



CITY OF NEWPORT BEACH AVIATION COMMITTEE AGENDA

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

Monday, April 18, 2022 - 5:00 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, Assistant City Manager
Aaron Harp, City Attorney
Shirley Oborny, Executive Assistant to the City Manager**

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

The public can submit questions and comments in writing for the Aviation Committee to consider by sending them by email to Aviation@newportbeachca.gov by Monday, April 18, 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.

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 - February 28, 2022](#)

[Public Comment - Jim Mosher](#)

IV. **CURRENT BUSINESS**

A. Oral Reports

1. Kevin Karpe, Diverse Vector Aviation, will provide an update on the projects he is working on for the City of Newport Beach
2. Tara Finnigan, Assistant City Manager, will share updates from the City's government relations consultants Channon Hanna of Carpi & Clay and Cori Takkinen of Townsend & Associates
3. General Aviation Voluntary Traffic Pattern Procedure - Tara Finnigan, Assistant City Manager, will provide an update on the City's and John Wayne Airport's efforts to address noise concerns raised by Bayview Terrace residents.
4. Grace Leung, City Manager, will provide an update on the air carrier meetings.

[Public Comment - Lyle Brakob](#)

[Public Comment - Jim Mosher](#)

B. Aviation Committee Assignments for 2022

1. Receive and File the 2022 Committee Assignments
2. Approve the formation of the Standard Instrument Departures Monitoring, Communication Content, Educational Programming, and Government Relations Plan Review Ad Hoc Committees.

[Staff Report](#)

[Attachment A - 2022 Aviation Committee Priorities](#)

[Attachment B - 2022 Assignments By Focus Area and Priority](#)

[Public Comment - Jim Mosher](#)

V. **PUBLIC COMMENTS ON NON-AGENDA ITEMS AND ITEMS FOR FUTURE AGENDAS**

Public comments are invited on non-agenda items and items for future 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](#)

VI. **NEXT MEETING - May 16, 2022**

VII. **ADJOURNMENT**



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

MEETING DATE & LOCATION: Monday, February 28, 2022, 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 (Absent – Excused)
Nancy Alston – SPON Representative
Elizabeth Braley – District 3
Jeffrey Cole – District 6 (Absent – Excused)
Roger Ham – Newport Coast representative
Julie Johnson – CAANP representative
Anthony Khoury – AWG representative (Absent – Excused)
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: City Manager Grace K. Leung, Assistant 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

Vice Chair Blom and Committee Members Khoury and Cole (all excused) were absent.

III. APPROVAL OF MINUTES

Motion to approve the minutes of the December 20, 2021, meeting as presented was made by Committee Member Livingston and seconded by Committee Member Logan. The motion carried unanimously with committee members Ham and Ray abstaining.

IV. CHAIR'S ANNOUNCEMENTS

Chair Dixon thanked the Aviation Committee for its work in 2021 and its progress toward its priorities. Newport Beach is now in Supervisorial District 5 and Lisa Bartlett is the District 5 representative. Chair Dixon met with Supervisor Bartlett to discuss Newport Beach issues and the County's recruitment for a new Airport Director. She introduced James Dinwiddie, Supervisor Bartlett's Chief of Staff, and thanked him for attending the meeting. The Bayview Terrace / General Aviation (GA) pattern traffic issue is nearing resolution. She thanked Nick Gaskins and other airport staff for their assistance in the matter.

Assistant City Manager Tara Finnigan explained that the discussion with the Federal Aviation Administration (FAA) began in August 2021 after Bayview Terrace reported unusual GA traffic over the neighborhood. John Wayne Airport (JWA) concurred and communicated that to the FAA. The FAA is currently reviewing a graphic showing the voluntary GA traffic pattern procedure and once approved, it will be sent to the pilots and flight school. She thanked the FAA and JWA.

V. CURRENT BUSINESS

1. Consultant Reports

- a) Kevin Karpe, Diverse Vector Aviation, will provide an update on the projects he is working on for the City of Newport Beach.

Kevin Karpe reviewed the 2021 priorities and the proposed 2022 priorities. He also communicated with Mel Beale of the Airport Working Group (AWG), the City, an Aviation Committee representative and the airlines. They discussed the STAYY departure and fleet updates. He also continues to investigate community complaints and thanked Mr. Gaskins and JWA for their assistance.

In response to Chair Dixon FAA, Assistant City Manager Finnigan stated that the outstanding item with the FAA is the further implementation of the STAYY. It is delayed due to an FAA software glitch. It is scheduled to be fixed in December 2022.

- b) Tara Finnigan, Assistant City Manager, will share updates from the City's government relations consultants Channon Hanna of Carpi & Clay and Cori Takkinen of Townsend Public Affairs

Assistant City Manager Finnigan met with almost all the Aviation Committee members in the past month to discuss the 2022 priorities. Committee Members wanted updates from the government consultants, so she had one from Channon Hanna and one from Cori Takkinen. Ms. Takkinen is the County lobbyist. With respect to the Airport Director recruitment, the County is forming an ad hoc committee to interview the finalists and make a recommendation to the full Board for approval. Supervisors Bartlett and Foley are on the ad hoc committee. Per Ms. Takkinen's estimates, the interview process will be completed in late April or May. Ms. Takkinen was also going to provide information on the General Aviation Improvement Program (GAIP) meeting held by the County of Orange, but Committee Member Livingston would give the report instead.

Committee Member Livingston explained that Clay Lacy wants an amendment to its lease since the Orange County Fire Authority's space needs have changed and it will now share a facility with the Orange County Sheriff's Department. The amendment will go to the Board of Supervisors within the next two weeks.

Assistant City Manager Finnigan explained that Clay Lacy was asking to redesign the project to provide space in the hanger for four different jets; however, the larger hanger space will take up apron space and three jet parking spaces outside and the net result should be one extra jet parking space.

Committee Member Livingston said the second item on the meeting agenda was a discussion on Fixed Base Operators (FBO) construction. Construction has been delayed due to the pending FAA 163 determination letter. The project also still needs National Environmental Policy Act (NEPA) approval, and it is unclear how long that process will take. It could be complete any time between August and January. Clay Lacy and Jay's construction will start the project. The

perimeter surface road needs to be realigned and the airport wants to do that within 12 to 18 months. The General Aviation Facility, a United States Customs and Border Patrol office, would only be used for planes with a destination of Orange County, which is approximately one flight per day.

Assistant City Manager Finnigan explained that Channon Hanna is the Federal lobbyist, and she reports that the focus of Congress continues to be getting an agreement on the omnibus Fiscal Year (FY) 2022 Appropriations Bill to fund the government. The continuing resolution the government is operating under expires on March 11, 2022. FAA Administrator Steve Dickson is stepping down effective March 31, 2022. There is no word yet on who President Biden's nominee would be.

Dennis Bress asked Mr. Karpe questions regarding speeding in Class C airspace. He said there was an incident/near miss which occurred on Labor Day. Safety is important and they want to curtail behavior which could lead to such incidents. The Dashboard is not up to date and only includes information through the end of 2021. He suggested adding a button to the dashboard delineating if an aircraft is Class A or E.

Joe August explained that he lived in the Bluffs Community. He said they have a type one noise monitor and whenever a STAYY procedure comes over it is the loudest departure in the community. If the City focuses on the STAYY it should engage a professional entity to do a noise analysis. The speed issues are serious and there are violations of Class C airspace that the community wants the Committee to address with the FAA.

Mel Beale commented that PIGGN flies over Galaxy Park and STAYY is over the bay. There is a shared exposure between the two.

Craig Ryan of SoCal Pilots discussed the GAIP. He said the real issue is that the FAA definition for small GA is 49 feet wingspan and under 12,500 pounds. The airport director changed that to 49 feet wingspan or 12,500 pounds. In one year, there were three rent price increases from \$600 per month to \$720 per month and then \$1,425 per month. There was also a 300 to 385% increase on property taxes. He said small GA is being priced out and the Committee should be concerned about the green area definition, not the jet parking space.

Linda Kensey of Balboa Island said she also attended the GAIP meeting. With the Section 163 determination for the NEPA documentation, they could take a categorical exclusion which would take six to nine months or do the environmental assessment which would take a year. They indicated they would do the categorical exclusion since they were changing what they were doing. She asked the Interim Airport Director about the reasoning and said he did not disagree with her. She asked if the Committee could do something.

Fred Fourcher of SoCal Pilots explained that in order to limit jets, you could have hangars that you can't fit a jet into in the green area. Many hangars were limited in Addendum 16, and they would like to see the area not be an open tarmac where any plane can be there. They would like small GA hangars.

Assistant City Manager explained that JWA provided the data for the dashboard monthly and it trails about a month behind. JWA had a software problem in November or December which caused a delay. The January data was provided this week and she apologized it was not ready yet. It is a priority and staff is working on it. They discussed the speed issue at the FAA meeting. The Regional Administrator requested additional information and advised that incidents should be shared with her office for review. Any information on incidents should be sent to the City for

forwarding. They have received information from SoCal Pilots on the County's project. She asked if City Attorney Aaron Harp had further information.

City Attorney Aaron Harp said that they did do work with the California Environmental Quality Act (CEQA). The City will look at the NEPA process as well.

Committee Member Alston asked if the Committee would look at the change to the Clay Lacy facility.

Assistant City Manager Finnigan explained that was just discussed. The City asked JWA for the green Clay Lacy plan.

Committee Member Alston requested an explanation of how Barry Rondinella, the airport director, changed the and/or in the definition of small GA. City Attorney Harp said that it was originally approved by the Board of Supervisors.

2. Review of 1985 Settlement Agreement and Amendments – City staff will provide an overview of the 1985 Settlement Agreement and amendments

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

Chair Dixon introduced the topic and called for the report from City Attorney Harp for the information of the public and the two new Committee Members. The City will begin work to renew the Settlement Amendment starting in a few years.

Committee Member Alston reminded the Committee that Still Protecting Our Newport (SPON) and AWG would sit in on the Settlement Agreement discussions.

City Attorney Harp utilized a PowerPoint to provide an overview of the Settlement Agreement and amendments (see attached).

In response to Committee Member Ray, City Attorney Harp explained that you could not tell if a plane was Class A or E by looking at it. The classification depends on how much noise the aircraft generates, and he referred back to the chart in his presentation.

In response Committee Member Ray regarding if there was an incentive for an airline to fly Class Es, City Attorney Harp thought there was an incentive because Class A aircraft are limited to a certain number of departures and there is also a limit to the total number of passengers through the airport in a year.

Nick Gaskins, JWA, explained that Class A versus Class E is not necessarily based on the noise created. Each class has its own noise limits. Class As are long haul aircraft and generally are heavier and louder. Class E could be the same type of aircraft, but the noise limits are determined by seats. The quiet NEOs are in the Class A category, so the way the aircraft is made does not determine the class.

Committee Member Braley asked if the community would be better served if the Committee's goal was to have a consistent reduction in noise. Despite the work done the noise and flights are going up. She asked why things were not getting quieter and better for the environment.

Mr. Gaskins explained that JWA, the City, and the County Supervisors were working closely over the past few years to reduce commercial airline noise. With GA, both Supervisors Bartlett and Foley have been working with JWA and a working group to create a Fly Friendly Program. The Settlement Agreement grandfathered the commercial noise limits and further restrictions to lessen the noise could violate the agreement. No concerns are being disregarded.

Committee Member Braley asked if the FAA or airlines had been given goals about purchasing planes. City Attorney Harp indicated they were looking into incentives for replacing equipment. It is a priority of the Committee.

In response to Committee Member Verdi's question related to give and take in the Settlement Agreement, City Attorney Harp explained that in the renegotiations, the Settlement Agreement has been chipped away at, but the process is voluntary as the County does not have to extend the agreement. The Settlement Agreement contains protections for the City, most notably the curfew and the General Aviation Noise Ordinance (GANO) ordinance. Without the Settlement Agreement, night flights were a possibility. The County remains willing to negotiate.

Committee Member Verdi summarized that the City had a vested interest in renegotiating the settlement agreement, but does not necessarily hold a very strong bargaining position.

City Attorney Harp noted that the County is invested in its constituents and the Board of Supervisors wants to help. Chair Dixon agreed that was the biggest leverage. The Settlement Agreement has been amended. The City cares about the curfew and the noise. The Aviation Committee is a voice for concerned citizens.

Chair Dixon said it was important for the public to understand the Settlement Agreement.

Committee Member Alston stated that it was important not to lose the curfew and every time the settlement agreement was amended, the airport threatened the curfew. She said the 2003 Agreement was made between the Airport Director and a member of the City staff. The County Supervisors need to be held accountable by the community. She agreed with Chair Dixon and City Attorney Harp that the City did not have much leverage but thought they should not enter negotiations planning to give up.

Committee Member Braley stated that the noise was the problem, not the number of flights and mentioned vertical takeoffs. They did vertical takeoffs in the 1960s.

Dennis Bress said that Newport Beach bore the brunt of the departures and the airport is a County-owned asset. The County is setting up a Fly Friendly Program which will monitor every single departure. That will provide comparative data and prove that the STAYY is loud. He noted the work done and stated that the parameters had been provided and if followed would result in quieter flights. Newport Beach must be involved in the Settlement Agreement.

Jim Mosher noted that there were two extensions to the Settlement Agreement and that it had been amended several times. He noted that he had written comments prepared which he would forward to the Committee the next day. The amendment was made in 1993, not 1997 and it allowed the airport to no longer use the vertical takeoffs. He provided further details noting that the limit was previously 86 dB, but it was now 90.3. None of the current carriers could meet the standards from 30 years ago. To Committee Member Alston's point about the passengers that pass through JWA and do not get counted toward the Million Annual Passengers (MAP) limit, at the last meeting there was a presentation on how the Access and Noise Office operated and it explained blue sheets which contain that data.

Sue Dvorak explained she spoke to Mr. Gaskins about the uncounted passengers and a presentation to explain the process. She also requested to know how many GA passengers and people go through that are not counted in the MAP.

Mel Beale suggested that City Attorney Harp give a presentation on GANO for the public's information. City Attorney Harp stated that they had done one on ANCA a few years ago.

Joe August commented that Mr. Gaskin's office maintained a website with all the information about the GANO. The GANO only covers the noise limits 15 hours a day and only 1% of the population. The FAA spent millions studying the current noise metrics and determined high speed aircraft registered lower noise levels. Flight operators have told him that Terminal Radar Approach Control Facilities (TRACON) lets them go as fast as they want. Congresswoman Steel is investigating the speed issues.

3. Updated Airport/Aviation Government Relations Plan and Action Plan

- 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; and
- b)** Approve the updated City of Newport Beach Airport / Aviation Government Relations Plan and Action Plan for 2021-2023.

Assistant City Manager Finnigan reported that there was a redline and a clean 2022 version in the packet. The Government Relations Plan was adopted by the Committee last year. An ad hoc committee looked at the plan and has recommended changes. The changes were procedural, not substantive, and relatively minor.

Motion to approve the updated Airport/Aviation Government Relations Plan and Action Plan was made by Committee Member Logan and seconded by Committee Member Ray. The motion carried unanimously.

4. Adoption of Committee Priorities for 2022

- 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; and
- b)** Review and adopt the proposed list of Aviation Committee priorities for 2022.

Assistant City Manager Finnigan explained she had met with individual Committee Members to discuss their priorities for 2022. She utilized a PowerPoint and gave a presentation on the proposed priorities (see attached).

Committee Member Ray suggested they add finalizing the Bayview issue to the priorities.

Assistant City Manager Finnigan indicated she would do so and returned to the presentation with the slide on Community Outreach / Communication.

Committee Member Ray suggested summarizing the 2021 accomplishments so they could be communicated to the community.

Committee Member Alston stated that effective communication needs to be established. Chair Dixon noted that Committee Member Alston could work on it.

Assistant City Manager Finnigan returned to the presentation with the slide on Government Relations. Chair Dixon requested that Ms. Hanna provide an analysis of what had been implemented from the 2018 FAA Reauthorization.

Assistant City Manager Finnigan stated that she would make that request and noted they will invite the new FAA ombudsman for a visit.

Committee Member Braley suggested an environmental category. Committee Member Johnson agreed. Assistant City Manager Finnigan indicated it would be put on the list and stated they were open to other priorities.

Assistant City Manager Finnigan explained there was no federal standard for ultra-fine particulate matter. They have requested that the standard be set and studied, and the topic could be placed back on the list for the lobbyists to discuss.

Committee Member Ray was curious about the progress made as an industry on better fuel.

In response to Committee Member Braley, Assistant City Manager Finnigan explained that the long-term strategy is to see carriers transition to new aircraft. A byproduct of the COVID pandemic is that carriers are investing in new technology. New aircraft are quieter and less polluting.

Committee Member Ray requested an update from JWA on sustainability. Chair Dixon stated that was on the list. Assistant City Manager Finnigan thought it could be packaged into the legislative/advocacy goal and explained to the Committee how that would work with a plan to revisit the objectives later in the year. Chair Dixon agreed with Assistant City Manager Finnigan's approach.

Dennis Bress thought community outreach was important. He appreciated the overview of the Settlement Agreement. He further noted the need to encourage people to go to Ontario Airport as they want more traffic and suggested that the County pay to study the feasibility. Ontario wants the traffic and business. The City should advocate to the County for the study.

Sue Dvorak noted her interest in Committee Member Braley's comments about the environment and air quality studies.

City Attorney Harp noted that the regulatory threshold for fine particulates are relatively high and that there aren't government standards for ultra-fine particles. Mr. Harp thought it may be a good idea to look at whether the City should advocate for ultra-fine particle standards.

5. John Wayne Airport Commercial Airline Noise Mitigation Workshop Update

City Manager Grace Leung will provide an update on the City of Newport Beach's and the Airport Working Group's work with the air carriers.

City Manager Grace Leung reported there was a workshop meeting on December 8, 2021, with the air carriers. Due to the timing and COVID-related issues, they were unable to get everyone there in person. The air carriers are committed to the project and looking for a preferred departure procedure. Working on noise mitigation is something that is on a voluntary basis for the air carriers. They are not required to participate. Data from the simulations was presented and it looked promising. Mr. Beale has worked with Georgia Tech on the data. The key air carriers who have been involved in a leadership role are United and Southwest. That is important for overall noise reduction. Once they reach agreement with United and Southwest they will move forward with the other air carriers.

Committee Member Stranberg explained that they are encouraging the airlines to participate as it is not mandatory. JWA does not fly antiquated equipment. It is the same equipment that flies to every city except for a few Delta 757 departures. The airlines are making large capital investments in the new MAXes and NEOs. Spirit and Frontier have merged and have 122 MAXes in their system. Southwest has 68 MAXes with 114 on order for 2022. United, Alaska, and American will all be encouraged to buy more and have optimized their business plans. They want to encourage the airlines to position more MAXes at JWA and to Remain Overnight (RON) so that the quiet planes leave in the morning. JWA is not a big market airport and do not rank in the top 25 destinations of any carriers. JWA is a small airport so the City must explain why what is good for the City is good for the carriers. The City will see advantages from the new technology over the coming years.

In response to Chair Dixon about what was keeping the carriers from implementing Noise Abatement Departure Procedure (NADP 1), City Manager Leung explained that change is hard, and that airline safety staff has to be involved in any changes. These carriers go to different airports and do not necessarily want different procedures.

In response to Chair Dixon's question about milestones, City Manager Leung stated that this month they were looking at getting agreement and buy in on a preferred departure procedure with United. The second priority is to get that from Southwest. Mr. Beale has been the main interface with United and plans to meet with them the second or third week of March.

City Manager Leung said that changing the departure procedures is the ultimate objective. The relationship building with the air carriers has been gratifying and should pay dividends.

Committee Member Stranberg said that collaborative effort is important because airlines do not want to create one offs, they want programs that work within their systems.

Committee Member Johnson inquired about the noise levels detected by the simulations and how much lower they are. City Manager Leung stated they were looking for a change of at least 3 dB. She indicated that Mr. Beale could give the particulars.

Committee Member Johnson also wanted clarification on if the STAYY was included and if the simulations would lessen the noise over Balboa Island. The GA Fly Friendly Program takes into consideration an established flight path with STREL as the waypoint.

Assistant City Manager Finnigan clarified that they were discussing three different concepts. There are two NADPs, NADP-1 and NADP-2. That is how the plane departs. Newport Beach requests that planes fly NADP-1 and five of the six major carriers have agreed to that. Then they were discussing the path which the aircraft flies, such as the PIGGN or STAY. The path is where the aircraft flies down the Bay. Finally, they are discussing procedures and altitude. The Committee came up with the preferred departure procedure. Fly Friendly has a similar preferred departure procedure. City Manager Leung added that in the simulated data there are additional points for the noise data. It goes beyond Monitor #7.

Dennis Bress thanked Committee Member Stranberg for his work. They are advocating for high, slow, and quiet. He was pleased with the City's relationship with the air carriers, but prior to Next Gen they did go up higher and slower. He suggested they use actual data produced by Mr. Gaskin's office and calculate the noise. The actual data will help determine which aircraft flies the quietest. There are currently 446 departures per day and that number is increasing because the previous County Supervisors used the GAIP to build bigger FBOs. The Fly Friendly Program

is important to ensure the flights are high, slow, and quiet. He thanked the members of the community who have worked collaboratively to achieve the progress.

Jim Mosher understood from previous meetings that the committee would see and review the simulation data. With the Spirit/Frontier merger, both airlines fly the same aircraft, but Frontier is generally louder than Spirit unless you segregate them by weight class. When you do that, the Frontier is quieter than the Spirit. Both airlines have done about equally well. Finally, with Southwest's Boeing MAX flights have gone down since last summer and he wanted to know why.

Joe August was pleased with the work done. He clarified that 122 Airbus NEOs were owned by Frontier/Spirit, not the MAX. He commented on how to get a noise reduction with NADP-1. At Noise Monitor #6 they should attempt to be at 3,000-3,500 feet above ground level. Before July 2020 Southwest used to do that, but something has happened in their operations since then. The altitude is key to noise reduction. At 1,500 feet aircraft are just as loud at NADP-1 as they are at NADP-2.

6. Aviation Committee 2021 Priorities – Progress Updates

Recommended Action: Receive and file.

Assistant City Manager Finnigan stated the committee is in receipt of the final spreadsheet and report.

VI. PUBLIC COMMENT'S ON NON-AGENDA ITEMS

Dennis Bress requested that the Committee's meetings be streamed and recorded and available to the public in the same manner as City Council meetings. He felt it would be good community outreach for the Committee to show the public the work that it is doing.

VII. ITEMS FOR FUTURE AGENDAS

Committee Member Verdi thought it would be helpful for the City to have an extra metric in mind and that was how to get the planes to take off in a cost-effective manner. He pointed out that every airline has shareholders and are looking to make a profit. If the City had a better understanding of air carriers' costs, that could change its approach to the discussion. Airlines make decisions based on profit margins and the City needs to recognize that. He indicated he did not know how to capture the data, but it would be important to have and something that should be discussed on a future agenda.

Committee Member Braley has heard that pilots get bonuses for reduced fuel costs. Increased thrust causes increased fuel usage. She suggested an incentive program for the airlines.

Committee Member Alston said there was an important noise abatement and pollution meeting scheduled for May 1, 2022 at UC Davis. Community members who sign up prior to April 11 get a reduced rate of \$300. The City should send one or two people from the Committee to the meeting as should SPON. There is an opportunity to meet leaders from other communities at this event.

Assistant City Manager Finnigan explained she had spoken with the City Manager about having people attend the UC Davis Air Noise Symposium. This year they are doing a hybrid model. The City Manager suggested Newport Beach pay two entry fees and then the Committee Member gets to decide if they want to attend via zoom from home or pay their expenses to go to the conference in person. She stated she would email the Committee further information.

VIII. NEXT MEETING – March 21, 2022

Chair Dixon announced the next meeting would be held March 21, 2022.

IX. ADJOURNMENT

Chair Dixon adjourned the meeting at 7 p.m.

DRAFT

1985 Settlement Agreement

- Pertains to Commercial Air Traffic
- Pre-Dated Airport Noise and Capacity Act of 1990 (ANCA)
 - Grandfathered
- Four Signators
 - County of Orange, City of Newport Beach, Airport Working Group, Stop Polluting Our Newport
- Original Agreement Approved in 1985
 - 20-year Term: 1985-2005
 - Limited Average Daily Departures (ADDs)
 - Limited service to 8.4 million annual passengers (MAP)
 - Limited terminal size, parking spaces, loading bridges, etc.

Settlement Agreement – 2003 Amendment

- 2003 Amendment
 - Increased number of “Class A” ADDs to 85
 - Increased MAP to 10.8
 - Increased loading bridges from 14 to 20
 - Removed limitations on terminal size and parking
 - Extended the term until December 31, 2015
 - Required curfew regulations and hours for JWA to remain in effect until December 31, 2020

2014 Amendment – Today's Agreement

TERM

- The restrictions will continue until December 31, 2030
- The curfew exemption will continue until at least December 31, 2035

2014 Amendment – Today's Agreement

- Limitation on “Class A” ADDs (the noisiest flights)
 - Maintained 85 Class A ADDs through December 31, 2020
 - Increased to 95 Class A ADDs from January 1, 2021 through December 31, 2030
- Changed the Million Annual Passenger Limits (aka, the MAP Cap)
 - Phase 1: 10.8 MAP through 12/31/20
 - Phase 2: 11.8 MAP from 1/1/21 through 12/21/25
 - Phase 3: Either 12.2 or 12.5 MAP from 1/1/26 through 12/31/30
- Facility Restraints
 - Maintained limit on loading bridges until 12/30/20

Class A vs Class E Aircraft

Class E aircraft are quieter than Class A aircraft

Noise Monitor	Class A db SENEL	Class E db SENEL
NMS 1S	102.5	94.1
NMS 2S	101.8	93.5
NMS 3S	101.1	90.3
NMS 4S	94.8	86.6
NMS 5S	95.3	87.2
NMS 6S	96.8	87.2
NMS 7S	93.7	86.6

Commercial Curfew vs. General Aviation Noise Ordinance (GANO)

Commercial Curfew (Time Based)

- May not depart SNA between the hours of 10 p.m. and 7 a.m. (8 a.m. on Sundays)
 - May not arrive SNA between the hours of 11 p.m. and 7 a.m. (8 a.m. on Sundays)
-

GANO (Noise Level Based)

No person shall operate any general aviation aircraft at night at SNA if it generates a SENEL level at noise monitoring stations which is greater than the designated SENEL levels.

Noise Monitor	dB SENEL - Day	dB SENEL - Night
NMS 1S	102.5	87.5
NMS 2S	101.8	87.6
NMS 3S	101.1	86.7
NMS 4S		86.7
NMS 5S		86.7
NMS 6S		86.7
NMS 7S		86.7

Airport Operations & Relations

1. Monitor General Aviation Improvement Program Development.
2. Monitor implementation of Fly Friendly Program for General Aviation and monitor General Aviation trends at JWA.
3. Develop relationship with new JWA Airport Director and continue to communicate with management and staff to better understand JWA operations.
4. Monitor County decisions re: JWA and oppose any plan that would physically expand JWA or its operations.

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1. Develop monthly content for staff to share via City communication channels and Committee members to share with neighbors / organizations.
2. Implement the adopted Community Outreach Plan.
3. Develop educational program on 1985 Settlement Agreement and other pertinent airport / aviation matters.

Government Relations

1. Implement the City's Aviation/Airport government relations plan.
2. Form Ad Hoc in Q4 2022 to review the City's Aviation / Airport government relations plan and recommend updates / changes for 2022.
3. Continue to develop working relationship with the FAA.
4. Research and develop proposals for FAA Reauthorization Act of 2023.

Quieter Departures

1. Monitor changes to the existing JWA Standard Instrument Departures to restrict speed until a point offshore, alleviating the need for increased thrust.
2. Continue to pursue and monitor broader adoption of the STAYY departure.
3. Monitor air carrier fleet transition and encourage carriers to utilize the quietest aircraft in their fleets at JWA.

April 18, 2022, Aviation Committee Comments

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	Number	Ave. dB	Number	Ave. dB	Number	Ave. dB	Number	Ave. dB	Number	Ave. dB	Number	Ave. dB
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Alaska	117	89.8	166	89.7	127	89.8	101	90.5	110	89.9	114	89.4
United	149	89.4	164	90.1	177	90.0	165	90.6	122	90.0	119	89.7
Southwest	172	85.9	226	86.0	62	85.7	23	85.7	62	85.2	99	85.9

They indicate American, Alaska and United are generally consistent, and consistently louder than Southwest, at least as perceived by the JWA microphone.

Since September 8, I have been collecting the WebTrak radar from which the speed, acceleration, rate of climb and distance from the microphone can be extracted, along with the Gross Take Off Weight reported to the City for display in its JWA Dashboard.

From those, what is called a “multiple regression” can be used to explore the apparent contribution of each of these variables to the observed noise. The following table is a sample of the results from last September.

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GTOW	0.1303	0.0151	0.0535	0.0170	0.0267	0.0198	0.1084	0.0103	dB/1000 lb
Distance	0.4291	0.7725	-2.7928	0.9926	-4.2296	0.8736	-3.5767	0.7268	dB/1000 ft
Climb	0.0439	0.0113	-0.0415	0.0207	0.0377	0.0214	-0.0196	0.0160	dB/ft/sec
Speed	0.0507	0.0130	-0.0029	0.0186	-0.0329	0.0205	-0.0020	0.0162	dB/kt
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Even though weight is not, in itself, a generator of noise, it correlates the most consistently, and usually the most significantly, with the observed noise.

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In proposing these many assignments for individuals and small groups to assist in accomplishing Aviation Committee goals without the administrative hassle of inviting the general public to observe and participate in their work, staff is taking advantage of an exception in [Subsection 54952\(b\)](#) which exempts subcommittees that: (1) consist solely of members of the main Committee, and less than a quorum of them; (2) are solely advisory; and (3) will exist only for a finite time.

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The committee might want to consider if Allegiant (G4), Air Canada (AC), WestJet (WS) and Sun Country (SY) should be included, as well as the many JetSuiteX (XE) operations – not to mention FedEx (FM) and UPS (5X), are all commercial.

From: Lyle Brakob <lbrakob@cox.net>
Sent: April 16, 2022 11:07 AM
To: Oborny, Shirley
Cc: Ray, Sharon; Finnigan, Tara; Kevin Karpe
Subject: Aviaton Committee Mtg

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

April 18, 2022 Meeting Input

A big Thank You to all the Committee and non Committee persons who made the “Fly Quiet/ Friendly” flight pattern(s) voluntary flight agreement for GA prop driven aircraft happen.

Residents of Baycrest Court, Bayview Heights, Bayview Terrace (as will the future residents of the now under construction Clearwater “Senior” facility at Bristol and Bayview Place) appreciate it and look forward to a better quality of life.

Special thanks to Sharon Ray, District 2 for all her time and effort to help make the agreement happen. Noted the Draft minutes for the February meeting only mentions Bayview Terrace as the concerned residents—same in the current Agenda. Recommend this be corrected to reflect all neighborhoods.

I look forward to the update at Monday meeting.

Best to all and keep up the good work.

Lyle Brakob

6 Baycrest Court

Sent from my iPhone

April 18, 2022, Aviation Committee Comments

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CITY OF

NEWPORT BEACH

Aviation Committee Staff Report

April 18, 2022
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, Assistant City Manager,
tfinnigan@newportbeachca.gov

PHONE: 949-644-3035

TITLE: Aviation Committee Assignments for 2022

ABSTRACT:

At its February 28, 2022 meeting, the Aviation Committee adopted a list of annual priorities at its February 28 meeting. To enable the Committee to work efficiently, and to provide more hands-on opportunities for members to work toward the priorities, the work is divided among smaller Ad Hoc Committees and individual members.

RECOMMENDATION:

- a) Receive and File the 2022 Committee Assignments; and
- b) Approve the formation of the Standard Instrument Departures Monitoring, Communication Content, Educational Programming, and Government Relations Plan Review Ad Hoc Committees.

DISCUSSION:

At its February 28 meeting, the Aviation Committee adopted a list of annual priorities. To enable the Committee to work efficiently, and to provide more hands-on opportunities for members to work toward the priorities, the work is divided among smaller Ad Hoc Committees and individual members.

Staff reviewed the list of priorities, considered the work needed toward each, and then proposed how many members to assign to the individual priorities. Upon conferring with Committee Chair Diane Dixon, it was determined to allow Committee Members to continue in the focus areas they were assigned to in 2021. Newer members were assigned to focus areas or priorities in which they have expressed interest.

Due to the size of the committee and the number of priorities adopted for 2022, some of the assignments are to small, Ad Hoc committees and some are individual assignments. Please see Attachment B for details as to what each Ad Hoc Committee has been assigned to work on with City staff and the expiration date of each Ad Hoc.

Committee members with individual assignments will consult with City staff regarding work toward the priority and their assignments will expire at the end of calendar year 2022.

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).

ATTACHMENTS:

A - 2022 Aviation Committee Priorities

B - 2022 Aviation Committee Assignments by Focus Area and Priority

2022 Aviation Committee Priorities

Functional Area	Focus	Proposed 2022 Priorities
Airport Operations & Relations	Matters pertaining to development, operations, and other commercial and general aviation activities at John Wayne Airport.	<ul style="list-style-type: none"> • Monitor General Aviation Improvement Program Development. • Monitor implementation of Fly Friendly Program for General Aviation and monitor General Aviation trends at JWA. • Develop relationship with new JWA Airport Director and continue to communicate with management and staff to better understand JWA operations. • Monitor County decisions re: JWA and oppose any plan that would physically expand JWA or its operations.
Community Outreach / Communication	Matters pertaining to providing information about and involving the community in the City's aviation-related activities.	<ul style="list-style-type: none"> • Develop monthly content for staff to share via City communication channels and Committee members to share with neighbors / organizations. • Implement the adopted Community Outreach Plan. • Develop educational program on 1985 Settlement Agreement and other pertinent airport / aviation matters.
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.	<ul style="list-style-type: none"> • Implement the City's Aviation/Airport government relations plan. • Form Ad Hoc in Q4 2022 to review the City's Aviation / Airport government relations plan and recommend updates / changes for 2022. • Continue to develop working relationship with the FAA. • Research and develop proposals for FAA Reauthorization Act of 2023.
Quieter Departures	Matters pertaining to the technical aspects of reducing aircraft overflight noise and pollution.	<ul style="list-style-type: none"> • Monitor changes to the existing JWA Standard Instrument Departures to restrict speed until a point offshore, alleviating the need for increased thrust. • Continue to pursue and monitor broader adoption of the STAYY departure. • Monitor air carrier fleet transition and encourage carriers to utilize the quietest aircraft in their fleets at JWA.

2022 Aviation Committee Assignments by Focus Area and Priority

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 2022, monitor and report to the Committee on the Development of the General Aviation Improvement Program.
 - i. [Steve Livingston](#)
- b. For calendar year 2022, consult with City staff regarding the implementation of a Fly Quiet Program for General Aviation and monitor General Aviation trends at JWA.
 - i. [Sharon Ray](#)
- c. For calendar year 2022, consult with City staff to develop a relationship with the new JWA director and continue to communicate with airport management and staff to better understand JWA operations.
 - i. [Jeff Cole](#)
- d. For calendar year 2022, 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 2022, consult with City staff to monitor changes to the existing JWA Standard Instrument Departures to restrict speed until a point offshore, alleviating the need for increased thrust. This Ad Hoc Committee will expire on December 31, 2022.
 - i. **[Jack Stranberg](#)**
 - ii. [Roger Ham](#)
 - iii. [Hugh Logan](#)
- b. For calendar year 2022, consult with City staff as they continue to pursue broader adoption of the STAYY departure.
 - i. [Tony Khoury](#)
- c. For calendar year 2022, monitor air carrier fleet transition and work with City staff to encourage to air carriers to utilize the quietest aircraft in their fleets at JWA.
 - i. [Jack Stranberg](#)

3. Communication / Outreach

- a. For calendar year 2022, 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, 2022.

- i. **Nancy Alston**
 - ii. Elizabeth Braley
- b. For calendar year 2022, consult with City staff as they work to implement the adopted Community Outreach Plan.
 - i. Tony Khoury
- c. For calendar year 2022, consult with City staff as it develops an educational program on the 1985 Settlement Agreement and other pertinent airport/aviation matters. This Ad Hoc Committee will expire on December 31, 2022.
 - i. **Ron Rubino**
 - ii. Sharon Ray

4. Government Relations

- a. For calendar year 2022, consult with City staff as they work to implement the City's 2022 Aviation/Airport government relations plan.
 - i. **Cameron Verdi**
- b. For calendar year 2022, review the City's Aviation/Airport government relations plan and recommend updates / changes for 2023 and report back to the Committee. This Ad Hoc Committee will expire on December 31, 2022.
 - i. **Hugh Logan**
 - ii. Julie Johnson
 - iii. **Cameron Verdi**
- c. For calendar year 2022, 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. **Ron Rubino**
- d. For calendar year 2022, consult with City staff as it researches and develops proposals the FAA Reauthorization Act of 2023.
 - i. TBD

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Page 3, last paragraph: “*Assistant City Manager Finnigan explained that JWA provided the data for the ~~dashboard~~ Dashboard monthly and it trails about a month behind.*”

Page 4, full paragraph 4, sentence 1: “*Committee Member Alston requested an explanation of how Barry Rondinella, the airport director, changed the ~~and/or~~ “and” to “or” in the definition of small GA.*”

Page 5, last paragraph: “*Jim Mosher noted that there were two extensions to the Settlement Agreement and that it had been amended several times. He noted that he had written comments prepared which ~~he~~ staff would forward to the Committee the next day. The amendment was made in 1993, not 1997 and it allowed the airport to no longer use the vertical takeoffs. He provided further details noting that the SENEL limit for Class E departures at NMS 3 was previously 86 dB, but it was now 90.3. None of the current carriers could meet the standards from 30 years ago.” [note: the use of the term “vertical” for the pre-1993 departures could be confusing. “Very steep” would be better. I believe they also included a stronger cutback, possibly at lower altitude, than today’s “NADP-1” does.]*

Page 6, paragraph 3: “*Joe August commented that Mr. Gaskin’s office maintained a website with all the information about the GANO. **The GANO only covers the noise limits 15 hours a day and only 1% of the population.***” [I’m not sure what was said in the second sentence, but the transcription does not look correct. The website referred to might possibly be the [GA Noise Abatement page](#). The GANO sets [noise limits](#) all day, but for 15 hours most days (from 7:00 a.m. to 10 p.m., 14 hours on Sundays), they are set only at NMS 1, 2 and 3, with no restriction at any of the others.]

Page 8, paragraph 1, sentence 3 from end: “*JWA is not a big market airport and ~~de~~ does not rank in the top 25 destinations of any carriers.*”

Page 8, paragraph 2, last sentence: “*These carriers go to different airports and do not necessarily want different procedures.*” [Note only may they not want multiple procedures, but Rule 7c of the FAA directive from the 1990’s ([AC91-53A](#)) encourages each carrier to settle on at most two departure procedures for each of its aircraft types, and use the same at all airports.]

Page 8, paragraph 2 from end, sentence 3: “That is how the plane ~~departs~~ climbs on departure.”

Page 9, full paragraph 1, last sentence: “Finally, ~~with~~ the number of Southwest’s Boeing MAX flights ~~have~~ has gone down since last summer and he wanted to know why.”

Item IV.A.4. Update on the Air Carrier Meetings

My understanding is the air carrier meetings are being facilitated by the Airport Working Group, and AWG is focused on reducing noise from the Boeing 737-800 (“B738”).

The following table summarizes the JWA noise data since September 8, 2021, by month, at NMS 6S for departures by the four carriers flying sizable numbers of B738’s:

SENEL averages for B738 departures at NMS 6												
	Sep 2021*		Oct 2021		Nov 2021		Dec 2021		Jan 2022		Feb 2022	
	Number	Ave. dB	Number	Ave. dB	Number	Ave. dB	Number	Ave. dB	Number	Ave. dB	Number	Ave. dB
American	298	89.8	384	90.1	317	90.0	367	90.5	375	89.4	316	89.3
Alaska	117	89.8	166	89.7	127	89.8	101	90.5	110	89.9	114	89.4
United	149	89.4	164	90.1	177	90.0	165	90.6	122	90.0	119	89.7
Southwes	172	85.9	226	86.0	62	85.7	23	85.7	62	85.2	99	85.9

They indicate American, Alaska and United are generally consistent, and consistently louder than Southwest, at least as perceived by the JWA microphone.

Since September 8, I have been collecting the WebTrak radar from which the speed, acceleration, rate of climb and distance from the microphone can be extracted, along with the Gross Take Off Weight reported to the City for display in its JWA Dashboard.

From those, what is called a “multiple regression” can be used to explore the apparent contribution of each of these variables to the observed noise. The following table is a sample of the results from last September.

September 8 - 30, 2021 -- Correlations with Lmax									
	American		Alaska		United		Southwest		
	Coeff.	Error	Coeff.	Error	Coeff.	Error	Coeff.	Error	Coeff unit
GTOW	0.1303	0.0151	0.0535	0.0170	0.0267	0.0198	0.1084	0.0103	dB/1000 lb
Distance	0.4291	0.7725	-2.7928	0.9926	-4.2296	0.8736	-3.5767	0.7268	dB/1000 ft
Climb	0.0439	0.0113	-0.0415	0.0207	0.0377	0.0214	-0.0196	0.0160	dB/ft/sec
Speed	0.0507	0.0130	-0.0029	0.0186	-0.0329	0.0205	-0.0020	0.0162	dB/kt
Accel	0.3294	0.1048	-0.0937	0.1663	0.2531	0.1380	0.2225	0.1139	dB/kt/sec

Even though weight is not, in itself, a generator of noise, it correlates the most consistently, and usually the most significantly, with the observed noise.

I have prepared similar tables of the correlations for each month through this February, but as might be expected since the uncertainty (“error”) in the coefficient determination often exceeds the coefficient, the results are often inconsistent with those shown above. Further study would seem needed to truly understand which observable operational characteristics are actually allowing Southwest to perform better than the other three B738 operators.

Item IV.B. Aviation Committee Assignments for 2022

Is the Aviation Committee as a whole being asked to approve this assignment structure, or simply being told what it will be?

By way of background, the overarching intent of California's open meetings law (the [Brown Act](#)) is that the public's business be done in public, including the actions of local governmental decision-making bodies, such as the Aviation Committee, and all the discussions and deliberations that lead to them.

In proposing these many assignments for individuals and small groups to assist in accomplishing Aviation Committee goals without the administrative hassle of inviting the general public to observe and participate in their work, staff is taking advantage of an exception in [Subsection 54952\(b\)](#) which exempts subcommittees that: (1) consist solely of members of the main Committee, and less than a quorum of them; (2) are solely advisory; and (3) will exist only for a finite time.

It is admittedly unclear how subcommittees consisting of a single person, or ones advising an entity other than the main Committee (such as staff or an outside party), or both, fit into this scheme – and that seems to be the nature of many of these.

Presumably the word “advisory” in Subsection 54952(b) is meant to apply *only* to subcommittees whose purpose is to come back with a recommendation for consideration by the full Aviation Committee, not to ones empowered to advise or work with outside people or bodies. And it is especially unobvious how single individuals tasked with working with staff or outside bodies are expected to know their advice to that other entity reflects the views of the Aviation Committee as a whole.

In that regard, it is a little troubling to see nothing on the current agenda in which the Committee as whole will have an opportunity to discuss and provide specific instruction to any of these groups or individuals as to precisely what the Committee as whole wants them to do or report back about, leaving most to operate in somewhat of a vacuum, reliant, it would appear, on further instruction from staff, which may or may not reflect the will of the Committee as whole.

It might be noted that only 3 of the 14 assignments (1.a, 1.d and 4.b) contain a clear requirement for any report back to the full Committee.

Item V. Public Comments on Non-Agenda Items and Items for Future Agendas

Among the many possible items for future agendas, it would seem useful for the Committee to review the City's [JWA Dashboard](#), and suggest improvements to it.

Although its intent is to provide information on commercial departures over Newport Beach, not all commercial operations are shown, and it somewhat confusingly includes in its numbers the northbound departures.

The following table shows the number of departures reported to the City in the most recent two months, listed by modified [IATA codes](#) used in the flight numbers reported by JWA (FM being FedEx, SC = SkyWest Commercial Class E and SK = SkyWest Commuter), with the highlighted operations **not** being shown in the Dashboard:

Number of Commercial Departures																	
Carrier	WN	UA	AA	DL	AS	XE	SC	NK	F9	G4	QX	SK	FM	AC	WS	5X	SY
Feb 2022	1406	461	426	299	259	185	169	134	80	79	51	37	19	17	17	15	0
Jan 2022	1425	488	492	334	244	205	215	150	87	93	18	38	17	22	19	17	5

The committee might want to consider if Allegiant (G4), Air Canada (AC), WestJet (WS) and Sun Country (SY) should be included, as well as the many JetSuiteX (XE) operations – not to mention FedEx (FM) and UPS (5X), are all commercial.



CITY OF NEWPORT BEACH

100 Civic Center Drive
Newport Beach, California 92660
949 644-3004 | 949 644-3039 FAX
newportbeachca.gov

Mayor

Kevin Muldoon

Mayor Pro Tem

Noah Blom

Council Members

Brad Avery

Joy Brenner

Diane Brooks Dixon

Marshall "Duffy" Duffield

Will O'Neill

March 29, 2022

Chairman Doug Chaffee
and Members of the Orange County Board of Supervisors
333 W. Santa Ana Blvd.
Santa Ana, CA 92701

RE: General Aviation at John Wayne Airport

Chairman Chaffee and Members of the Board:

Throughout the County of Orange's study, development, and ultimately, its approval of its General Aviation Improvement Program (GAIP), the City of Newport Beach (City) repeatedly relayed to the Board of Supervisors (Board) the City's strong support of the long-term preservation of small general aviation at John Wayne Airport (JWA). The City sought a project that maintained the then current "GA mix", meaning, one that kept the ratio of small general aviation aircraft (single and twin engine) and general aviation jets that existed in 2019.

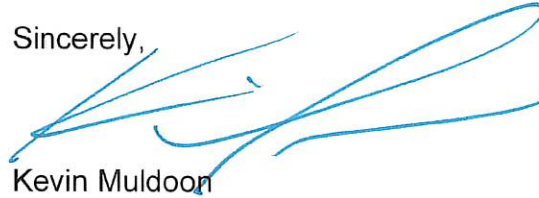
The City strongly advocated for and appreciated the Board's approval of land use restrictions that would preserve the majority of space available for the parking and storage of the smaller, quieter general aviation aircraft, believing that this action would maintain the strong presence of small general aviation at JWA for decades to come.

It has been brought to our attention, however, that the rapid and marked increase in general aviation rents now in place - before construction of the GAIP has even started - has sparked great concern among members of the local chapter of the Southern California Pilots Association (SoCal Pilots) and owners of small general aviation aircraft based at JWA. They assert that the rents will lead to a marked reduction in small GA at JWA. The City realizes that under the GAIP, the pilots are tenants of the Fixed Base Operators (FBOs) and not the County of Orange (County). However, we understand the SoCal Pilot's concern that the increase in rent to the FBOs by the County is now being passed through to the airport's general aviation tenants.

The City believes the Board's approval of the GAIP was done so with the express intent of preserving small general aviation at JWA. Therefore, on behalf of the City of Newport Beach, I strongly encourage you to direct your staff to work with the FBOs, So Cal Pilots, and members of the small general aviation community to resolve these rent concerns.

Thank you.

Sincerely,



Kevin Muldoon
Mayor

cc: City Council Members



CITY OF NEWPORT BEACH

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Newport Beach, California 92660
949 644-3004 | 949 644-3039 FAX
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March 29, 2022

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Will O'Neill

Supervisor Katrina Foley
Orange County Board of Supervisors
333 W. Santa Ana Blvd.
Santa Ana, CA 92701

Supervisor Lisa Bartlett
Orange County Board of Supervisors
333 W. Santa Ana Blvd.
Santa Ana, CA 92701

RE: John Wayne Airport Director

Dear Supervisor Foley and Supervisor Bartlett,

On behalf of the City of Newport Beach, I respectfully request that the Board of Supervisors select a new John Wayne Airport (JWA) Director that is committed to working with, communicating with, and partnering with, the City of Newport Beach and other communities surrounding the airport.

While we recognize and understand that JWA is owned and operated by the County of Orange, the impact of the airport is felt in our city as Newport Beach is located directly underneath the flight path. We ask that you continue to value our community as an important stakeholder in the airport. We have appreciated the recent efforts by JWA staff to conduct proactive community outreach to ensure that the residents of our community, and other communities, are educated on changes and updates at the airport. We hope this will continue with whomever is selected as the new JWA Director.

As you consider the applicants for JWA Director, we ask that you prioritize someone that values open communication, respects the surrounding community, and wants to work in partnership with all residents of Orange County. We urge you to select an individual that will find value in continuing the work that the current JWA team has done to provide a forum where the community can ask questions and have a voice.

Thank you for your consideration.

Sincerely,

Kevin Muldoon
Mayor

cc: City Council Members



JOHN WAYNE
AIRPORT
ORANGE COUNTY

April 5, 2022

Dear General Aviation partner:

John Wayne Airport (JWA) is surrounded by noise-sensitive areas. Through the City of Newport Beach and an increase in resident aircraft noise complaints, JWA was made aware of increased General Aviation (GA) propeller traffic pattern activity over the Bayview Terrace/Heights neighborhoods near the Back Bay. As a solution, JWA proposed a graphic to the FAA that asks GA pilots to turn left at or before Highway 73 voluntarily – thus avoiding these neighborhoods – when using the traffic pattern. We are pleased to inform you that the FAA has approved the proposed voluntary procedure and graphic.

The voluntary Visual Flight Rules (VFR) traffic pattern procedure was designed to provide a departure flight path that, to the extent possible, avoids residential areas and reduces the impact of aircraft operations on the community. Please note, this noise abatement procedure should be used only when consistent with the safe operation of aircraft.

Your cooperation in minimizing noise in these areas by adhering to the preferred flight track is greatly appreciated. We recognize the value of working with our Airport community and ask for your support in actively sharing and reminding all Airport users of the importance of following noise abatement procedures and the value of positive community relations.

Please reference the attached graphic for the voluntary VFR traffic pattern procedure.

Sincerely,

Rick Francis
Interim Airport Director

Attachment – KSNA General Aviation Voluntary Noise Abatement VFR Traffic Pattern
Procedure for Runway 20L Graphic

Richard Francis
Interim Airport Director

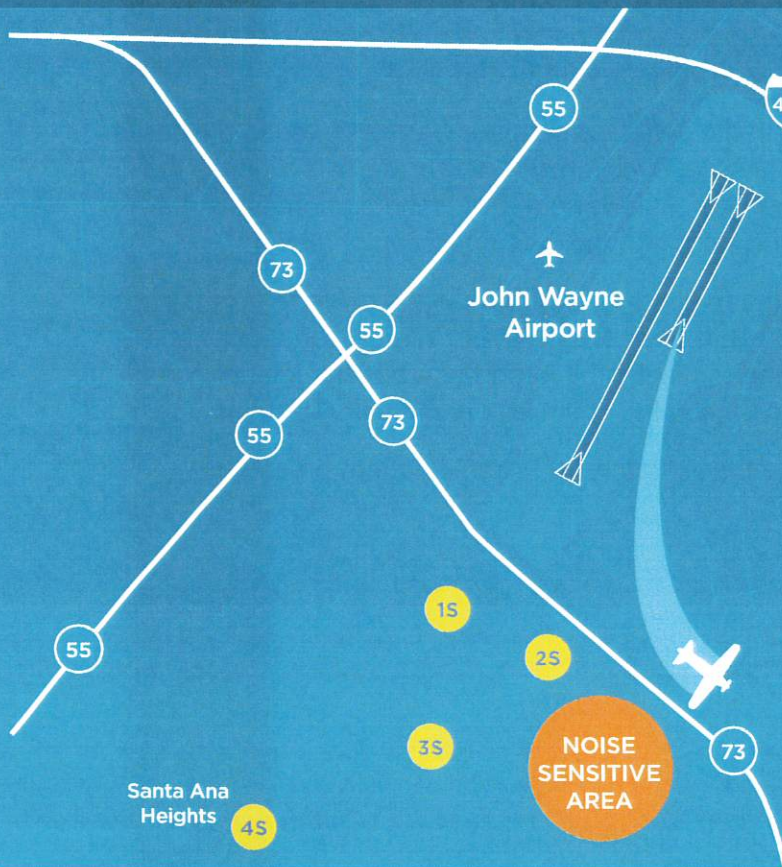
(949) 252-5171
(949) 252-5178 FAX
www.ocair.com

3160 Airway Avenue
Costa Mesa, CA
92626-4608

General Aviation Voluntary Traffic Pattern Procedure (April 2022)

Pilots flying KSNA's Runway 20L traffic pattern are encouraged to voluntarily turn left at or before Highway 73 to help minimize noise impacts over the Newport Back Bay communities.

KSNA General Aviation Voluntary Noise Abatement VFR Pattern Procedure for Runway 20L



For Aircraft Departing Runway 20L:

- On Departure: Turn 15° left at departure end of runway to avoid the aircraft departing the larger runway.
- Once on the 15° offset up-wind, unless an aircraft has not reached 500' AGL, or received Air Traffic Control instructions to the contrary, turn left crosswind before reaching Highway 73 to avoid overflying residential area south of the highway (highlighted in orange).

This noise abatement procedure should be used only when consistent with the safe operation of aircraft

For information regarding JWA's general aviation noise abatement program, please visit www.ocair.com/business/general-aviation/pilot-information/noise-abatement.

You may also contact the Access and Noise Office at (949) 252-5185 or jwaano@ocair.com.

JOHN WAYNE AIRPORT
ORANGE COUNTY





LISA A. BARTLETT & KATRINA FOLEY

ORANGE COUNTY BOARD OF SUPERVISORS
ORANGE COUNTY HALL OF ADMINISTRATION
333 W. SANTA ANA BLVD., SANTA ANA CALIFORNIA 92701

April 12, 2022

Mayor Kevin Muldoon
City of Newport Beach
100 Civic Center Drive
Newport Beach, CA 92660

Dear Mayor Muldoon,

As members of the John Wayne Airport (JWA) ad-hoc, we thank you for your letter dated March 29, 2022 expressing the city of Newport Beach's thoughts related to the selection of a new JWA Director. Additionally, we appreciate the city's recognition of the recent proactive efforts to provide additional community outreach, engagement, and education on airport issues.

The County, as the owner and operator of JWA, aims to be a partner with the community and an asset to the entire region. As our ad-hoc moves forward in evaluating and recommending well qualified candidates to the full Board of Supervisors, we will strive to not only continue, but enhance the airport's engagement, outreach, and partnerships with the community.

Sincerely,

A handwritten signature in blue ink, appearing to read "Katrina Foley".

Katrina Foley
Supervisor, Second District
Orange County Board of Supervisors

A handwritten signature in blue ink, appearing to read "Lisa A. Bartlett".

Lisa A. Bartlett
Supervisor, Fifth District
Orange County Board of Supervisors