



## **CITY OF NEWPORT BEACH AVIATION COMMITTEE AGENDA**

**Civic Center Community Room, 100 Civic Center Drive, Newport Beach, CA  
92660**

**Monday, December 20, 2021 - 4:30 PM**

***Aviation Committee Members:***

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

**Nancy Alston - SPON Representative  
Elizabeth Braley - District 3  
Jeffrey Cole - District 6  
Roger Ham - Newport Coast Representative  
Julie Johnson - CAANP Representative  
Anthony Khoury - AWG Representative  
Stephen Livingston - General Aviation  
Hugh Logan - District 7  
Sharon Ray - District 2  
Ron Rubino - District 4  
Jack Stranberg - Member At Large  
Cameron Verdi - District 5  
Vacant - District 1**

**Staff Members:**

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

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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 public can submit questions and comments in writing for the Aviation Committee to consider by sending them by email to [Aviation@newportbeachca.gov](mailto:Aviation@newportbeachca.gov) by Monday, February 28, 2022, at 10 a.m. to give the Aviation Committee time to consider your comments. All emails will be made part of the record.

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](mailto:soborny@newportbeachca.gov).

**NOTICE REGARDING PRESENTATIONS REQUIRING USE OF CITY EQUIPMENT**

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

I. **CALL MEETING TO ORDER**

II. **ROLL CALL**

III. **APPROVAL OF MINUTES**

[Draft Minutes - October 18, 2021](#)

[Public Comment - Jim Mosher](#)

IV. **CHAIR'S ANNOUNCEMENTS**

V. **CURRENT BUSINESS**

1. **John Wayne Airport Flight Matching Process**

Anthony Cangey of John Wayne Airport will provide an overview of the Access & Noise Office's daily process of analyzing aircraft noise and flight track data to ensure noise events are accurately correlated with the associated aircraft operation.

[Public Comment - Jim Mosher](#)

2. **John Wayne Airport Commercial Airline Noise Mitigation Workshop Update**

Committee Member Jack Stranberg and Mel Beale of the Airport Working Group (AWG) will provide an update on the City of Newport Beach's and AWG's work with the commercial air carriers.

[Public Comment - Jim Mosher](#)

[Public Comment - Alan Guenther](#)

[Public Comment - Alan Guenther - part 2](#)

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

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

[Priorities Tracking Sheet](#)

VI. **PUBLIC COMMENTS ON NON-AGENDA ITEMS**

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

[Public Comment - Jim Mosher](#)

VII. **ITEMS FOR FUTURE AGENDAS**

VIII. **NEXT MEETING - January 24, 2022**

IX. **ADJOURNMENT**



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

**MEETING DATE & LOCATION: Monday, October 18, 2021, 5 p.m., Civic Center Community Room, 100 Civic Center Drive, Newport Beach, CA 92660**

**ATTENDANCE:**

Committee membership:

Council Member Diane Dixon, Chair  
Council Member Noah Blom, Vice Chair  
Nancy Alston – SPON Representative (Absent – Excused)  
Jeffrey Cole – District 6  
Alan Guenther – District 1  
Roger Ham – Newport Coast representative  
Julie Johnson – CAANP representative  
Anthony Khoury – AWG representative  
Stephen Livingston – General Aviation  
Hugh Logan – District 7  
VACANT – District 3  
Jack Stranberg – Member at Large  
Sharon Ray – District 2  
Cameron Verdi – District 5  
VACANT – District 4

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

**I. CALL MEETING TO ORDER**

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

**II. ROLL CALL**

Committee Member Alston (excused) was absent. Committee Members Verdi and Ray arrived late.

**III. APPROVAL OF MINUTES**

**Motion** to approve the minutes of the September 20, 2021, meeting as presented was made by Committee Member Cole and seconded by Committee Member Logan. The motion carried unanimously with Vice Chair Blom and Committee Member Ham abstaining.

**IV. CHAIR'S ANNOUNCEMENTS**

Chair Dixon reported that the vacancies for Districts 3 and 4 were on the City Council's Consent Calendar for October 26. The ad hoc subcommittee on Government Relations would convene shortly to review the current Government Relations Plan and suggest revisions to the work plan. The ad hoc subcommittee will report to the full committee in December. Vice Chair Noah Blom will chair the November 15, 2021, committee meeting.

## **V. CURRENT BUSINESS**

### **1. Demonstration of John Wayne Airport's New WebTrak Application – Betty Siercke, Access and Noise Specialist, John Wayne Airport Access and Noise**

Specialist Betty Siercke will demonstrate WebTrak, the airport's web-based flight tracking system that enables the community to view flight tracks and noise levels and facilitates investigation of resident noise concerns.

Betty Siercke demonstrated the new WebTrak application. The application allows for real time tracking and contains history for the past 90 days. Data is available for JWA departures and arrivals. WebTrak allows for the submittal of noise event concerns through Viewpoint directly.

In response to Chair Dixon's questions regarding monitoring noise events, Ms. Siercke explained that her office reviewed the data and produced a quarterly report. They also keep a "heat map" of the areas that have the most concerns. It has been a long time since a carrier exceeded the quarterly noise limits. She walked the Committee through the scenario on the application.

In response to Committee Member Livingston's question regarding notifying the FAA of low flights Ms. Siercke explained they could provide the FAA with flight information.

Deputy City Manager Finnigan stated that WebTrak is the day-to-day public interface for JWA. If there is a flight that stands out to a Committee Member they can ask the City to reach out to Nick Gaskins at JWA, who will investigate the matter.

In response to Chair Dixon's questions about ambient noise in the data, Deputy City Manager Finnigan explained that the noise monitors pick up whatever is happening when an aircraft goes overhead. Chair Dixon explained that she understood that unusual noise events determined to be caused by things unrelated to flight were filtered.

Nick Gaskins, JWA, explained that the filtering of unusual noise events would continue with Webtrak. He said they gave a presentation to Supervisor Foley's JWA Advisory Team which explained the process in detail. He suggested bringing the presentation to the Aviation Committee. Chair Dixon requested it be scheduled for the November or December meeting.

Deputy City Manager Finnigan stated that Webtrak is the software that replaced Volans.

In response to Chair Dixon's questions, Mr. Gaskins explained that Webtrak is mostly for public viewing. He said he would not use Webtrak for analysis purposes, it is only to show that the monitors are collecting data. The flight tracking portion of Webtrak is identical to JWA's system. The noise data is accurate. The noise readings are in 1 second Leq. The airport enforces Single Event Noise Exposure Level (SENEL);

Ms. Siercke demonstrated to the Committee how to use the layer selector and how to track the flight path.

Committee Member Ray said that the public wanted accountability and inquired about the follow-up procedure for complaints. Mr. Gaskins explained that his office used to receive about 2,500 complaints a year. Now with "the button" the complaints are up to approximately 80,000 to 90,000 per year. When a person submits through Viewpoint, they can choose whether to be contacted. When a person logs multiple complaints in one day, they will only be contacted once. Most of the time the operations are compliant with the Settlement Agreement. The Bayview issue is

different; he has reached out to the FAA twice about it. Submitting concerns through Webtrak is a great way for JWA to see the problem areas on a heat map. He encouraged Committee Members to contact the City with issues as recommended by Deputy City Manager Finnigan.

In response to Chair Dixon, Mr. Gaskins said Webtrak would result in a more managed system and explained that JWA implemented Viewpoint because it is a component of JWA's noise monitoring system. Under Title 21 no airport is obligated to submit or collect complaint data. JWA does report their information out quarterly in a heat map and also provides the City with a breakout. With the Settlement Agreement, Access Plan, and other requirements, addressing every complaint is unmanageable.

Committee Member Ray did not expect every complaint addressed, but generally wanted planes flying too low or too fast addressed. Mr. Gaskins acknowledged the concern and said engaging with the FAA is key.

Deputy City Manager Finnigan noted that was why they chose a preferred departure procedure.

Committee Member Khoury stated that people all over the city were complaining about noise and he said some want to file a lawsuit. There might be an issue with the departure procedures, or the planes might be flying too low. Chair Dixon noted that would be addressed further during Mel Beale's presentation.

Jim Mosher, Newport Beach resident, commented that if one goes to webtrak.com they could select which airport they would like to see. The information provided varies by airport. He noted Webtrak tutorials are available on YouTube. He said the public was told previously not to use Volans as it was inaccurate. He asked if Webtrak uses identical data are corrections made and if so, when? He also questioned the airport's decision not to use Single Event Noise Exposure Level (SENEL). He suggested that complaints that come in through the new system be tabulated as to which aircraft caused the complaint and which carrier operated the flight.

Dennis Bress, Newport Beach resident, stated he has a list of items he would like added to the program that he would email in. 90,000 complaints means that Newport Beach has a noise problem. He said that on September 6 at 3:42 p.m. there was a near miss over Balboa Island involving a Southwest Jet and a General Aviation (GA) jet. There are federal speed laws that GA aircraft are breaking.

Deputy City Manager Finnigan stated that the City had turned the incident over to the FAA Regional Office.

Committee Member Stranberg suggested they label things as "incidents" and explained that a "near miss" was a very technical FAA term. He praised Mr. Bress' work but stressed that it was an "incident."

In response to Committee Member Guenther's question about an FAA contact and a timeline, Deputy City Manager Finnigan explained that the FAA Regional Office contact as assigned by the Regional Director is Fabiola Garcia. The City has sent her the information and Mr. Karpe could provide further information in his report.

## **2. Consultant Report – Kevin Karpe, Diverse Vector Aviation**

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

Kevin Karpe, Diverse Vector Aviation, reported that regarding Bayview, he completed research, documented the findings, and sent them to the FAA. Mr. Gaskins of JWA will contact the tower regarding the issue. He is researching an Irvine Terrace resident's concerns. There has been an increase in volume of traffic, mostly GA. Speed is an issue.

In response to Chair Dixon's question Mr. Karpe reported that he had not spoken to a Bayview resident recently, but he was watching the traffic patterns. He thought that the aircraft causing the noise were in the traffic pattern and looked like they were practicing or learning to fly.

Deputy City Manager Finnigan explained that the City was still receiving complaints from Bayview.

Committee Member Stranberg thought it was good the City was dealing with the FAA at a high level. He asked about developing a relationship at TRACON to get quicker responses.

Mr. Karpe stated that when they met with the FAA they requested a local contact for the local tower and the TRACON. They are waiting to hear back on the matter. The goal is to have effective communication with the control tower and the TRACON without having to go through the regional administrator.

In response to Committee Member Stranberg's comment about reports, Mr. Karpe noted there was not anything posted in the Aviation Safety Reporting System (ASRS).

Committee Member Johnson suggested contacting Representative Michelle Steel or starting a resident letter writing campaign to compel the FAA to respond. Deputy City Manager Finnigan explained that the Congresswoman's chief of staff was at the first FAA meeting and offered assistance.

Committee Member Ray asked if a pilot would know if it was the FAA or TRACON telling them when to turn. Mr. Karpe explained that if they could find the pilot of a flight in question they could probably ask them, but they may not remember.

Chair Dixon said that if pilots were receiving instruction it was coming from the tower. She thought the matter could be handled with a letter to the tower. It is very frustrating to have to go through the formal procedures.

Susan Dvorak, Newport Beach resident, asked if airport staff could talk to the tower for the City. Deputy City Manager Finnigan explained that Mr. Gaskins had reached out to the tower directly twice and was awaiting a response.

Dennis Bress, said that the Labor Day event was caused by a speeding GA with no respect for the neighborhood. He worried that he as a community member had to bring up the issue and stated that ANO should be flagged. The quarterly report takes time to prepare, only covers three months, and no one seems to follow up.

Chair Dixon stated that they would follow-up with the FAA.

### **3. John Wayne Airport Commercial Airline Noise Mitigation Workshop Update**

Mel Beale of the Airport Working Group (AWG) will discuss next steps regarding the City's and AWG's work with the commercial air carriers.



Deputy City Manager Finnigan said they invited Mr. Beale to speak. She met with him, Committee Member Strandberg, and City Manager Grace Leung a few weeks ago to review the air carrier workshops through the end of 2021.

Mel Beale introduced himself as President of the Airport Working Group of Orange County (AWG). He summarized the status on joint initiatives with the City and plans for the balance of 2021 and continuing into 2022. Besides himself, the City's team has included Grace Leung, Kevin Karpe, and most recently, Jack Stranberg.

Mr. Beale said the primary focus has been a collaboration with the commercial airlines serving JWA through a workshop approach with senior airline operations management to define noise mitigating alternative procedures for their departures from takeoff through approximately 4,000 ft in altitude (past the shoreline). This effort was launched in 2018 and resulted in three onsite workshops in 2019 and multiple zoom calls during the pandemic period of 2020 and 2021, the latest being two in August 2021.

He said the collaboration has been fruitful and is continuing. Key accomplishments to date include: 1) at our request, all but one airline is now using the NADP-1 departure procedure to reduce residents noise exposure, 2) all airlines have requested FAA approval to depart using the two-turn departure track following the Back Bay geography contours, 3) getting higher average altitudes of aircraft past noise monitor four, which has some beneficial noise reduction effect, and 4) individual airlines adjusting their flight departure procedures as tests to determine if adjustments on flaps and power cutbacks above 1,000 ft. might further reduce the noise level.

Mr. Beale stressed that all of these airline efforts have been purely voluntary, as there are no regulatory, legal, or administrative controls requiring any changes by them as they are 100% in compliance with all industry and governmental requirements, so their support and efforts are greatly appreciated.

Mr. Beale relayed that there are limits to what can be accomplished within the airline carriers' internal policies and a work around solution proposed was to fly more departure options on flight simulators at an airline training center. One airline agreed to provide "simulator" time to him. A 4-hour block of time has been reserved on a Boeing 737-800 simulator for early November. The work will include test flying possible options for departures in different track, climb altitude, and throttle power settings, and then analyzing the data captured to see if any will yield the optimal noise reduction benefits for the communities under the departure path. If significant noise reduction value is discovered in using one or more tested procedures, we will work with the airlines to try to encourage their adoption in 2022.

The plans for this workshop group in 2022 based on accomplishments to date include:

- Continue all efforts to achieve operational use of the optimal departure procedure validated in 2021 by all commercial airlines, modified as necessary for differences in equipment and flight crew capabilities.
- Work with airline scheduling departments to influence use of next generation aircraft.
- Hold a community event to celebrate successes and show appreciation to our airline partners.

In response to Committee Member Guenther's inquiry about the next meeting, Mr. Beale explained he hoped it would be before December 12.

In response to Committee Member Cole's question about early turns, Mr. Beale said Mr. Karpe is working on early turns.

Committee Member Johnson's inquired if anyone was going to the simulator with Mr. Beale.

Jim Mosher, commented that at Mr. Beale's last presentation he shared that four carriers were flying the same plane, but that American and United were heavier. Deputy City Manager Finnigan provided him the data that the reports were based on, and he reviewed the weights. American and United flew higher and at the same speed but were louder than other carriers. He asked if it was possible that those aircraft were older and louder or if there was something he misunderstood about the departure procedure.

Mr. Beale explained that Southwest flies the STAYY and American does not. United flies the STAYY on some flights. Secondly, Southwest is flying a lower throttle until 3,000 feet. Southwest flies V2+10 and American and United are at V2+20. He explained the terminology for the Committee.

Committee Member Guenther addressed Mr. Mosher's question regarding the same aircraft with the same weight and speed. He believed the explanation was that for an aircraft to fly higher it needed to apply more power and more power equals more noise.

Dennis Bress, showed the Committee a drawing of the departure corridor and explained how the planes should pass through the points at specific altitudes. They graphed the data and Southwest prior to 2020 at noise monitor #3 was close to 3,700 feet, but then they went down to 2,400 feet. Now the data shows they are closer to where they used to be, so whatever communication there has been with Southwest has helped. The data in Webtrak mimics his field observations. He noted Alaska departures are lower and louder.

#### **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.

Committee Member Livingston provided an update on the General Aviation Improvement Program (GAIP). The National Environmental Policy Act (NEPA) process is holding up the construction at the airport. He then utilized a PowerPoint presentation (see attached) to update the Committee on the GAIP.

Committee Member Ray provided an update on the Fly Friendly initiative. She noted they met three weeks prior for a Bridgenet presentation. The contractor collected almost five years of data and have the baseline put together. She explained that the program was voluntary and was to be used as a teaching tool. The group has not dealt with the departure procedure yet. They discussed having the program begin January 1, 2022, but she cautioned that did not mean the planes would be quiet on January 1. The program will take awhile to have an effect.

Committee Member Johnson reported they met with the JWA Noise Monitoring staff to discuss strategy and incentives. They also looked at the noise monitoring, which is still a work in progress. It will be helpful for the Aviation Committee to understand the noise monitoring and why data is excluded. She noted that she agreed with Mr. Bress that every plane needed to be counted and should not be thrown out.

Committee Member Stranberg reported that in August in the United States air traffic was down. JWA traffic was also down by 59,000 people. They are monitoring the three quiet high technology equipped aircraft; the Boeing MAXes, the NEOs, and the A220s still run about 11.4% of JWAs total departures. When they meet with the carriers, they will discuss the feasibility of getting more MAXes and NEOs into the network schedule. Crews also need to be retrained and made aware



of speed and altitude violations along with feasibility. His research showed that the City of Munich and Lufthansa worked closely together and at the end of 2020, Lufthansa put in place nine 320 NEOs for its Munich departures. That kind of strategy can be used for morning departures out of JWA. JWA seems to be adding several Remain Over Night (RON) aircraft as well.

Deputy City Manager Finnigan stated the last report in the category was monitoring for early turns and they are working with the FAA on that. Committee Member Alston was absent, but she continues to work on the Homeowners Association (HOA) list. She also met with Public Information Officer John Pope, and they are starting the next video on noise.

Committee Member Verdi reported that the Government Accountability Office (GAO) issued a report that discussed how the FAA assesses potential noise impacts for proposed Performance Based Navigation (PBN) changes. The report is comprehensive and can be found at [www.gao.gov/assets](http://www.gao.gov/assets). He provided a summary of the report for the Committee. Chair Dixon asked Deputy City Manager Finnigan to distribute the report to the Committee.

Dennis Bress, thanked the Committee and resident volunteers for their work. He also thanked Committee Member Ray for her work on the Fly Quiet Program. Then the next step is to change the culture at the GANO to be able to address the issue. He suggested sending a warning letter to pilots before notifying the FAA with instructions on how to fly quiet. He noted the educational part of process and following that, the program could add incentives.

Jim Mosher, stated that RONS contribute to the 7 a.m. "parade" of commercial takeoffs. He notified the committee of the Airport Commission meeting on October 20. The stipulated number in the Access Plan for RONS is 27, but they are currently allowing 32.

#### **PUBLIC COMMENTS ON NON-AGENDA ITEMS**

Dennis Bress reported that in the quarterly report at certain noise monitor locations there are a significant number of flights that go through which are not included in the cumulative total noise. He asked why they were not being counted and stated that at Noise Monitor 5S the quarterly report showed 61% of the flights were not included in the cumulative total. And 77% of the flights were not included in the noise report at Noise Monitor 7. He relayed his understanding of what data is maintained and what is removed.

Joe August, Newport Beach resident, clarified that the State Statute says that 55 dB is the base threshold. JWA uses 65 dB, which is not legal unless you obtain a waiver. He has requested the waiver, but there is none. He requested that the City investigate the matter.

Jim Mosher stated that Mr. Bress talked about noise events being thrown out for contamination and other events are being thrown out for being too quiet. That would mean the GA Fly Quiet Program would not receive data on the quieter operators. He asked Mr. Gaskins for data following the September Aviation meeting and he received no response. Last week Mr. Gaskins informed him that he needed to file a Public Records Request for the information. He also asked if the City Attorney could provide an update on the JSX lawsuit.

City Attorney Aaron Harp reported that the litigation was stayed by the Court. The judge will take no action until Cooley's Motion to Withdraw as Counsel is heard in November. The City supports the Withdrawal, which is being opposed by JSX.

Susan Dvorak stated that Newport Beach made a proposal for housing near the airport and the Airport Land Use Commission voted it down. The matter is now scheduled for City Council. Chair Dixon explained that they heard the matter the previous week. Ms. Dvorak stated it was an

airport issue and she suggested it should come to the Aviation Committee before City Council for analysis and recommendation. She understood that it went to the Planning Commission but thought that it made more sense to be before the Aviation Committee. Chair Dixon said that was a good point, but with the Housing Element, the City was concerned with where it could put in 4,985 housing units.

Committee Member Guenther pointed out that Bob Pastore had a comment he did not want overlooked. Deputy City Manager Finnigan explained Mr. Pastore's written comments were disseminated.

**VII. ITEMS FOR FUTURE AGENDAS**

None.

**VIII. NEXT MEETING – November 15, 2021**

**IX. ADJOURNMENT**

Chair Dixon adjourned the meeting at 7:05 p.m.

DRAFT

John Wayne Airport, Orange County  
Public Records Act Request #21-4156

	ACI Jet		Clay Lacy Aviation		Jay's Aircraft	
	<u>7/31/2021</u>	<u>8/31/2021</u>	<u>7/31/2021</u>	<u>8/31/2021</u>	<u>7/31/2021</u>	<u>8/31/2021</u>
Single Engine	75	80	46	34	146	146
Multi Engine	20	17	26	24	24	23
Jet	41	31	1	1	-	-
Helicopter	6	3	12	13	-	-
Total	<u>142</u>	<u>131</u>	<u>85</u>	<u>72</u>	<u>170</u>	<u>169</u>

# ACI Jet

JAN - DEC '21	FBO		PERCENTAGE		PERCENTAGE		PERCENTAGE		PERCENTAGE		FUEL	ADVERTISING	ADVERTISING	RENTAL	RENTAL	AIRCRAFT
	GROUND	BUILDING	RENT 5%	RENT 5%	RENT .25%	RENT .25%	FLOWAGE	RECEIPTS	RECEIPTS	RECEIPTS	CAR	CAR	CAR	CAR	CAR	OVERFLOW PARKING
	RENT (b)	RENT (c)	GROSS	FEES	GROSS	FEES	FEES	GROSS	FEES	GROSS	GROSS	FEES	FEES	GROSS	FEES	FEES (d)
JANUARY	\$ 200,609	\$ 205,194	\$ 569,386	\$ 28,469	\$ 40,324	\$ 101	\$ 39,429	\$ -	\$ -	\$ 30,971	\$ 3,097	\$ 13,301				
FEBRUARY	200,609	205,194	656,895	32,845	33,087	83	41,587	-	-	21,969	2,197	13,301				
MARCH	200,609	205,194	755,195	37,760	173,768	434	51,485	-	-	42,072	4,207	13,301				
APRIL	200,609	205,194	849,313	42,466	72,610	182	47,696	-	-	56,369	5,637	13,301				
MAY	200,609	205,194	983,782	49,189	88,280	221	54,740	-	-	60,336	6,034	13,301				
JUNE	200,609	205,194	970,628	48,531	136,246	341	57,233	-	-	69,490	6,949	13,301				
JULY	200,609	205,194	1,086,698	54,335	63,798	159	66,921	-	-	64,389	6,439	13,301				
AUGUST	200,609	205,194	1,034,591	51,730	69,863	175	65,680	-	-	75,918	7,592	13,301				
SEPTEMBER																
OCTOBER																
NOVEMBER																
DECEMBER																
TOTALS	\$ 1,604,872	\$ 1,641,552	\$ 6,906,488	\$ 345,324	\$ 677,976	\$ 1,695	\$ 424,771	\$ -	\$ -	\$ 421,514	\$ 42,151	\$ 106,408				

JAN - DEC '21	GA		GA		LATE /	CURRENT YEAR	PRIOR YEAR	% CHANGE	LUBRICANT	FUEL DELIVERED - GALLONS				
	TIEDOWN	RAMP LC-03	RAMP LC-01	PENALTY						DELIVERED	100LL	JET-A	DIESEL	MOGAS
	FEES (e)	FEES (f)	FEES (g)	FEES	MONTHLY REVENUE	MONTHLY REVENUE	PRIOR TO CURRENT YEAR	- GALLONS	- GALLONS					
JANUARY	\$ 2,100	\$ 7,730	\$ 9,374	\$ -	\$ 509,404	\$ -	N/A	29	26,079	628,625	-	2,400	657,104	
FEBRUARY	2,100	7,730	9,374	-	515,019	-	N/A	36	22,591	668,183	-	2,290	693,064	
MARCH	2,100	7,730	9,374	-	532,194	-	N/A	12	33,286	824,779	-	-	858,065	
APRIL	2,100	7,730	9,374	-	534,288	-	N/A	23	24,301	770,596	-	-	794,897	
MAY	2,100	7,730	9,374	-	548,491	-	N/A	-	31,103	881,232	-	-	912,335	
JUNE	2,100	7,730	9,374	1,000	552,362	-	N/A	21	27,846	925,997	-	-	953,843	
JULY	2,100	7,730	9,374	-	566,162	-	N/A	27	40,923	1,074,385	-	-	1,115,308	
AUGUST	2,100	7,730	9,374	-	563,484	-	N/A	11	34,027	1,060,630	-	-	1,094,657	
SEPTEMBER														
OCTOBER														
NOVEMBER														
DECEMBER														
TOTALS	\$ 16,800	\$ 61,840	\$ 74,992	\$ 1,000	\$ 4,321,406	\$ -	N/A	159	240,156	6,834,427	-	4,690	7,079,273	

Clay Lacy

JAN - DEC '21	FBO		PERCENTAGE		PERCENTAGE		PERCENTAGE		FUEL		ADVERTISING	ADVERTISING	RENTAL	RENTAL
	GROUND	BUILDING	RENT 5%	RENT 5%	RENT .25%	RENT .25%	RENT .25%	RENT .25%	FLOWAGE	RECEIPTS	RECEIPTS	RECEIPTS	CAR	CAR
	RENT (b)	RENT (c)	GROSS	FEES	GROSS	FEES	FEES	FEES	FEES	GROSS	FEES	FEES	GROSS	FEES
JANUARY	\$ 94,741	\$ 72,866	\$ 141,056	\$ 7,053	\$ 82,123	\$ 205	\$ 3,492	\$ -	\$ -	\$ 530	\$ 53			
FEBRUARY	94,741	72,866	148,484	7,424	107,642	269	5,709	-	-	2,097	210			
MARCH	94,741	72,866	214,079	10,704	76,382	191	7,679	-	-	10,159	1,016			
APRIL	94,741	72,866	230,876	11,544	7,127	18	8,670	-	-	8,168	817			
MAY	94,741	72,866	244,931	12,247	64,740	162	10,279	-	-	11,056	1,106			
JUNE	94,741	72,866	237,640	11,882	52,784	132	12,893	-	-	14,931	1,493			
JULY	94,741	72,866	254,022	12,701	462,432	1,156	14,662	-	-	16,146	1,615			
AUGUST	94,741	72,866	268,981	13,449	59,785	149	13,893	-	-	5,500	550			
SEPTEMBER														
OCTOBER														
NOVEMBER														
DECEMBER														
TOTALS	\$ 757,928	\$ 582,928	\$ 1,740,069	\$ 87,003	\$ 913,015	\$ 2,283	\$ 77,277	\$ -	\$ -	\$ 68,587	\$ 6,859			

JAN - DEC '21	LATE / PENALTY FEES	CURRENT YEAR MONTHLY REVENUE	PRIOR YEAR MONTHLY REVENUE	% CHANGE PRIOR TO CURRENT YEAR	LUBRICANT DELIVERED - GALLONS	FUEL DELIVERED - GALLONS				
						100LL	JET-A	DIESEL	MOGAS	TOTAL
JANUARY	\$ -	\$ 178,410	\$ -	N/A	-	8,045	50,149	-	-	58,194
FEBRUARY	2,614	183,833	-	N/A	-	8,080	87,077	-	-	95,157
MARCH	-	187,197	-	N/A	-	8,049	119,941	-	-	127,990
APRIL	479	189,134	-	N/A	-	8,131	136,376	-	-	144,507
MAY	1,000	192,400	-	N/A	-	-	163,415	-	7,902	171,317
JUNE	-	194,007	-	N/A	-	-	206,983	-	7,901	214,884
JULY	-	197,741	-	N/A	-	7,832	236,534	-	-	244,366
AUGUST	-	195,649	-	N/A	-	7,803	215,865	-	7,881	231,549
SEPTEMBER										
OCTOBER										
NOVEMBER										
DECEMBER										
TOTALS	\$ 4,093	\$ 1,518,371	\$ -	N/A	-	47,940	1,216,340	-	23,684	1,287,964

# Jay's

JAN - DEC '21	FBO		PERCENTAGE		PERCENTAGE		PERCENTAGE		FUEL	ADVERTISING	ADVERTISING	LATE /
	GROUND	BUILDING	RENT 5%	RENT 5%	RENT .25%	RENT .25%	RENT .25%	RENT .25%	FLOWAGE	RECEIPTS	RECEIPTS	PENALTY
	RENT (b)	RENT (c)	GROSS	FEES	GROSS	FEES	FEES	FEES	FEES	GROSS	FEES	FEES
JANUARY	\$ 36,339	\$ 2,845	\$ 48,685	\$ 2,434	\$ 13,754	\$ 34	\$ -	\$ -	\$ -	\$ -	\$ -	-
FEBRUARY	36,339	2,845	51,350	2,568	43,738	109	-	-	-	-	-	-
MARCH	36,339	2,845	72,865	3,643	28,636	72	-	-	-	-	-	-
APRIL	36,339	2,845	67,587	3,379	41,507	104	-	-	-	-	-	-
MAY	36,339	2,845	12,200	610	-	-	-	-	-	-	-	-
JUNE	36,339	2,845	12,200	610	-	-	-	-	-	-	-	109
JULY	36,339	2,845	12,400	620	-	-	-	-	-	-	-	-
AUGUST	36,339	2,845	12,400	620	-	-	-	-	-	-	-	-
SEPTEMBER												
OCTOBER												
NOVEMBER												
DECEMBER												
TOTALS	\$ 290,712	\$ 22,760	\$ 289,687	\$ 14,484	\$ 127,635	\$ 319	\$ -	\$ -	\$ -	\$ -	\$ -	109

JAN - DEC '21	CURRENT YEAR		% CHANGE	LUBRICANT	FUEL DELIVERED - GALLONS				
	MONTHLY	PRIOR YEAR							
	REVENUE	REVENUE	PRIOR TO	DELIVERED	100LL	JET-A	DIESEL	MOGAS	TOTAL
JANUARY	\$ 41,653	\$ -	N/A	-	-	-	-	-	-
FEBRUARY	41,861	-	N/A	-	-	-	-	-	-
MARCH	42,899	-	N/A	-	-	-	-	-	-
APRIL	42,667	-	N/A	-	-	-	-	-	-
MAY	39,794	-	N/A	-	-	-	-	-	-
JUNE	39,903	-	N/A	-	-	-	-	-	-
JULY	39,804	-	N/A	-	-	-	-	-	-
AUGUST	39,804	-	N/A	-	-	-	-	-	-
SEPTEMBER									
OCTOBER									
NOVEMBER									
DECEMBER									
TOTALS	\$ 328,384	\$ -	N/A	-	-	-	-	-	-



## 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. (Johnson)
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 develop 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 Nick Gaskins at JWA and they are not sure what their preferred action will be yet. The dashboard will be helpful because there is too much data to be useable. Clay Lacy and ACI support the Fly Quiet Program. They need guidelines to give pilots. Hugh Logan's Fly Quiet Program sample is a good base but there are questions as to how it will be monitored.	Nothing to report at this time.	Will meet with Nick Gaskins at JWA to focus on how to get pilots to execute Newport Beaches preferred procedures.	Nothing to report at this time.
May 17, 2021	1. Met with Clay Lacy. They will do a \$57 million, two-phase, buildout taking 24 months. 2. Met with Jay's Aviation. They will do a four-phase buildout, over 12-18 months, for \$18 million. 3. Met with airport staff. 4. Will meet with ACI to learn more about their plan. They have a six-phase buildout, over five years, starting in 2025. Development delayed due to a 6 to 12 month moratorium on National Environmental Policy Act (NEPA) approvals. The FAA wants taxiways widened within the next year, this will result in a 10% loss of tie down space. Next month's reports will include ACI's numbers. Overall rents are increasing.	Met with airport and City staff to discuss the GA Fly Quiet Program. Proposed program components include discouraging nighttime flights, noise abatement procedures, pilot education including a new pilot guide, noise requirements for specific aircraft, and additional staff and software for JWA.	Nothing to report at this time.	Nothing to report at this time.	The Airport Commission voted to recommend approval of five architect/engineer contracts for airport facilities and support services. Jay's Aircraft Maintenance will be allowed to transfer part of its lease to Jay's Air Center, LLC.
June 21, 2021	Met with all three FBOs. Toured the airfield along with City staff and held discussions with JWA staff. See GAIP presentation from the June 21, 2021, Aviation Committee meeting, which includes information on current tie-down and small hangar monthly costs. Filed a records request for the monthly revenue of the FBOs.	The second Fly Quiet Program meeting was held with the County, City, FBOs, airport staff, and community members to review other Fly Quiet programs and GA studies. The group is creating and crafting the long-term goals for the Fly Quiet Program while developing a shorter, more rudimentary program of measures and messages. JWA is currently updating its pilot brochure.	Nothing to report at this time.	See report under Monitor Departures for Early Turns (Item 2e).	Nothing to report at this time.
July 19, 2021	Nothing to report at this time.	The Fly Quiet working group includes Aviation Committee members, City staff, JWA staff, County of Orange / District 2 staff, ACI Jet, and Clay Lacy. It is on track to have a Fly Quiet Program by January 1, 2022. HMMH will categorize the aircraft types and determine noise levels for each category. JWA will add new software to help analyze the data collected and will also manage program communication.	Nothing to report at this time.	Committee Member Cole reported they met with Nick Gas	Nothing to report at this time.
August 16, 2021	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled

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September 20, 2021  A presentation showed the reported count of GA aircraft on the field at JWA compared to Steve Livingston's count. The numbers of aircraft from 2020 to 2021 are similar, but there appears to be more corporate jets. FBO revenue tracking is as expected. There is no update on when construction will start.	Two fundamental parts of the Fly Friendly Program are 1) safety; and 2) measurable data. The program will focus on GA jets although prop planes will be included. The last program planning meeting focused on the scoring system. The categories will be 1) quietest departures, 2) measurable noise reduction, 3) environmental stewardship and sustainability, 4) engine run ups and tests, and 5) most engaging. The winners will be recognized by the County Board of Supervisors and JWA, as well as the City of Newport Beach. JWA is working on the scoring system.	Nothing to report at this time.	Nothing to report at this time.	The County approved the Air Canada lease. It will run from October 1, 2021 through December 31, 2025. They will be flying Boeing 737 Max 8 airplanes from JWA to Vancouver.
October 18, 2021  Delays in the National Environmental Policy Act (NEPA) process is holding up construction.	The Fly Friendly working group for a Bridgenet presentation. The contractor collected almost five years of data and have the baseline put together. The program is voluntary and will be used as a teaching tool. They discussed having the program begin January 1, 2022, but the program will take awhile to have an effect.		Nothing to report at this time.	A meeting was held with the JWA Noise Monitoring staff to discuss strategy and incentives. They also looked at the noise monitoring, which is still a work in progress. It will be helpful for the Aviation Committee to understand the noise monitoring and why data is excluded.
November 15, 2021				
December 20, 2021				



## 2. 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 tomorrow.	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	The next stage is to have Mel Beale present the information that was presented at this meeting (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.	Nothing to report at this time.	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	No updates to report at this time pending the future meeting with the air carriers, AWG, Aviation Committee Member Stranberg and City staff.	Work continues and progress will be reported.	Nothing to report at this time.	Identified those involved in network scheduling and capacity planning at all 10 common passenger carrier airlines. Letters of appreciation to carriers performing well have been sent to Spirit, Frontier, and Delta. The Max status is in constant change. Thirteen carriers currently operate it worldwide. 106 MAX planes have been grounded due to an electrical circuit board problem.	The report on this item will be in June.
June 21, 2021	Met with Mel Beale, Airport Working Group, to review data. The data on the 737 MAX is positive. Mel Beale reported on the simulator testing with United Airlines and expects to have the results by June 23. The results will be shared at the Air Carriers Workshop in August.	Nothing to report at this time.	Nothing to report at this time.	Market forces are bringing more high technology engines into the domestic marketplace. Frontier and Spirit fly the New Engine Option (NEO). Southwest plans to replace 660 aircraft over the next 10 years. 400 MAXs are complete but there is currently a shortage on staffing.	Met with and discussed data with the JWA's Access and Noise Office staff. See Early Turns presentation from the June 21, 2021, Aviation Committee meeting. Further information is needed to see why pilots are requesting early turns. The City will request compliance with the 2018 Settlement Agreement.
July 19, 2021	Nothing to report at this time.	Nothing to report at this time.	Nothing to report at this time.	On June 29, United Airlines bought 270 new aircraft, - its largest single buy ever - and the largest of any airline in the last decade. American and Southwest each purchased 100 new MAX planes. The Commercial Dashboard shows the breakdown of aircraft type. In May about 10% of the flights at JWA were made by aircraft with the new technology engines. This is a vast improvement and should continue to increase. The new planes are less noisy and create less pollution.	Early turns will be discussed at the upcoming FAA meeting
August 16, 2021	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled

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September 20, 2021	Nothing to report at this time.	The STAYY was discussed at the City's recent meeting with the FAA. A problem with the FAA's ERAM software is preventing more carriers from being approved to fly the STAYY. The FAA is working on the problem and expect it will take about 18 months to resolve.	Nothing to report at this time.	The Max planes that were being stored are now moving into the network system. In August, 14 Max planes were delivered to airlines. Boeing has a set a delivery schedule of 15 per month with 169 Max planes already delivered around the world. In August, 12% of JWA departures were made up of Neo, Max and A220 planes.	Early turns were discussed at the City's recent meeting with the FAA. The City is providing more data and examples to the FAA.
October 18, 2021	Nothing to report at this time.	Nothing to report at this time.	Nothing to report at this time.	In August in the United States air traffic was down. JWA traffic was also down by 59,000 people. The quiet high technology equipped aircraft; the Boeing MAXes, the NEOs, and the A220s still run about 11.4% of JWAs total departures. At the next meeting with the air carriers, the feasibility of getting more MAXes and NEOs into the network schedule will be discussed. The City of Munich and Lufthansa worked closely together and at the end of 2020, Lufthansa put nine 320 NEOs into its Munich fleet. That kind of strategy can be used for morning departures out of JWA.	Work continues with the FAA on early turns and there may be information available at the November meeting.
November 15, 2021 December 20, 2021					



3. 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. (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 cleaned. 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 which will be promoted on the City's social media.		
May 17, 2021	Nothing to report at this time.	Nothing to report at this time.		
June 21, 2021	Aviation Committee members were asked to provide input as to what they think their neighborhoods need to know. The content for the monthly communication is being worked on. The video is almost complete and will be posted on the website and sent to the Aviation Committee.	Nothing to report at this time.		
July 19, 2021	A content editorial calendar as been prepared for the coming year. The content developed will help the Aviation Committee communicate regularly with the community through HOA Board Meeting presentations, HOA newsletters and other venues such as a City sponsored informational workshop.	The Community Outreach video is finished and available on the City's YouTube channel and website ( <a href="http://newportbeachca.gov/jwa">newportbeachca.gov/jwa</a> ). The video is a high-level introduction to the City's airport-related efforts. It is the first in a series.		
August 16, 2021	August Committee Meeting Canceled	August Committee Meeting Canceled		
September 20, 2021	A worksheet of HOAs and neighborhoods is being developed that contains the name of the HOA, whether it has a newsletter, due date for publication, whether the Committee could insert information with the HOA bills, and whether the Committee could attend an HOA meeting if they don't have a newsletter. The Committee is encouraged to assist in procuring this information.	Nothing to report at this time.		
October 18, 2021	Work on the Homeowners Association (HOA) list continues.	A meeting was held with Public Information Officer John Pope to start the next video on noise.		
November 15, 2021				
December 20, 2021				

4. 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. (Meng)	
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	Given that Congresswoman Steel joined the Quiet Skies Caucus could allow the City to formally pursue airline credits for reducing noise.	Nothing to report at this time.	Nothing to report at this time.	Met with staff and Chair Dixon regarding trying to reach out to the FAA's Ombudsman whose region is Southern California, Arizona and Nevada. 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	Congresswoman Steel included the City's requested language in her list of priorities to the Appropriations Committee as part of the Fiscal Year 2021-22 Transportation, Housing, and Urban Development Appropriations bill. Attended a meeting with Supervisor Foley. She is sensitive to the City's issues related to the airport and will be an advocate.	Nothing to report at this time.	Nothing to report at this time.	Working on a priority list of items to address with the FAA.	
June 21, 2021	Working to schedule regular meetings with Supervisor Foley, who is very supportive of the Fly Quiet Program. The airport is monitoring the FBOs implementation of the GAIP. JWA is pleased with the communication from the City and wants to continue moving forward.	Nothing to report at this time.	Nothing to report at this time.	Chair Dixon is still trying to schedule a meeting with the FAA's regional administrator.	
July 19, 2021	Monthly meetings will be held with Supervisor Foley's staff. Work is also being done with Representative Steel. The House Transportation, Housing and Urban Development report was released July 15 and contained several noise-related provisions pushed by the Quiet Skies Caucus. Investments in noise and emissions related projects and programs should be advantageous for Newport Beach and surrounding communities.	Nothing to report at this time.	Nothing to report at this time.	On August 19, Chair Dixon and Vice Chair Blom will meet with the FAA to discuss early turns, the delay in the implementation of the STAY procedure, what could be done to improve communication with the FAA, and other City questions and concerns.	



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August 16, 2021	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled
September 20, 2021	Chair Dixon, Mayor Avery and City Manager Leung met with Supervisor Foley via Zoom and discussed several topics, including the airport. The Supervisor is concerned about aviation, which is positive for Newport Beach.	Nothing to report at this time.	Nothing to report at this time.	The City met with Raquel Girvin of the FAA and her staff. The Aviation Committee's work was discussed and she was advised that the City wants a relationship with the FAA to discuss new ideas, etc. Aircraft speeds, early turns, and the STAYY departure were also discussed. The FAA is interested in learning more and requested data from the City.
October 18, 2021	The Government Accountability Office (GAO) issued a report that discussed how the FAA assesses potential noise impacts for proposed Performance Based Navigation (PBN) changes. The report is comprehensive and can be found at <a href="http://www.gao.gov/assets">www.gao.gov/assets</a> .	Nothing to report at this time.	Nothing to report at this time.	Nothing to report at this time.
November 15, 2021				
December 20, 2021				