

**February 27, 2020**

**To: Ron Rubino, President Eastbluff Homeowners' Community Association**

**From: Jeff Herdman, Newport Beach City Councilman**

**Subject: Aviation Committee Report Eastbluff HOA**

At the Monday, Feb. 24th meeting of the Newport Beach Aviation Committee, the following initiatives were adopted by the committee for accomplishment this year:

1. Work with airlines in reaching an altitude of 4,000 feet as soon as possible after takeoff;
2. Identify the quietest, safest and most efficient departure profile possible that will be approved by the FAA;
3. Pursue the "light dispersion" of flights in order to help bring some relief to those residents currently most impacted by departure paths;
4. Develop and advocate for local, state and federal policies that incentivize air carriers to transition their fleets to the most technologically advanced aircraft;
5. Support legislation to reduce overflight noise and pollution.

I think the first two initiatives are self-explanatory. We want to get planes off the ground and up to a 5000' altitude as soon as possible after takeoff. To do this we have been working with Delta Airlines and the data gathering firm of HMMH for over a year now running test flight takeoffs for different types of planes with different payloads, flap settings, and under a variety of weather conditions. In April this work should be completed with HMMH providing the City with the data necessary to approach the FAA and airlines with a recommended flight takeoff procedure. We have a commitment from the six major airlines flying out of JWA to implement the takeoff procedure if approved by the FAA.

Number 3 does not mean the type of flight dispersion that once was. That is simply not possible any longer with technology/satellite based takeoff procedures like NextGen. What number 3 *does* represent, and the FAA has indicated that they are willing to work on this, is a type of dispersion that will be satellite-based, and could be described as from one end of Balboa Island to the other end. This dispersion would have no effect on the West or East side of the Back Bay. It would take place after passing over the noise monitor at the Dunes. The "S" pattern that the FAA has agreed to after takeoff over the Back Bay would not be effected by this light dispersion. This "S" pattern is not being practiced by all airlines yet but will be into the future.

Number 4 involves coming up with incentives (perhaps tax-based) to get airlines to make fleet transitions to quieter planes that already exist. Frontier Airlines has already made this transition, but they only have three flights a day out of JW. It is an expensive proposition. This could be accomplished through legislation, so we will be working with our DC representatives, and the lobbyist we have hired, to sponsor such legislation. The City of Newport Beach has already developed ideas for these incentives and submitted language for legislation to Harley Rouda.

Number 5 is self-explanatory, however, any legislation dealing with noise and pollution would be at the federal level.

In giving this report it might be worth mentioning that we had a very productive meeting with the FAA just this past Monday. The meeting was organized by our Congressman, Harley Rouda. In attendance were Harley, three members of his staff, a representative from each of the four cities invited (Newport Beach, Laguna Beach, Huntington Beach and Costa Mesa). There were no less than six people from the FAA in attendance - a most productive meeting. From the meeting we learned that the FAA is:

1. Currently conducting studies on noise and its relationship to sleep, cardiovascular health and children's learning;
2. Working on legislation to incentivize airlines to make the transition to quieter planes (Stage 3 and 4 aircraft).

Harley's office volunteered to help us organize a regional Task Force to work with the FAA on our initiatives. That is the only way the FAA will work with us!

Finally, I am working on scheduling a meeting with Michelle Steel, Chair, Orange County Board of Supervisors, to bring her up-to-date on our initiatives and all of the above information.