



City of Huntington Beach

File #: 19-744

MEETING DATE: 7/1/2019

REQUEST FOR CITY COUNCIL ACTION

SUBMITTED TO: Honorable Mayor and City Council Members

SUBMITTED BY: Dave Kiff, Interim City Manager

PREPARED BY: Antonia Graham, Assistant to the City Manager

Subject:

Authorize the City Manager and the City Attorney to execute a Professional Services Agreement for Services related to the Development of a Glide Slope Analysis

Statement of Issue:

This is a request for Council Action to authorize the City Manager with approval as to form by the City Attorney to execute a Professional Services Agreement with Landrum & Brown, Incorporated to assist the City with conducting a glide slope and noise analysis related to jet noise issues for potential submission to the Federal Aviation Administration.

Financial Impact:

Funds are available in the FY 2019/20 Budget in account 10030101.69365. The six month contract is \$48,370.

Recommended Action:

Authorize the City Manager with approval as to form by the City Attorney to execute a Professional Services Agreement for services related to the development of a glide slope analysis.

Alternative Action(s):

Do not approve and direct staff accordingly.

Analysis:

Residents of Huntington Beach have experienced increases in commercial jet noise due to the Federal Aviation (FAA) modernization program referred to as "Next Gen." This is not a unique situation to the City and is actually a nationwide problem, with municipalities across the nation taking action against the FAA. To date, the FAA has been reluctant to address noise issues anywhere in the country.

The City's response was to form an Air Traffic Noise Working Group (ATN WG) which was formally created by City Council on January 8, 2018. This group held regular monthly meetings, convened meetings with the Long Beach Airport, and held a successful Town Hall Meeting with over 200

attendees. The key objectives of the working group were as follows: 1) define and prioritize remedies/identify where authority/control resides; 2) acquire technical information and flight data that supports the case; 3) establish a working dialogue with the Federal Aviation Administration, the airlines, Long Beach Airport, and other parties who can help to effect change; 4) if necessary activate a letter writing/email campaign to enlist community involvement; 5) if necessary, assess the feasibility of legal action; 6) conduct a community meeting within 90 days; and 7) provide the community with ongoing updates via the City's website. Through its meetings, the ATNWG concluded that there is a significant increase in commercial jet noise over Huntington Beach and it negatively impacts the quality of life of residents, especially those most directly under the new and concentrated air traffic routes.

The consensus of the ATNWG was that the City needed a long-term commitment to continue the fight to reduce jet noise over the City. To that end, the City Council voted to create the Jet Noise Commission on November 19, 2019. The Commission began meeting in February 2019 and is an advisory body to the City Council on matters pertaining to jet noise from commercial aviation traffic over the City of Huntington Beach. In addition to the work the Commission has been doing with regard to commercial aviation traffic, City staff, along with Council Members Brenden and Delgleize, began meeting with the Long Beach Airport Director and their staff to work on a collaborative solution that worked for both the City and Airport. Long Beach Airport staff began coordinating meetings with the Chief of Pilots for both Southwest Airlines and Jet Blue Airlines, and began ongoing conversations with the FAA regarding the arrival patterns into the Long Beach Airport. In order for changes to be made to the arrival patterns, the City needs to conduct a Glide Slope Analysis to submit to the FAA.

Generally, aircraft arrive into airports using a flight path that is on a three-degree glide slope while applying minimal power to the engines. However, aircraft may fly below that intended path and apply more power to the engines to remain aloft, which generally increases noise and use of fuel. The City contends that the aircraft arriving into Long Beach Airport remain on a three-degree glide slope, which would maintain aircraft at higher altitudes over the City, and possibly reduce aircraft noise by perceivable levels.

The City solicited written proposals from Landrum & Brown, HMMH, and Veneklasen. Landrum & Brown, acknowledged as the global leader in aviation planning, development, and environmental management, was among the highly qualified respondents, as well as being recommended to the City by officials at the Long Beach Airport. They have an existing relationship with the Long Beach Noise Office and appear to be uniquely positioned to assist the City with obtaining accurate noise data and preparing a glide slope analysis for submission to the FAA.

Environmental Status:

Not Applicable.

Strategic Plan Goal:

Enhance and maintain high quality City services

Attachment(s):

1. Proposal from Landrum & Brown, Incorporated