent months individual flights by American Airlines have occasionally equaled or slightly exceeded the 94.8 dB SENEL (average) allowed by the Tenth Stipulation at NMS 4: once in the fourth quarter of calendar year 2020 and three times in the first quarter of 2021. The quarterly averages for those aircraft are, of course, below that limit.

Item V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Dennis Bress has circulated in advance of today's meeting a comment regarding his work with Joe August on what they call the "R2R" (Road To Resolution) departure procedure.

I have to admire Joe's diligence and Dennis' enthusiasm but on occasion I question their interpretation of the data they collect and analyze.

For example, the observation that Spirit, flying higher, is quieter than Southwest, flying lower, and the attribution of the difference in loudness to the difference in departure procedure does not seem entirely logical to me since they represent results for two quite different aircraft types. As a crude analogy, a diesel-powered dump truck rumbling by at 25 mph will be louder than an electric-powered Tesla zipping by at 50 mph. But that does not mean that if the dump truck only sped up from 25 to 50 mph it would be as quiet as the Tesla, or even as quiet as it was at 25 mph.

Their comparison of an unusually rapid-climbing Southwest Boeing 737-700 in 2020 to a much lower-flying Southwest Boeing 737-700 in 2021 seems more meaningful as a representation of the differences in noise that may be achievable with different departure procedures (although even here it is not known that the two planes were similarly loaded or otherwise identical). But the curious thing about this comparison is that when the two videos are examined in detail, VOLANS showed both flights registering exactly the same 74 dB maximum loudness at NMS 7 even though one was traveling 157 knots at 3,650 feet, while the other was going 175 knots at 2,500 feet (both lower and faster, yet the same noise). Something other than speed, altitude and aircraft model appears to be involved.

Also curious is that when JWA's [Detailed Noise Event Reports](#) are examined to verify the VOLANS loudness readings, the March 9, 2020, crossing of NMS 7 is misclassified as an "overflight" by a (non-JWA-related) "UNKNOWN" carrier's Boeing 737-400. Although I believe such mischaracterizations are rare, this would seem another indication that JWA should move toward automated correlation of noise events with flight data, which could also lead to automated reporting of lower decibel events (see use of [ANEEM](#) for that purpose at the Dulles and Reagan Airports).

One especially interesting part of Dennis' comment is the 1993 FAA Circular ("91-53A") which gives airport operators the authority to "request" aircraft use a particular noise abatement procedure. This would seem to conflict with JWA staff's frequently-repeated comment that they have no control over what pilots do once the wheels leave the ground. Are the directives in the Circular still valid?

The latest communication from Dennis and Joe suggests a genuine disagreement as to whether aircraft are currently flying the NADP-1 noise abatement procedure or not. A better

understanding of what NADP-1 looks like would seem a good topic for a future agenda (see below).

The 2018 [HMMH Aircraft Noise Abatement Departure Procedure \(NADP\) Analysis - Task 1](#) posted by the City is not entirely clear but suggests the altitude profile achieved by planes following these procedures varies with aircraft type, with these averages for commercial types:

NMS	Altitude (AGL) in feet	
	NADP-1	NADP-2
5	2,090	1,518
6	2,367	1,716
7	3,248	2,829

That may or may not agree with Joe and Dennis' view of NADP-1, since their R2R specifications appear to call for significantly higher altitudes than either of these

Item VI. ITEMS FOR FUTURE AGENDAS

- Recap of available aircraft sound metrics, for better understanding of Settlement Agreement and ongoing FAA study
- How does one tell if a plane is flying NADP-1, NADP-2 or something different?

Item VII. NEXT MEETING - June 21, 2021

The Committee Chair has expressed a wish for the Aviation Committee meetings to not come on the Monday evening before a Council meeting.

To achieve this the committee naively agreed on the third Monday of the month, which conflicted with the previously established day and time of the Board of Library Trustees meetings.

I see from the City's [online calendar](#) that the BLT has graciously moved their May meeting date by a week to avoid conflict with today's meeting.

However, as is [apparent from the calendar](#), **the proposed next meeting date is *both* the Monday before a City Council meeting *and* on the day and at the hour scheduled for a BLT meeting.**

Since the City Council meets on the second and fourth Tuesdays of the month, the Aviation Committee could avoid meeting on the Monday before a Council meeting (but not necessarily avoid conflicting with the BLT meeting date) by choosing to meet on "*the Monday before the third Tuesday of the month.*" If it wanted to avoid conflicts with both, it could choose to meet on "*the Monday before the first Tuesday of the month*" (the Planning Commission, to keep in sync with Council meetings, does something similar, meeting on the Thursday before the second and fourth Tuesdays).



CITY OF

NEWPORT BEACH

Aviation Committee Staff Report

May 17, 2021
Agenda Item No. IV.4

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: Changes to 2021 Committee Assignments

ABSTRACT:

At its February 22, 2021 meeting, the Aviation Committee approved the formation of Ad Hoc Committees and received and filed a list of committee assignments designed to help the committee achieve its list of annual priorities. The list of assignments is changing due to a recent change in committee membership.

RECOMMENDATION:

- a) Determine this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) and 15060(c)(3) of the CEQA Guidelines because this action will not result in a physical change to the environment, directly or indirectly;
- b) Receive and File the revised 2021 Committee Assignments.

DISCUSSION:

At its February 22, 2021 meeting, the Aviation Committee approved the formation of Ad Hoc Committees and received and filed a list of committee assignments developed by Chair Dixon and Vice Chair Blom designed to help the committee achieve its list of annual priorities. The list of assignments is changing due to a recent change in committee membership.

Sue Dvorak, who has served as Citizens Against Airport Noise and Pollution's (CAANP's) representative on the Aviation Committee stepped down last month to focus her attention on her new role on the John Wayne Airport Commission. Julie Johnson will now serve as CAANP's representative on the Aviation Committee.

Chair Dixon has assigned Ms. Johnson to help monitor and report to the Committee regarding any County decisions related to John Wayne Airport (JWA) that would physically expand JWA or its operations. Ms. Johnson will also join the Government Relations Plan Review Ad Hoc Committee.

Committee Member Tom Meng's assignment is also changing. Mr. Meng will now consult with City staff as they work to establish a good working relationship with the FAA. He will also assist City staff with research and tracking of the 2018 FAA Reauthorization Bill as well as developing any recommendations for the next Reauthorization bill.

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:

Revised 2021 Aviation Committee Assignments by Focus Area and Priority

2021 Aviation Committee Assignments by Focus Area and Priority

Revised May 2021

If more than one committee member is assigned, the member's name shown in **bold type** will serve as the lead.

1. Airport Operations & Relations

- a. For calendar year 2021, monitor and report to the Committee on the Development of the General Aviation Improvement Program.
 - i. [Steve Livingston](#)
- b. For calendar year 2021, consult with City staff regarding the Implementation of a Fly Quiet Program for General Aviation.
 - i. [Sharon Ray](#)
- c. Conduct a comprehensive study of what other airports have done in terms of noise abatement and community relations as well as their success with related strategies and present the study to the Committee. This Ad Hoc Committee will expire upon presentation of their final recommendation under this subsection.
 - i. **Alan Guenther**
 - ii. [Nancy Alston](#)
- d. For calendar year 2021, consult with City staff to develop a better understanding of JWA's operations and how the City and this Committee can develop more meaningful relationships with JWA management.
 - i. [Jeff Cole](#)
- e. For calendar year 2021, monitor and report to the Committee regarding any County decisions related to JWA that would physically expand JWA or its operations.
 - i. [Julie Johnson](#)

2. Quieter Departures

- a. For calendar year 2021, consult with City staff to: pursue changes to the existing JWA Standard Instrument Departures, to restrict speed until a point offshore, alleviating the need for increased thrust; and work with City staff as they request air carriers to modify operations so that aircraft reapply power after the coastline. This Ad Hoc Committee will expire on December 31, 2021.
 - i. **Roger Ham**
 - ii. [Alan Guenther](#)
 - iii. [Hugh Logan](#)
- b. For calendar year 2021, consult with City staff as they pursue a broader adoption of the STAYY departure.
 - i. [Tony Khoury](#)
- c. For calendar year 2021, consult with City staff as they work to encourage air carriers to utilize the quietest aircraft in their fleets at JWA.

- i. Jack Stranberg
- d. For calendar year 2021, monitor departures for early turns / flight path deviations and report back to the Committee. This Ad Hoc Committee will expire on December 31, 2021.
 - i. **Jeff Cole**
 - ii. Roger Ham

3. Communication / Outreach

- a. For calendar year 2021, consult with City staff as staff develops monthly content for City staff to share via City communication channels and for Committee members to share with their neighbors/organizations. This Ad Hoc Committee will expire on December 31, 2021.
 - i. **Nancy Alston**
 - ii. Sharon Ray
- b. For calendar year 2021, consult with City staff as they work to implement the adopted Community Outreach Plan. This Ad Hoc Committee will expire on December 31, 2021.
 - i. **Bonnie O'Neil**
 - ii. Tony Khoury

4. Government Relations

- a. For calendar year 2021, consult with City staff as they work to implement the City's 2021 Aviation/Airport government relations plan.
 - i. Cameron Verdi
- b. For calendar year 2021, review the City's Aviation/Airport government relations plan and recommend updates / changes for 2022 and report back to the Committee. This Ad Hoc Committee will expire on December 31, 2021.
 - i. **Jack Stranberg**
 - ii. Hugh Logan
 - iii. Julie Johnson
- c. Continue to develop and advocate for local, state and federal policies and strategies that incentivize air carriers to transition their fleets to quieter, less-polluting aircraft. (Will be addressed as part of Government Relations Plan Implementation.)
- d. For calendar year 2021, consult with City staff as they work to establish a good working relationship with the FAA and assist City staff with research and tracking of the 2018 FAA Reauthorization Bill as well as recommendations for the next Reauthorization bill.
 - i. Tom Meng

1. Airport Operations & Relations - Matters pertaining to development, operations, and other commercial and general aviation activities at John Wayne Airport

	a. Monitor General Aviation Improvement Program Development. (Livingston)	b. Pursue Implementation of Fly Quiet Program for General Aviation. (Ray)	c. Conduct a comprehensive study of what other airports have done in terms of noise abatement and community relations and their success with related strategies. (Guenther & Alston)	d. Develop relationship with JWA management and staff and better understand their operations. (Cole)	e. Monitor County decisions re: JWA and oppose any plan that would physically expand JWA or its operations. (Meng)
March 15, 2021	Met with staff to discuss how to move forward. Reviewed the GAIP Plan to see what was agreed upon and to make sure the FBOs and the airport are adhering to the different phases of the plan. We will work with them to make sure everything is being followed correctly.	Met with staff to discuss next steps. The plan is to meet with airport staff next.	Nothing to report at this time.	A productive meeting was held at JWA with staff, the Deputy Airport Director Eric Freed, and Noise and Access Officer Nikolas Gaskins. The Settlement Agreement was discussed to see what can be done to reduce noise in the community along with other areas JWA might have influence in such as ANCA and the Commercial Airline Access Plan and Regulations. Airport staff gave a presentation on their data flight tracking system that can show which planes are not hitting the noise restrictions in the backbay, and the violations policy. The intent is to development a better relationship with the airport and come back to the committee with some action items they can help us with.	Met with staff to discuss which recurring County meetings at the airport to monitor. Will meet with Cori Takkinen to understand how to get information from her and how to react when appropriate.
April 19, 2021	As of April 1, 2021, there was a significant increase in fees for the various airplanes at JWA which caused the movement of some aircraft. Staff will set up meetings with Clay Lacy and ACI to see how many planes are still there and an update will be provided at the next meeting.	Met with JWA staff to review the City's recommended program components. Communicated with FBOs re: implementing a Fly Quiet Program at JWA	Nothing to report at this time.	Will meet with Nick Gaskins at JWA on April 20 and will discuss how to get pilots to execute Newport Beaches preferred procedures.	Nothing to report at this time.
May 17, 2021					
June 21, 2021					
July 19, 2021					
August 16, 2021					
September 20, 2021					
October 18, 2021					
November 15, 2021					
December 20, 2021					

2. Community Outreach / Communication - Matters pertaining to providing information about and involving the community in the City's aviation-related activities.

	a. Develop monthly content for staff to share via City communication channels and Committee members to share with neighbors / organizations (Alston & Ray)	b. Implement the adopted Community Outreach Plan. (O'Neil & Khoury)			
March 15, 2021	Nancy met with staff (including Public Information Manager John Pope) regarding content development. Sharon will meet next week to talk about an editorial calendar and getting content from today's meeting and some other activities throughout the month that can be used to communicate to the public about our efforts with the airport.	Staff will meet next with Bonnie next Monday and after that, Tony will be brought in to have an Ad Hoc meeting about how to implement the Community Outreach Plan.			
April 19, 2021	A meeting is being planned with staff.	The Community Outreach Plan video is almost finished. There will be information on the <i>Newport Navigator</i> and the webpage will be updated. Public Information Manager John Pope is starting a new video project with the Mayor on topical issues and the airport will be addressed. The City sent letters to Frontier and Spirit airlines.			
May 17, 2021					
June 21, 2021					
July 19, 2021					
August 16, 2021					
September 20, 2021					
October 18, 2021					
November 15, 2021					
December 20, 2021					

3. Government Relations - Matters pertaining to working with county, state and federal officials on strategies to balance airport and community needs and to advocate for the protection of our city and its environmental assets and public amenities.

	a. Implement the City’s 2021 Aviation/Airport government relations plan. (Verdi)	b. Form Ad Hoc in Q4 2021 to review the City’s Aviation / Airport government relations plan and recommend updates / changes for 2022. (Stranberg, Dvorak, Logan)	c. Continue to develop and advocate for local, state and federal policies and strategies that incentivize air carriers to transition their fleets to quieter, less-polluting aircraft. (Verdi)	d. Establish good working relationship with the FAA. Track implementation of the 2018 FAA Reauthorization Implementation bill. (Dvorak)	
March 15, 2021	Met with staff and Cori Takkinen to better understand the landscape. Channon Hannon will be brought in as well. The focus will be to execute at the highest level possible the government relations action plan for 2021-2023. Looking forward to working with the City officials who will help us to reach our goals, including the official appointment of Katrina Foley as the new County Board Supervisor, which will be the first stepping stone. Goals needed to achieve the action plan were identified, which are largely relied upon relationships. We need to start forging relationships with people whose interests are aligned with ours and making sure they understand, from the City's perspective, objectives we want to accomplish in the short term.	Nothing to report at this time.	Nothing to report at this time.	Met with staff and Channon Hanna to talk about how to tackle FAA matters. A meeting needs to be set to talk about ways to create relationships with our Western Regional representatives from the FAA, including our ombudsman. Our congresswoman will probably need to help the City with this since it's Federal.	
April 19, 2021	Congresswoman Steel joined the Quiet Skies Caucus. This could help the City in its pursuit of airline credits for reducing noise.	Nothing to report at this time.	Nothing to report at this time.	Met with staff and Chair Dixon regarding reaching out to the FAA's Regional Ombudsman. Staff had a call with Congresswoman Steel's District Director on April 8 and also spoke with the Ombudsman. The Aviation Committee's work and desire to build a relationship with the Ombudsman was discussed. The conversation was positive and will be ongoing.	
May 17, 2021					
June 21, 2021					
July 19, 2021					
August 16, 2021					
September 20, 2021					
October 18, 2021					
November 15, 2021					
December 20, 2021					

Quieter Departures - Matters pertaining to the technical aspects of reducing aircraft overflight noise and pollution.

	a. Pursue changes to the existing JWA Standard Instrument Departures to restrict speed until a point offshore, alleviating the need for increased thrust. (Ham, Guenther, Logan)	b. Pursue broader adoption of the STAYY departure. (Khoury)	c. Ask air carriers to reapply power after the coastline. (Ham, Guenther, Logan)	d. Encourage air carriers to utilize the quietest aircraft in their fleets at JWA. (Stranberg)	e. Monitor departures for early turns / flight path deviations. (Cole & Ham)
March 15, 2021	After listening to our citizens (Mel Beale, Dennis Bress and Bob Pastore), Roger, Alan and Kevin met and discussed whether it's possible to get a 4 or 5 db noise reduction over the Peninsula and Balboa Island. The conclusion is that it is possible because a number of aircraft have been able to. In order for that kind of noise reduction, the planes need to be between 150 and 180 knots and not accelerate until they are a mile or so over the ocean. This concept has rules that need to be worked through with the FAA. Since it's not known when new planes will arrive, the focus is on what's happening now. There are some airlines that are having good results. The airport is required to support any departure changes before they can be presented to the FAA. Before going to the airport, that recommendation needs to be heard in front of the full Aviation Committee The Ad Hoc will meet again on March 16.	Met with staff and Kevin Karpe to discuss how to go about pursuing this goal. A report has been prepared on the historical background on the development of the STAYY and will be available at the next Aviation Committee meeting in April. A list of STAYY topics for future meetings will include STAYY routes and destinations, a comparison between the STAYY and NADP-1 departures, evaluation of the noise data and addressing concerns. The committee was asked to send their concerns via email for evaluation and will be presented with answers to the whole committee. Another Ad Hoc meeting will be held tomorrows.	Nothing to report at this time.	A brief discussion was held with staff. Jack will join Grace and Mel Beale at the air carriers meeting. The meetings will hopefully focus on new equipment and aircraft scheduling. These processes are complex in the airlines. This is a chance to continue the strong relationship with the airlines, expand the relationship with other areas within the airlines, and focus on increased communications and collaborative benefits that will benefit our community and be acceptable to the airlines.	Nothing to report at this time.
April 19, 2021	Ad Hoc presented and the Committee approved a preferred departure procedure to present to the air carriers. The next stage is to have Mel Beale present the information (see minutes for Item IV.3) to United Airlines and request they do the test flights and simulator run.	After the presentation given at this meeting, it was decided that STAYY would be addressed further at the May 17 meeting.		Developed a list of 10 airlines that will fly out of JWA and will get contact information. Talking points are being worked on to determine how to interact with the airlines to try and influence them to bring in planes with the new engine technology.	Nothing to report at this time.
May 17, 2021					
June 21, 2021					
July 19, 2021					
August 16, 2021					
September 20, 2021					
October 18, 2021					
November 15, 2021					
December 20, 2021					

From: Franceschini, Melanie
Sent: Monday, May 17, 2021 10:08 AM
To: Oborny, Shirley; Finnigan, Tara
Subject: Fw: noise

Categories: Aviation

From: sorrell wayne <gramrel@gmail.com>
Sent: 17 May 2021 09:40
To: Franceschini, Melanie <MFranceschini@newportbeachca.gov>
Subject: noise

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Has there been any progress in talking with the Airlines about their use of quieter planes and is there an incentive for them to do so. Yesterday a plane flew over Dover Shores around 7:30, Has the 8:am rule been changed? Are the GA following the same restrictions?

--

Sorrell

From: [Lyle Brakob](#)
To: [Oborny, Shirley](#)
Subject: Comment for May 17 Mtg
Date: Friday, May 14, 2021 10:52:47 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Would like Chairperson Dixon to formally recognize Sharon Rey Dist 2 rep for helping residents of the Baycrest Court community. Her initiative to address concerns caused by departure patterns of the increasing numbers of prop driven GA aircraft are sincerely appreciated.

Thanks
Lyle & Margaret Brakob
6 Baycrest Court

Sent from my iPhone