



April 6, 2019

To: Eastbluff HOA Members

Subject: Airport Improvement Plan Status

The OC Board of Supervisors met Tuesday on the selection of General Aviation Improvement Plan scope of work. This plan has the potential to increase jet noise and pollution, so we have been participating and voicing the HOA Members' opinion that we are against adding more private jets and allowing them to fly 24/7 schedule. A final decision was not reached. Here is a recap of meeting from our City representative.

Subject: Board of Supervisors meeting recap

Good evening,

You've likely already read about yesterday's Board of Supervisors meeting in the news, but if you have not, here's a summary of what happened.

After taking public comments and deliberating, the Board of Supervisors decided to continue the General Aviation Improvement Program item to its May 21 meeting. The cities of Costa Mesa and Newport Beach had City Council reps present who spoke in favor of Alternative 3. We also had our outside counsel speak about some of the issues raised in the letter the City sent to the Board last week. (Laguna Beach and Tustin sent letters in support of Alt. 3 and the Huntington Beach City Council voted to support Alt. 3 this past Monday evening.) There was a strong showing of community members, but there wasn't a clear consensus behind one alternative or concept. Some supported the So Cal Pilot's proposal (calls for 3 FBOs and more space for light GA), others sought to delay the vote, and some supported Alternative 3. No one spoke in favor of Alternative 1.

I should note that the City of Newport Beach has long supported the presence of light GA at the airport and we met with a rep of the So Cal Pilots to review their proposal. Unfortunately, we could not support their plan as presented because it called for three FBOs and there was no analysis or assurances that the extra facility would not someday become storage and amenities for GA jets.

Back to the Board meeting. It appeared that the Board was moving toward approving Alternative 1. Supervisor Do then proposed a compromise – a modified Alternative 1 - in an effort to address some of the concerns raised. There was some back and forth between the Supervisors, airport staff and Mayor Dixon (they allowed her to return to the podium several times to explain the City's position). The proposal was moving in a direction that addressed some of our concerns, but then the Board decided to continue the item. Board members wanted to give airport staff time to analyze the proposal and determine if it was in alignment with the environmental document. Our attorneys are also reviewing and analyzing what was proposed. The City will continue to work with the County over the next two weeks and advocate the elements we believe will best protect our community.

The table below compares (using the EIR's 2026 forecasts for the alternatives) Alternative 1, Alternative 3 and the F



Alternative 1	Alternative 3	Proposed Compromise (5/7/19)
3 new full service FBOs	2 existing full service FBOs	2 new full service FBOs
1 new limited service FBO		1 new limited service FBO
1 existing limited service FBO	2 existing limited FBOs	1 existing limited service FBO
New GA/GAF Terminal	No GA Terminal/GAF	No GAF
Correction of existing, non-standard design features	Correction of existing non-standard design features	Correction of existing non-standard design features
76 Based Turbo Jets	58 Based Turbo Jets	65 Based Turbo Jets
26 Based Turboprop	19 Based Turboprop	26 Based Turboprop
200 Based Single Engine	360 Based Single Engine	339 Based Single Engine
37 Based Multi Engine	37 Based Multi Engine	35 Based Multi Engine
		Increase hangar space for small GA planes

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