



CITY OF NEWPORT BEACH AVIATION COMMITTEE AGENDA

Committee members will participate via Zoom. Please see Special Notice regarding COVID-19 for public participation information.

Monday, December 7, 2020 - 5:30 PM

Aviation Committee Members:

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

Nancy Alston - SPON Representative
Jeffrey Cole - District 6
Susan Dvorak - CAANP Representative
Alan Guenther - District 1
Roger Ham - Newport Coast Representative
Anthony Khoury - AWG Representative
Stephen Livingston - General Aviation
Hugh Logan - District 7
Thomas Meng - District 4
Bonnie O'Neil - District 3
Jack Stranberg - Member At Large
Sharon Ray - District 2
Cameron Verdi - District 5

Staff Members:

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

SPECIAL NOTICE REGARDING COVID-19

On March 4, 2020, Governor Newsom proclaimed a State of Emergency in California as a result of the threat of COVID-19. On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which allows Aviation Committee Members to attend Aviation Committee meetings by electronic means. Please be advised that to minimize the spread of COVID-19, Aviation Committee Members may attend this meeting either electronically or telephonically.

Also, please be advised that on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which allows for the public to participate in any meeting of the Aviation Committee telephonically or by other electronic means. Given the health risks associated with COVID-19, the City of Newport Beach will conduct this meeting via Zoom. As a member of the public, if you would like to participate in this meeting, you can participate via the following options:

1. You can submit your questions and comments in writing for the Aviation Committee's consideration by sending them to Aviation@newportbeachca.gov. To give the Aviation Committee adequate time to review your questions and comments, please submit your written comments by Monday, February 22, at 10 a.m. All emails will be made part of the record.

2. You can connect with a computer by joining through Zoom. Click the link below to register for the meeting using a valid email address. You will receive a confirmation email allowing you to join the meeting:
https://zoom.us/webinar/register/WN_BFfrSi5xRues0Czhdtx8FA
Or you may connect by Phone/Audio Only by calling: 1-669-900-9128. The meeting ID is 948 0917 7086#

Please know that it is important for the City to allow public participation at this meeting. While the City does not expect there to be any changes to the above process for participating in this meeting, if there is a change, the City will post the information as soon as possible to the City's website.

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 26, 2020](#)

[Public Comment - Nick Gaskins](#)

IV. **CURRENT BUSINESS**

1. **JWA Access & Noise Update - New Markets, Nick Gaskins, Access and Noise Manager for John Wayne Airport, will provide an overview of the airport's October 2020 statistics and discuss the new air carriers providing service to Orange County.**

2. **Access Plan Overview - City Consultant Tom Edwards will explain elements of John Wayne Airport's Phase 2 Commercial Access Plan and Regulations, including the Million Annual Passenger Count and Capacity Allocations.**

3. **Ad Hoc Committee Reports**

a. **Technical Matters / Departures - Committee Member Alan Guenther**

[Attachment - Technical Matters / Departure Report](#)

[Public Comment - Jim Mosher](#)

b. **Government Relations - Committee Member Hugh Logan**

[Attachment - Government Relations Report](#)

[Public Comment - Jim Mosher](#)

c. **Communication & Outreach - Committee Member Tony Khoury**

[Attachment - Communication & Outreach Report](#)

[Public Comment - Jim Mosher](#)

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

Public comments are invited on 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 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 - Lyle Brakob](#)

[Public Comment - Jim Mosher](#)

- VI. ITEMS FOR FUTURE AGENDAS
- VII. NEXT MEETING - January 25, 2021
- VIII. ADJOURNMENT



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

MEETING DATE & LOCATION: **Monday, October 26, 2020, 5:30 p.m.**, Virtual meeting from Newport Beach, CA 92660

ATTENDANCE:

Committee membership:

Council Member Jeff Herdman, Chairman
Council Member Diane Dixon, Vice Chairman
Nancy Alston – SPON representative
Jeffrey Cole – District 6
Susan Dvorak – CAANP representative
Alan Guenther – District 1
Roger Ham – Newport Coast representative
Anthony Khoury – AWG representative
Stephen Livingston – General Aviation
Hugh Logan – District 7
Thomas Meng – District 4
Bonnie O'Neil – District 3
Jack Stranberg – Member at Large
Sharon Ray – District 2
Cameron Verdi – District 5

Staff: City Manager Grace Leung, Deputy City Manager Tara Finnigan, City Attorney Aaron Harp, Executive Assistant to the City Manager Shirley Oborny
Consultants: Channon Hanna, Cori Takkinen and Kevin Karpe

I. CALL MEETING TO ORDER

Chairman Herdman called the meeting to order at 5:30 p.m.

II. ROLL CALL

Committee Members Nancy Alston and Bonnie O'Neil were absent.

III. APPROVAL OF MINUTES

Motion to approve the minutes of the August 24, 2020 meeting as presented was made by Committee Member Verdi and seconded by Committee Member Cole. The motion carried unanimously.

IV. CURRENT BUSINESS

- 1. Washington, D.C. / Legislative Update – Lobbyist Channon Hanna, Carpi & Clay, will provide a brief update on relevant federal and legislative activities.**

Channon Hanna, Carpi & Clay, reported Congressman Rouda has introduced a standalone bill, the Aviation Industry Assistance for Cleaner and Quieter Skies Act (HR 8589), with incentives for air carriers to upgrade their fleets with quieter, more environmentally friendly planes. The eight co-sponsors of the bill are members of the Quiet Skies Caucus. She stated she will

continue to work with Congressman Rouda's, Senator Feinstein's, and Senator Harris' offices to gain support for the bill.

Dennis Bress noted support for the bill depends on election results.

2. Presentation on Southern California Airspace and Aircraft Speed Assignments – Kevin Karpe, Diverse Vector Aviation, will provide information on the regulation and management of airspace and aircraft speeds.

Kevin Karpe, Diverse Vector Aviation, utilized a presentation (see attached) to discuss airspace classifications, airspace information for John Wayne Airport (JWA), JWA published departure procedures, arrivals and departures at JWA and LAX, aircraft speed regulations and classifications, and flight tracking programs.

In response to questions from Committee Members, Mr. Karpe advised that flying higher, quicker requires more close-in noise abatement departure maneuvering, which means more noise closer to JWA. Flying with less thrust or at a different speed could reduce noise in all areas. NADP-1 is effective near JWA; NADP-2 is effective for the outer areas of the departure area. The Technical Matters/Departures Ad Hoc Committee evaluated the existing NADP-1 and found it is the quietest and most effective noise reduction procedure for JWA. Because the City of Newport Beach has a good relationship with air carriers, the air carriers are likely to comply with reasonable proposals. City Manager Leung added that continuing to develop and maintain relationships with air carriers is critical for the City because compliance will be voluntary.

Committee Member Stranberg remarked that aircraft following NADP-1 and climbing to a higher altitude at slower airspeeds without substantial thrust should produce less noise. The phrase "higher and faster" may not be an accurate description.

Committee Member Ham explained that thrusting hard and fast to climb quickly increases noise at the end of the runway but reduces noise for areas away from the airport. A slow ascent to 4,000 feet will not accomplish much. The simple answer is aircraft have to reach a higher altitude.

In response to questions from the public, Mr. Karpe explained that Volans provides raw data for aircraft while ANOMS provides smoothed data. The indicated airspeed out of the cockpit of an aircraft is needed to determine if an aircraft has violated speed restrictions. The difference between indicated airspeed and true airspeed for aircraft at an altitude of 2,000 feet can be significant depending on various factors including wind and temperature. Committee Member Stranberg said that with all the good data collected from the Aviation Committee and some citizens, he feels it's critical to have specific discussions with the airlines related to indicated airspeed in the flight deck versus what else is happening.

Dennis Bress announced the citizens' task force work on an R to R NADP-1 and noted several carriers are already flying within its parameters.

Mel Beale advised that he has reviewed and shared the task force's slides with Delta, American, and Southwest and will have comments from the air carriers next week.

Joe August noted the departure procedures shown on the schematics have no speed limits. The STAY procedure is the only procedure with a speed limit. The R to R NADP-1 lists maximum speeds of 130-150 knots as the quietest speeds for the corridor.

3. John Wayne Airport Update – Nick Gaskins, Access and Noise Manager for John Wayne Airport, will discuss the airport's proposed Capacity Allocations for the 2021 Plan Year and Spirit Air carriers' Aircraft Noise Test.

Nick Gaskins used a presentation (see attached) to discuss the 2014 amendment to the Settlement Agreement and Plan Year 2021 capacity allocations. Spirit Airlines will begin flights from JWA on November 17, 2020 and will be using A320ceo aircraft with the A320neo as a backup aircraft.

Jim Mosher expressed concern regarding the passenger allocations and extensive operations that number will entail. He stated he has noticed the decrease in the number of flights from JWA during the Covid-19 Pandemic.

In response to questions, Mr. Gaskins explained that commercial air carriers coming in as new entrants need to receive Class A allocations. All Class E allocations are currently allocated to Southwest. The Airport Director waived the penalties for air carriers not fulfilling their capacity requirements due to the pandemic. Fees will not be waived for 2021. With the reduced number of passengers, air carriers may reduce the number of flights.

4. General Aviation Improvement Program Update – Tara Finnigan, Deputy City Manager, will provide current information on the General Aviation Improvement Program.

Deputy City Manager Finnigan reported that on November 3, 2020, the Board of Supervisors will consider a lease for the limited-service fixed-base operator (FBO), Jay's Aircraft. A construction schedule for each FBO has been placed on the City's website. Requirements for the size of aircraft that can be stored on certain parcels of JWA have been phased to coincide with construction for each FBO. Construction is expected to begin in January 2022 and be complete in June 2029.

In response to Committee Member Dvorak's question, Deputy City Manager Finnigan explained that the use of vacant areas on the map is determined by the County of Orange. Currently, there are no plans to develop the vacant areas; however, if they decide to add some additional buildings, they would need to do an environmental review with public input.

Dennis Bress remarked that Mr. Karpe needs to determine how to verify if aircraft are not complying with Section 91.117, aircraft speed.

5. Update on City Aviation Initiatives – Council Member Jeff Herdman and City Manager Grace Leung will provide updates on City meetings and activities, including recaps of recent meetings with the air carriers and the Coastal Orange County Noise Mitigation Task Force.

City Manager Leung reported that Mel Beale, Kevin Karpe, and she met with five of the six air carriers on October 7, 2020. Changeover in personnel is occurring in the air carrier industry and was reflected in the current representatives introducing their replacements at the meeting. During the meeting, they reiterated their support for air carriers using NADP-1; discussed reviewing data for Alaska Airlines in light of its use of NADP-1; and laid the foundation for discussion of data for specific flights. She advised that she discussed sharing information with air carrier executives with the representatives. She stated Deputy City Manager Finnigan and she are preparing a letter to air carrier executives and hopes to get it sent by the end of this calendar year. Until the full group meets again in January, Mr. Beale will communicate with the air carrier representatives regarding data from community groups.

In response to Vice Chair Dixon's question, City Manager Leung stated the letter will begin reinforcing communications with air carrier executives.

Chair Herdman reported that Deputy City Manager Finnigan shared a presentation at the most recent meeting of the Orange County Noise Mitigation Task Force. Deputy City Manager Finnigan stated she provided an overview of HMMH's study and the City's initiatives and approaches for noise mitigation.

In response to Committee Member Dvorak's question, City Manager Leung explained that the goal of the Task Force is to promote a good and long-term relationship with the Federal Aviation Administration (FAA).

Mel Beale remarked that the air carrier representatives with the authority to make changes have been present at the meetings. The January 2019 meeting included six objectives, one of which was NADP-1. They continue to work on the remaining five objectives.

Dennis Bress appreciated the four flights that have reduced noise and believed that the next step is to have all flights reduce noise.

6. Ad Hoc Committee Report

a. Technical Matters / Departures – Committee Member Alan Guenther

Committee Member Stranberg reported the Ad Hoc Committee believes NADP-1 and altitude, speed, and thrust issues need to be combined and presented to the air carriers for their evaluation.

Mr. Karpe added that HMMH will provide the Ad Hoc Committee with data regarding climbing to an altitude of 4,000 feet as early as possible, and the Ad Hoc Committee anticipates reviewing the data at its next meeting. The Ad Hoc Committee will conduct a monthly review of NADP-1 data to determine if NADP-1 is effective in reducing noise and has provided recommendations to City Manager Leung for presentation to JWA.

b. Government Relations – Committee Member Hugh Logan

Committee Member Verdi reported that the Ad Hoc Committee met twice and plans to meet again prior to the next Aviation Committee meeting in order to present a plan to the Committee. The Ad Hoc is putting together ideas based on what some other airports are doing throughout the country.

c. Communication & Outreach – Committee Member Tony Khoury

Deputy City Manager Finnigan reported John Pope, Committee Member Khoury, and she have reviewed and updated the communication initiatives. Mr. Khoury and John Pope can report on the updates at the next meeting.

V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Julie Johnson remarked that the community does not want aircraft applying thrust *at* the shoreline. Thrust should be applied *past* the shoreline.

Jim Mosher believed the Housing Element Update Advisory Committee (HEUAC) would benefit from the Aviation Committee's input as the HEUAC is considering an increase in housing near JWA. The Aviation Committee (Committee) may want to review the General Plan Noise Element

and determine if it needs updating. He feels the Committee needs to understand the true airspeed of aircraft.

Dennis Bress commented that the community has not had sufficient time to review the Request for Proposals (RFP) for an aviation consultant and requested the RFP be delayed.

Committee Member Verdi requested a tour of JWA, if allowed under public health orders.

Committee Member Dvorak inquired as to how items could be placed on future agendas. Chairman Herdman said he would include that as an item on future agendas.

VI. NEXT MEETING – November 30, 2020, 5:30 p.m.

VII. ADJOURNMENT

Chairman Herdman adjourned the meeting at 7:22 p.m.

DRAFT

Overview of Airspace and Air Traffic

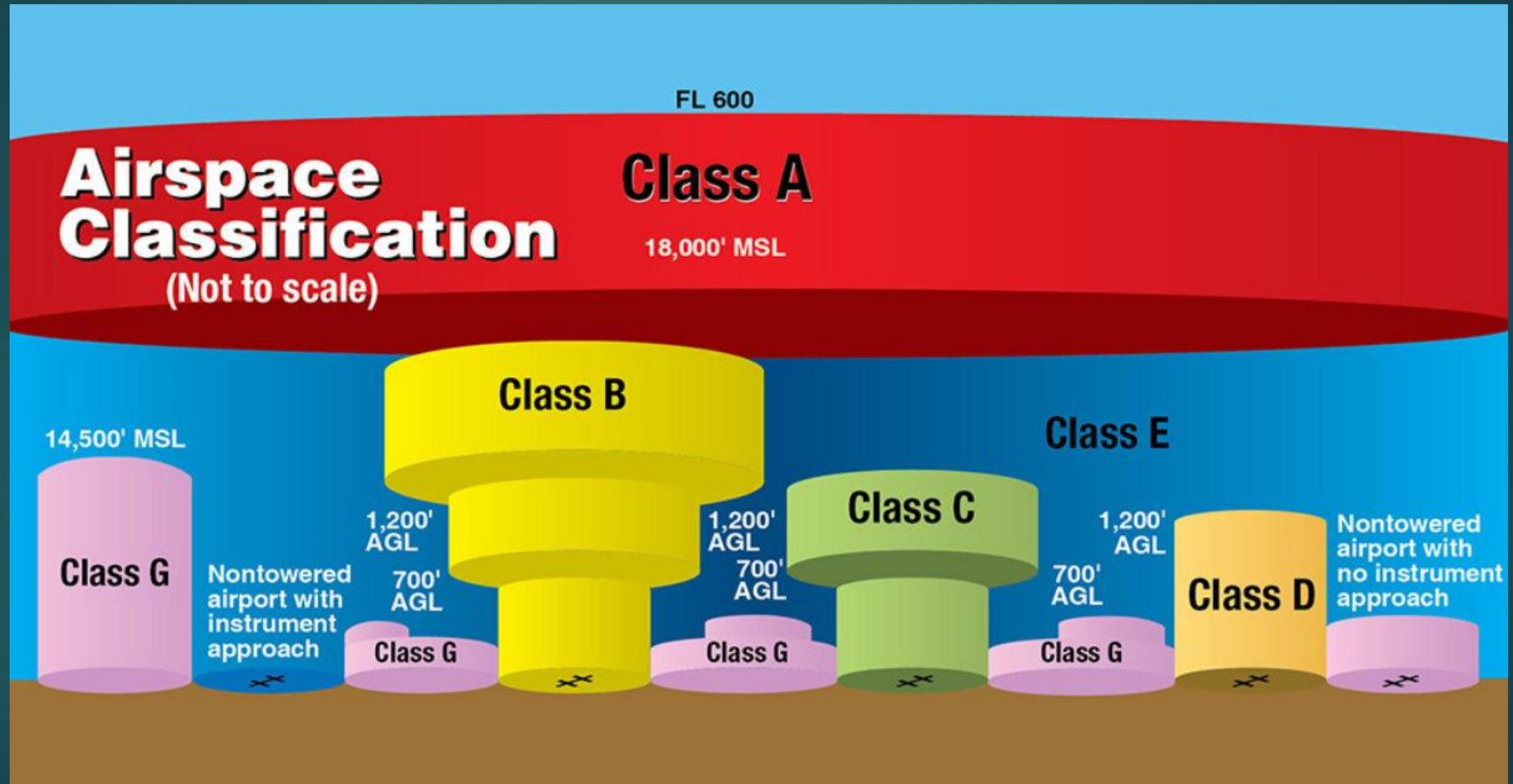
AVIATION COMMITTEE MEETING

OCTOBER 26, 2020



Presented by Diverse Vector Aviation Consulting LLC

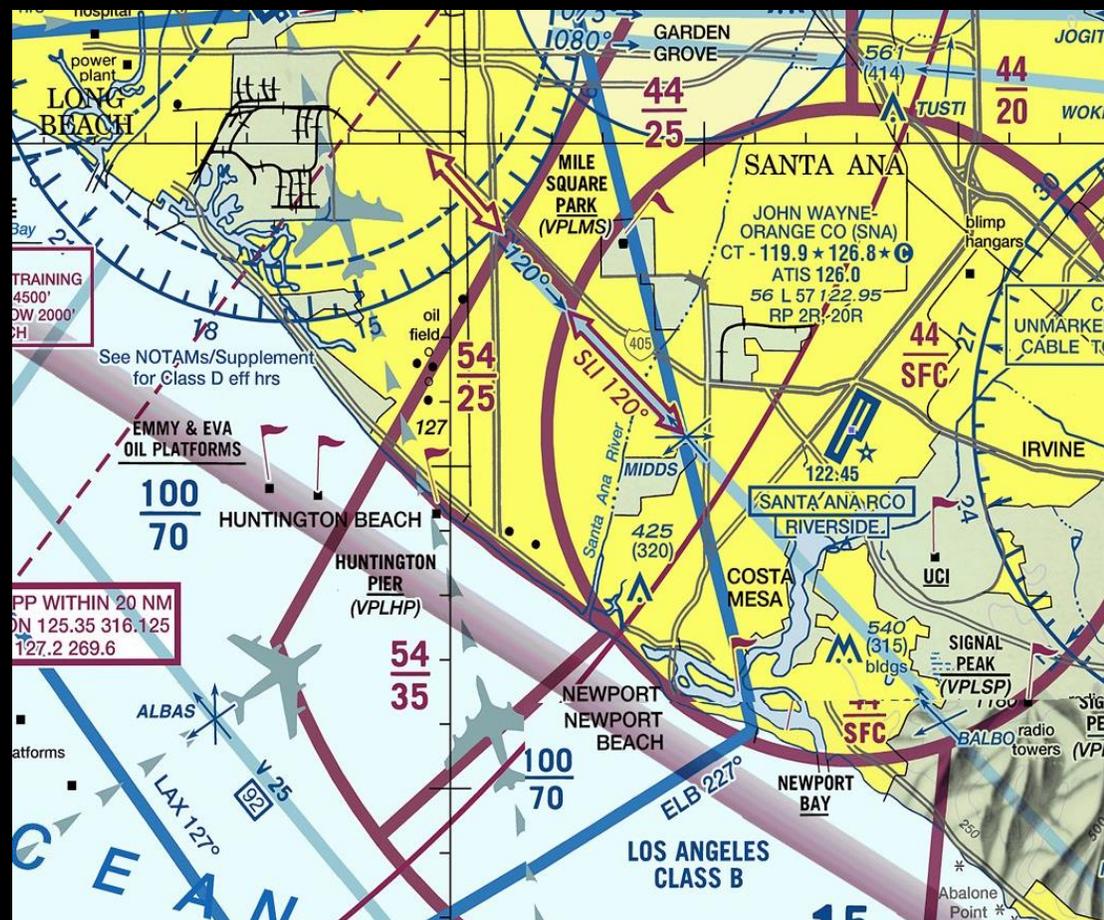
Airspace Classifications



SNA Class C Airspace

What is it?

ATC provides sequencing and separation within the inner core after two-way radio communication is established



SANTA ANA

JOHN WAYNE AIRPORT—ORANGE CO (SNA)(KSNA) 4 S UTC-8(-7DT) N33°40.54' W117°52.09'

LOS ANGELES COPTER
H-4I, L-3E, 4H, A
IAP, AD

56 B TPA—See Remarks Class I, ARFF Index C NOTAM FILE SNA MON Airport

RWY 02L-20R: H5701X150 (ASPH-GRVD) S-70, D-200, 2S-121, 2D-300 PCN 89 F/B/X/T HIRL 0.3% up S

RWY 02L: PAPI(P4L)—GA 3.0° TCH 72' RVR-R

RWY 20R: MALSR, PAPI(P4L)—GA 3.0° TCH 63' RVR-T Rgt t/c.

RWY 02R-20L: H2887X75 (ASPH-GRVD) S-25, D-60 PCN 72 F/B/X/T MIRL 0.4% up S

RWY 02R: Rgt t/c.

RWY 20L: REIL, PAPI(P4L)—GA 3.0° TCH 26' Bldg.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02L:TORA-5701 TODA-5701 ASDA-5701 LDA-5701

RWY 02R:TORA-2887 TODA-2887 ASDA-2887 LDA-2887

RWY 20L:TORA-2887 TODA-2887 ASDA-2887 LDA-2887

RWY 20R:TORA-5701 TODA-5701 ASDA-5701 LDA-5701

SERVICE: S4 FUEL 100LL, JET A QX3, 4 LGT When twr clsd

ACTIVATE MALSR Rwy 20R and PAPI Rwy 02L, and Rwy 20R—CTAF.

AIRPORT REMARKS: Attended continuously. Rwy 02R-20L CLOSED when twr is clsd. Be alert to birds on and in/ov apt. Noise abatement procedures in effect contact apt noise office 949-252-5185. Maintain at or above 300' AGL until established on final. VFR Acft: to avoid overflight of Rwy 20R, Rwy 20L arrival fly final at 15° angle to rwy, Rwy 20L departures turn 15° left at departure end of rwy. To avoid overflights of Rwy 02L, Rwy 02R departures turn 15° right at freeway. ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Rwy 02L-20R TPA—1056 (1000) small acft, 1556 (1500) turbine acft over 12500 lbs. Rwy 02R-20L TPA—856 (800) small single engine acft, 1056 (1000) twin engine acft. FBO general aviation aprons limited to max gwt of 100,000 lbs (dual gear) and with wingspans less than 100'. General aviation acft prohibited from using any portion of the air carrier commercial ramp. When twr clsd no local training or touch and go operations. Overnight tiedown fee.

AIRPORT MANAGER: 949-252-5171

WEATHER DATA SOURCES: ASOS (714) 424-0590 LAWRS (1400-0700Z).

COMMUNICATIONS: CTAF 126.8 D-ATIS 126.0 714-546-2279 UNICOM 122.95

SANTA ANA RCO 122.45 (RIVERSIDE RADIO)

Ⓡ SOCIAL APP CON 121.3

TOWER 119.9 (Rwy 02R-20L) 126.8 (Rwy 02L-20R) 128.35 (1415-0700Z)

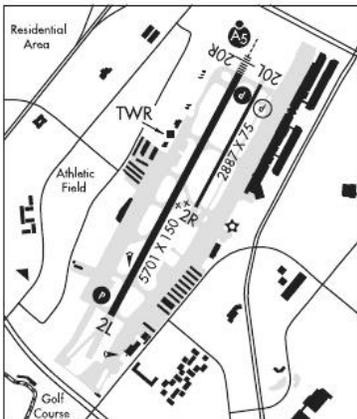
GND CON 120.8 (East) 132.25 (West) CLNC DEL 118.0 121.85

Ⓡ SOCIAL DEP CON 128.1 124.1

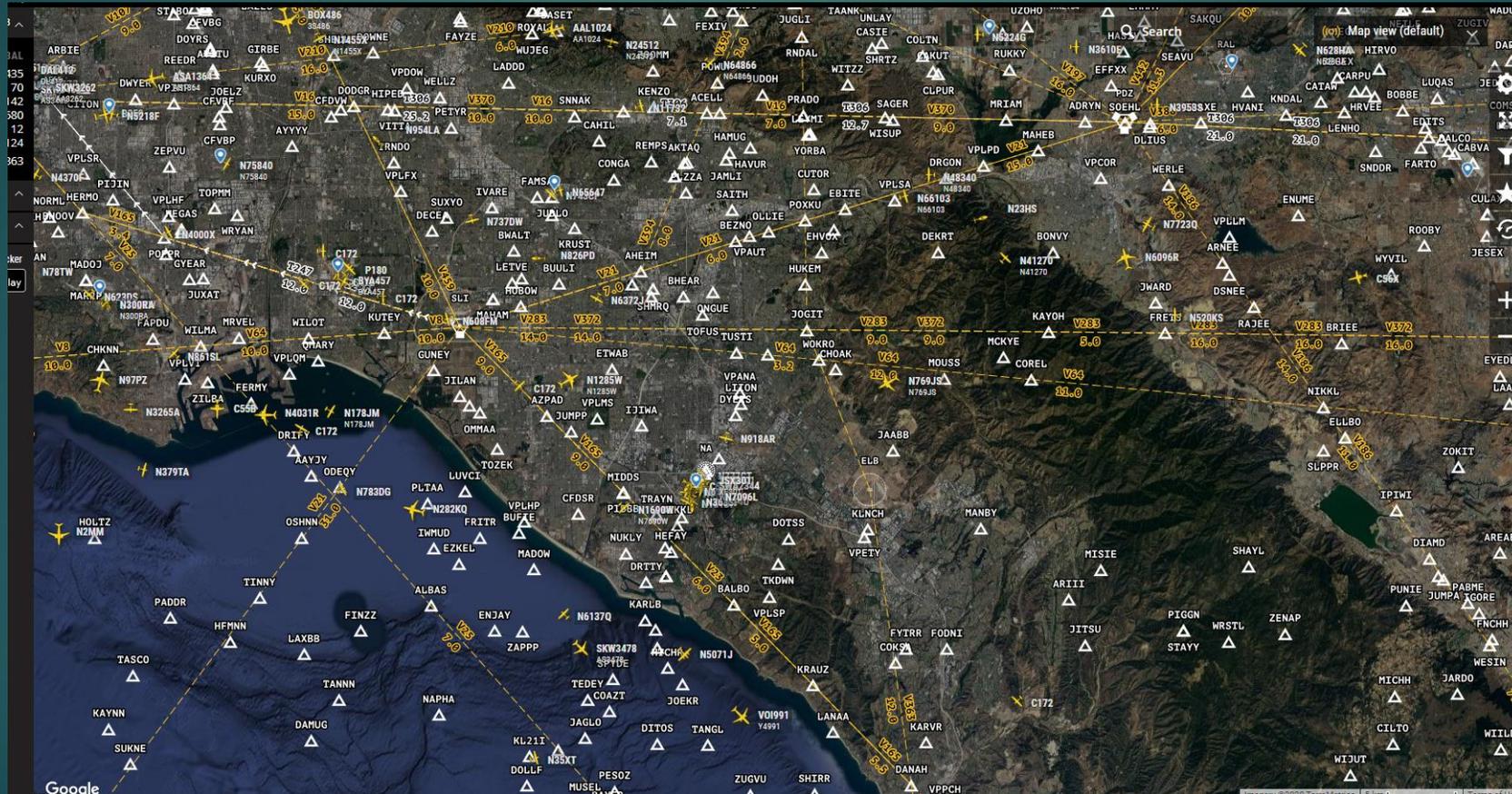
CPDLC (LOGON KUSA)

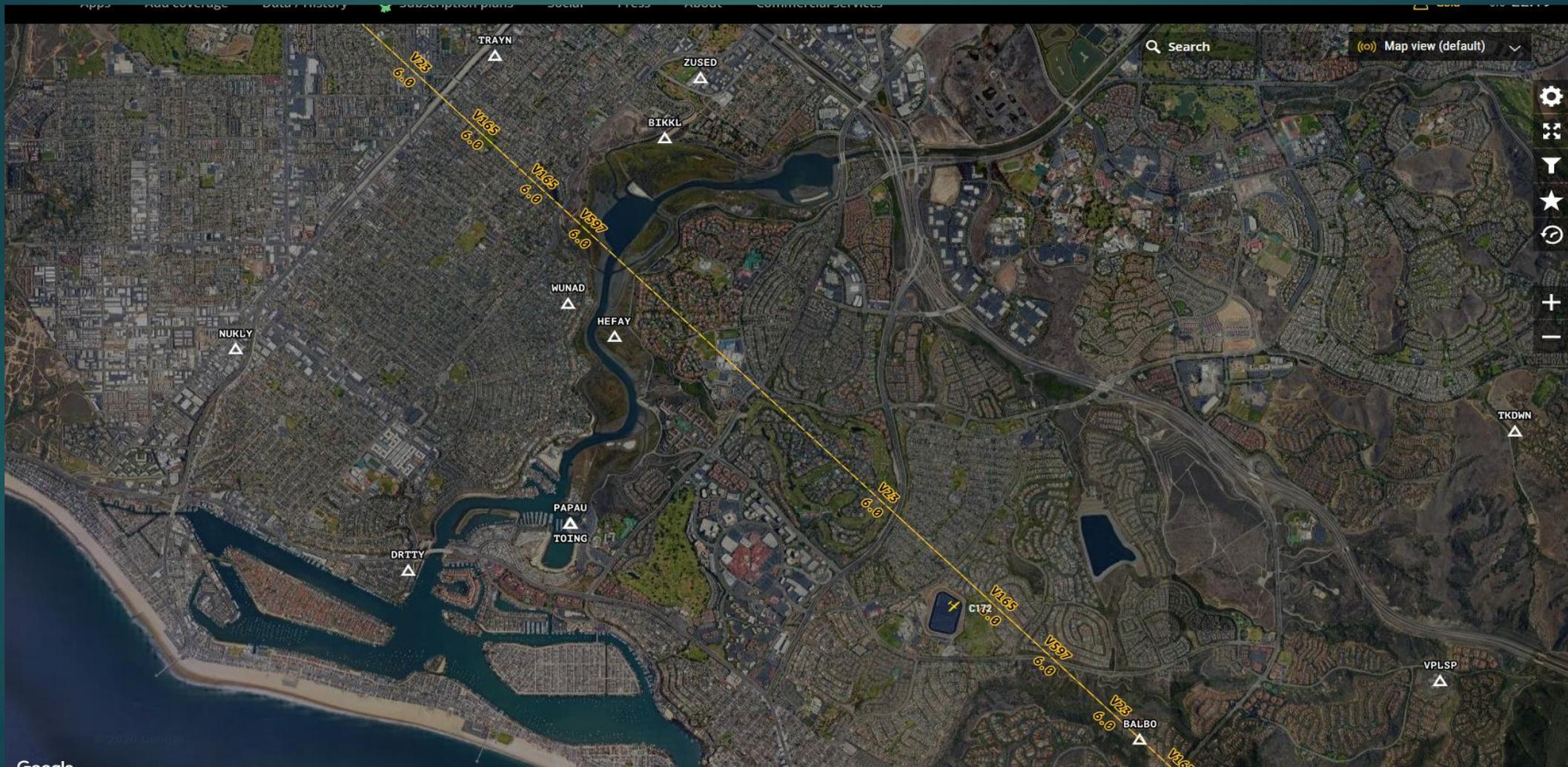
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS C svc ctc APP CON svc 1415-0700Z other times CLASS G.



SoCal Airspace - We're not alone





SNA Published Departure Procedures

ANAHEIM ONE
CHANNEL THREE
EL TORO FOUR
FINZZ THREE (RNAV) ****NEW****
HAWWC THREE (RNAV)
HHERO THREE (RNAV)
HOBOW THREE (RNAV) ****NEW****
IRVINE FIVE
MIKAA ONE (RNAV)
MUSEL EIGHT
PIGGN TWO (RNAV)
STAYY THREE (RNAV)

FINZZ Three Departure

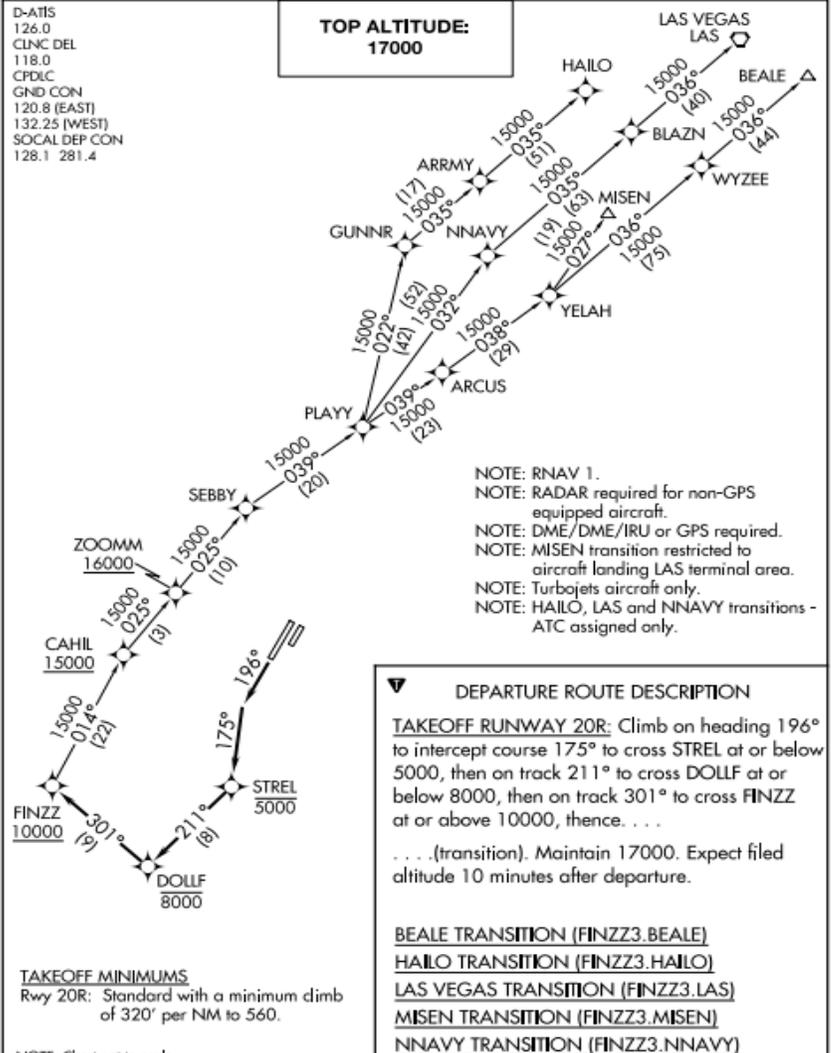
(FINZZ3.FINZZ) 20254

FINZZ THREE DEPARTURE (RNAV)

JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)
AL-377 (FAA) SANTA ANA, CALIFORNIA

D-ATIS
126.0
CLNC DEL
118.0
CPDLC
GNB CON
120.8 (EAST)
132.25 (WEST)
SOCAL DEP CON
128.1 281.4

**TOP ALTITUDE:
17000**



SW-3, 08 OCT 2020 to 05 NOV 2020

SW-3, 08 OCT 2020 to 05 NOV 2020

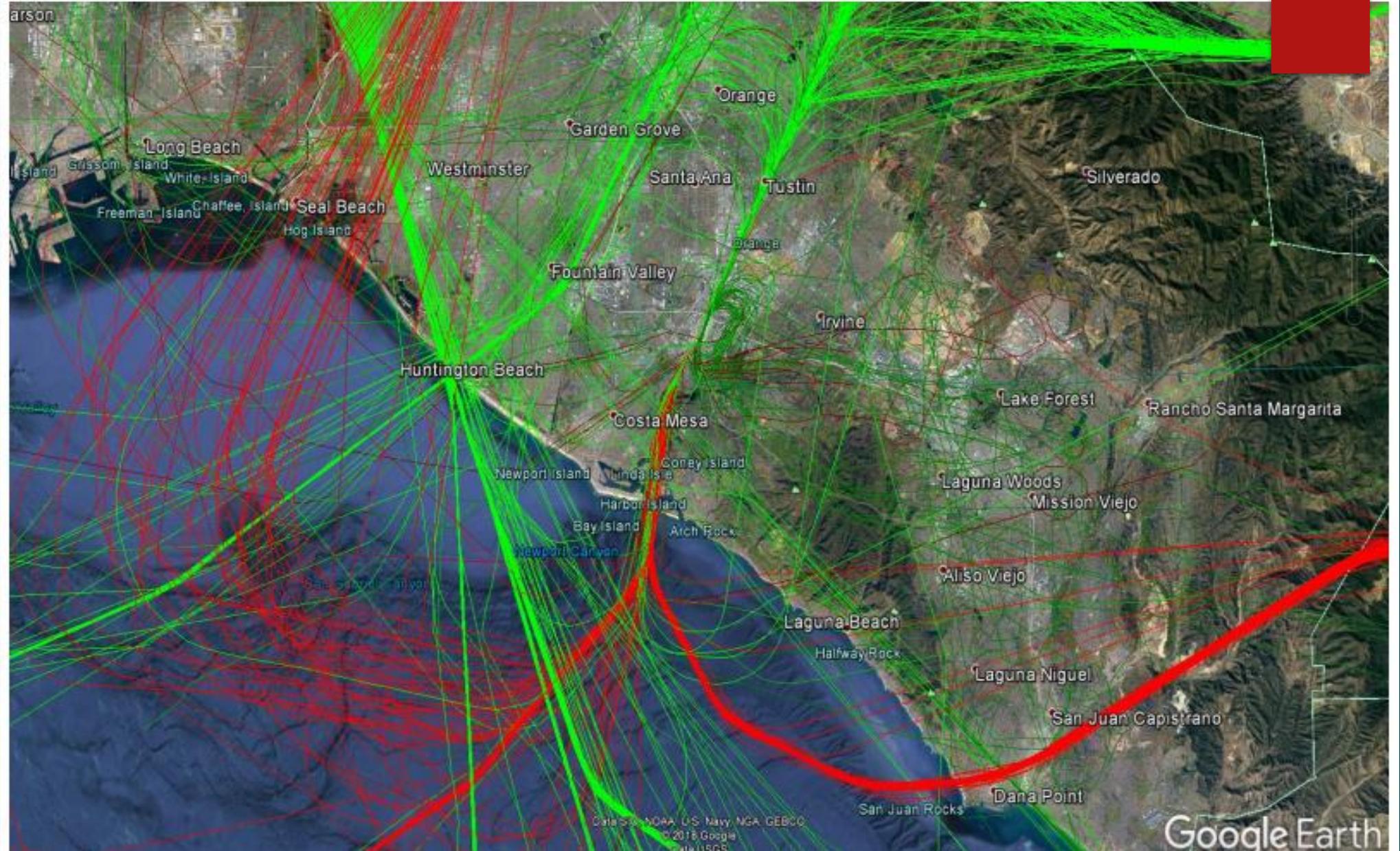
FINZZ THREE DEPARTURE (RNAV)
(FINZZ3.FINZZ) 10SEP20

SANTA ANA, CALIFORNIA
JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)





LAX Arrivals





Aircraft Speed Regulation

- ▶ Determined by the Code of Federal Regulations
- ▶ CFR Title 14 Aeronautics and Space
 - ▶ Chapter I. FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION
 - ▶ Subchapter F. AIR TRAFFIC AND GENERAL OPERATING RULES
 - ▶ Part 91. GENERAL OPERATING AND FLIGHT RULES
 - ▶ Subpart B. Flight Rules
 - ▶ Subjgrp 4. General
 - ▶ **Section 91.117. Aircraft speed.**

Speed Classification

- ▶ Indicated Airspeed
 - ▶ It is the speed of the aircraft relative to the body of air through which it is flying, and is shown on the airspeed indicator of the aircraft.
- ▶ True Airspeed
 - ▶ **True Airspeed** is equivalent **airspeed** corrected for temperature and pressure altitude.
- ▶ Ground Speed
 - ▶ The speed of an aircraft relative to the surface of the earth.

What are the rules?

- ▶ **§ 91.117 Aircraft speed.**

- ▶ **(a)** Unless otherwise authorized by the Administrator, no person may operate an aircraft below 10,000 feet MSL at an indicated airspeed of more than 250 knots (288 m.p.h.).

FAR 91.117

- ▶ **(b)** Unless otherwise authorized or required by ATC, no person may operate an aircraft at or below 2,500 feet above the surface within 4 nautical miles of the primary airport of a Class C or Class D airspace area at an indicated airspeed of more than 200 knots (230 mph.). This paragraph (b) does not apply to any operations within a Class B airspace area. Such operations shall comply with paragraph (a) of this section.

FAR 91.117

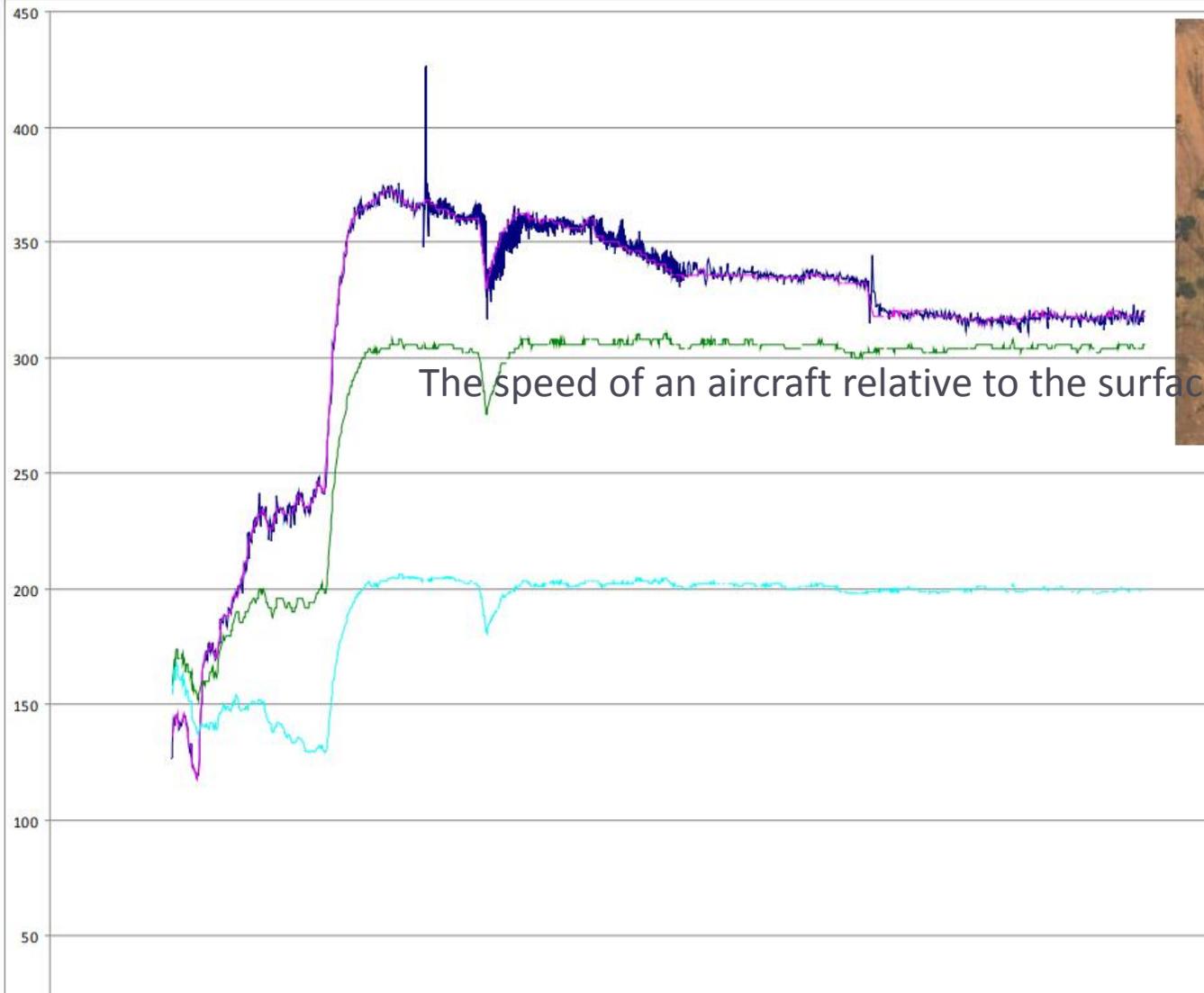
- ▶ **(c)** No person may operate an aircraft in the airspace underlying a Class B airspace area designated for an airport or in a VFR corridor designated through such a Class B airspace area, at an indicated airspeed of more than 200 knots (230 mph).

FAR 91.117

- ▶ **(d)** If the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed in this section, the aircraft may be operated at that minimum speed.

The Pilot-in-Command of the aircraft has the final decision as to speed.

Speed Differences

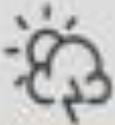


The speed of an aircraft relative to the surface of the earth.



- Radar_Ground Speed
- Ground_Speed
- Tru Airspeed
- Indicated Airspeed

Flight Tracking Programs

	CALIBRATED ALTITUDE 37,025 ft	VERTICAL SPEED 0 fpm
	GPS ALTITUDE 39,200 ft	TRACK 168°
 Speed & altitude graph 		
	GROUND SPEED 467 kts	TRUE AIRSPEED 458 kts
	INDICATED AIRSPEED 254 kts	MACH 0.784 Ma
	TEMPERATURE -54°F	WIND 19 kts ↘ 326°

Questions??

AVIATION COMMITTEE MEETING

OCTOBER 26, 2020



Presented by Diverse Vector Aviation Consulting LLC

JOHN WAYNE AIRPORT

**Newport Beach Aviation
Committee Meeting
October 26, 2020**

SETTLEMENT AGREEMENT: 2014 AMENDMENT

- Settlement Parties
 - County, City, Airport Working Group (AWG), and Stop Polluting Our Newport (SPON)
- Term
 - Phase 1: January 1, 2016 through December 31, 2020
 - Phase 2: January 1, 2021 through December 31, 2025
 - Phase 3: January 1, 2026 through December 31, 2030
- Average Daily Departures (ADDs)
 - Maximum of **85 Class A ADDs** for passenger service through December 31, 2020
 - Maximum of **95 Class A ADDs** for passenger service from January 1, 2021 through December 31, 2030
- Million Annual Passengers (MAP)
 - Phase 1: **10.8 MAP** through December 31, 2020
 - Phase 2: **11.8 MAP** from January 1, 2021 through December 31, 2025
 - Phase 3:
 - **12.2** MAP from January 1, 2026 through December 31, 2030 IF **11.21** MAP is not served between January 1, 2021 and December 31, 2025
 - **12.5** MAP from January 1, 2026 through December 31, 2030 IF **11.21** MAP is served between January 1, 2021 and December 31, 2025

PLAN YEAR 2021 CAPACITY ALLOCATIONS

- Grandfathered incumbent's existing Class A Average Daily Departures (ADDs).
- Three new entrant Air Carriers
 - Allegiant Air
 - Sun Country Airlines
 - Air Canada
- Allocated approximately 15.5 million seats with a 75% load factor
 - Projected MAP → 11.6 for PY 2021

3. John Wayne Airport Update – Nick Gaskins, Access and Noise Manager for John Wayne Airport, will discuss the airport's proposed Capacity Allocations for the 2021 Plan Year and Spirit Air carriers' Aircraft Noise Test.

Nick Gaskins used a presentation (see attached) to discuss the 2014 amendment to the Settlement Agreement and Plan Year 2021 capacity allocations. Spirit Airlines will begin flights from JWA on November 17, 2020 and will be using A320ceo aircraft with the A320neo as a backup aircraft. *opposite (should be switched)*

Jim Mosher expressed concern regarding the passenger allocations and extensive operations that number will entail. He stated he has noticed the decrease in the number of flights from JWA during the Covid-19 Pandemic. *PE*

In response to questions, Mr. Gaskins explained that commercial air carriers coming in as new entrants need to receive Class A allocations. All Class ~~X~~ allocations are currently allocated to Southwest. The Airport Director waived the penalties for air carriers not fulfilling their capacity requirements due to the pandemic. *These* ~~Fees~~ will not be waived for 2021. With the reduced number of passengers, air carriers may reduce the number of flights. *penalties*

4. General Aviation Improvement Program Update – Tara Finnigan, Deputy City Manager, will provide current information on the General Aviation Improvement Program.

Deputy City Manager Finnigan reported that on November 3, 2020, the Board of Supervisors will consider a lease for the limited-service fixed-base operator (FBO), Jay's Aircraft. A construction schedule for each FBO has been placed on the City's website. Requirements for the size of aircraft that can be stored on certain parcels of JWA have been phased to coincide with construction for each FBO. Construction is expected to begin in January 2022 and be complete in June 2029.

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NEWPORT BEACH

Aviation Committee Staff Report

December 7, 2020
Agenda Item No. 3a

TO: Members of the Aviation Committee

FROM: Alan Guenther, Technical Matters / Departures Ad Hoc Chair

PREPARED BY: Tara Finnigan, Deputy City Manager
Kevin Karpe, Diverse Vector Aviation

PHONE: 949-644-3035

TITLE: Technical Matters / Departures Ad Hoc Year-End Update

ABSTRACT:

The Technical Matters / Departures Ad Hoc Committee is providing a year-end update of its activities to help keep the Aviation Committee apprised of its work toward the Committee's priorities.

RECOMMENDATION:

- 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;
- b) Receive and File.

DISCUSSION:

The Aviation Committee formed the Technical Matters / Departures Ad Hoc to participate in the current study of departure procedures and the development of strategies that air carriers can adopt to reduce the noise and environmental impacts of their aircraft.

During the calendar year, the Ad Hoc committee reviewed three of the Aviation Committee's 2020 Priorities:

- Work toward increasing altitudes to a minimum of 4,000 feet as early as possible during departures.
- Pursue the "light dispersion" of flights in order to help bring some relief to those residents most impacted by the current departure paths.
- Identify the quietest, safest and most efficient departure procedure technologically possible that will be approved by the FAA.

The Ad Hoc committee then pursued options for achieving these priorities.

It is important to note that the stay-at-home orders and the associated need for the City to temporarily suspend work on certain projects and programs, disrupted the Ad Hoc

committee's meeting schedule and activities for several months. The group resumed its work last summer and a summary of the committee's work to-date is as follows.

Work toward increasing altitudes to a minimum of 4,000 feet as early as possible during departures.

The City and Aviation Committee sought to validate the theory that the quicker and higher an aircraft climbed, the quieter it would be on departure.

Consultant Kevin Karpe coordinated with Justin Cook of Harris, Miller, Miller, and Hanson Inc (HMMH), to provide modeling data for the Ad Hoc's review. The parameters were developed to evaluate the effect of air carriers utilizing climb procedures to 4,000 feet, instead of the normal 3,000 feet. HMMH's initial modeling showed less than one (1) decibel of improvement if the airlines were asked to implement this procedure. The subcommittee reviewed the results and determined the procedure should not be studied further this calendar year, as presented. The concept could be revisited when the Aviation Committee sets its 2021 priorities.

Pursue the "light dispersion" of flights in order to help bring some relief to those residents most impacted by the current departure paths.

The Ad Hoc committee initiated its discussion of this priority and several members expressed concerns about the impacts of dispersion on the community as moving flight paths even slightly would again shift the impacts over other homes and businesses.

The subcommittee opted not to further study options for implementing the priority this calendar year. It could be included in the Aviation Committee's 2021 priorities.

Identify the quietest, safest and most efficient departure procedure technologically possible that will be approved by the FAA.

Mel Beale of the Airport Working Group, City Manager Grace Leung and Justin Cook of HMMH shared the results of the City's study on identifying the quietest departure procedure, and their ongoing conversations with the air carriers, with the Ad Hoc committee. They also explained the data collected and why they believed Noise Abatement Departure Procedure 1 (NADP-1) is, overall, the quietest departure option currently available. The Ad Hoc committee reviewed and agreed with these findings. The findings from HMMH's analysis of possible improvements to NADP-1 or NADP-2 were presented to the Aviation Committee at its August meeting.

Several carriers have already voluntarily agreed to fly NADP-1. The Ad Hoc is in the process of reviewing, on a monthly basis through February 2021, noise data collected from JWA to determine if the departure is achieving the desired results.

The Ad Hoc committee's work on investigating other options for potentially reducing departure noise levels continues. For example, the Ad Hoc is working

with City consultants from HMMH and Diverse Vector Aviation on a proposed idea for addressing the concern of Balboa Island and Peninsula residents related to aircraft reapplying power (thrusting) before the coastline. Using modeled data, the Ad Hoc will evaluate the effectiveness of a speed restriction until the aircraft is offshore, to offset the noise impact from climb power being applied prior to.

Additional findings and its recommendations will be brought to the full Aviation Committee for its review.

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:

None

December 7, 2020, Aviation Committee Comments

The following comments regarding the Newport Beach [Aviation Committee](#) meeting [agenda](#) are from: Jim Mosher (jimmosher@yahoo.com), 2210 Private Road, Newport Beach 92660 (949-548-6229)

Item III. Draft Minutes - October 26, 2020

The passages shown in *italics* below are from the [draft minutes](#). Suggested corrections are indicated in ~~strikeout~~ underline format.

Page 2, Item 2, paragraph 5, sentence 3: “*The difference between indicated airspeed and true airspeed for aircraft at an altitude of 2,000 feet can be significant depending on various factors including wind and temperature.*”

[**Comment:** I believe this is what was said, but it seems inaccurate. The difference between **true airspeed** and **indicated airspeed** at 2,000 feet is slight – the latter typically being expected to be only about 2% lower than the former. Wind *does* account for the difference between **ground speed** (which I believe is what VOLANS indicates) and airspeed (the speed relative to the air rather than the ground). However, wind should *not* create any difference between the true and indicated airspeed since both are affected by wind in the same way.]

Page 2, Item 2, paragraph 6: “*Dennis Bress announced the citizens’ task force work on an ~~R-to~~ **R2R** NADP-1 and noted several carriers are already flying within its parameters.*”

[**Note:** I understand from Joe August that “R to R” is written “R2R” and is a logo for “Road to Resolution.”]

Page 2, Item 2, paragraph 8, sentence 3 (last sentence on page): “*The ~~R-to-R~~ **R2R** NADP-1 lists maximum speeds of 130-150 knots as the quietest speeds for the corridor.*”

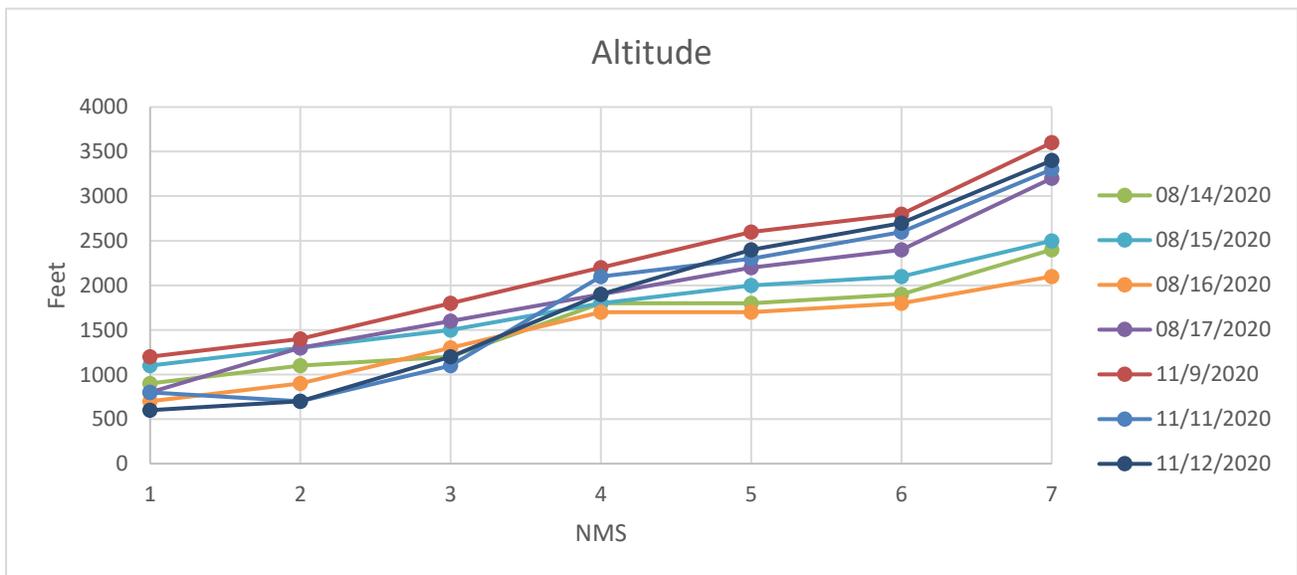
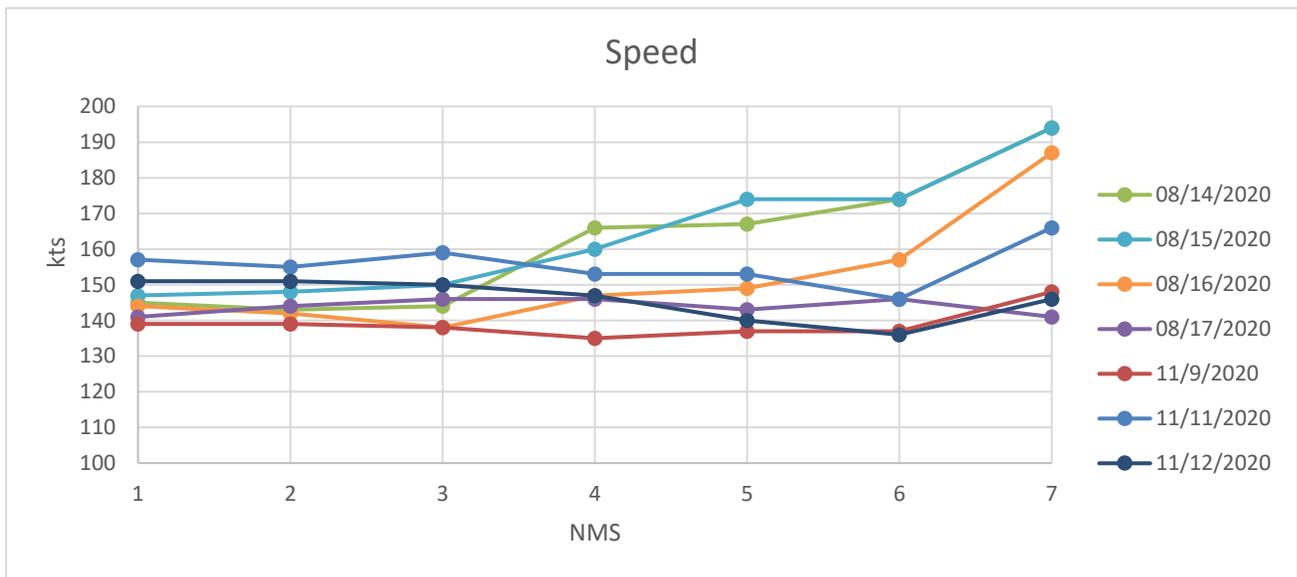
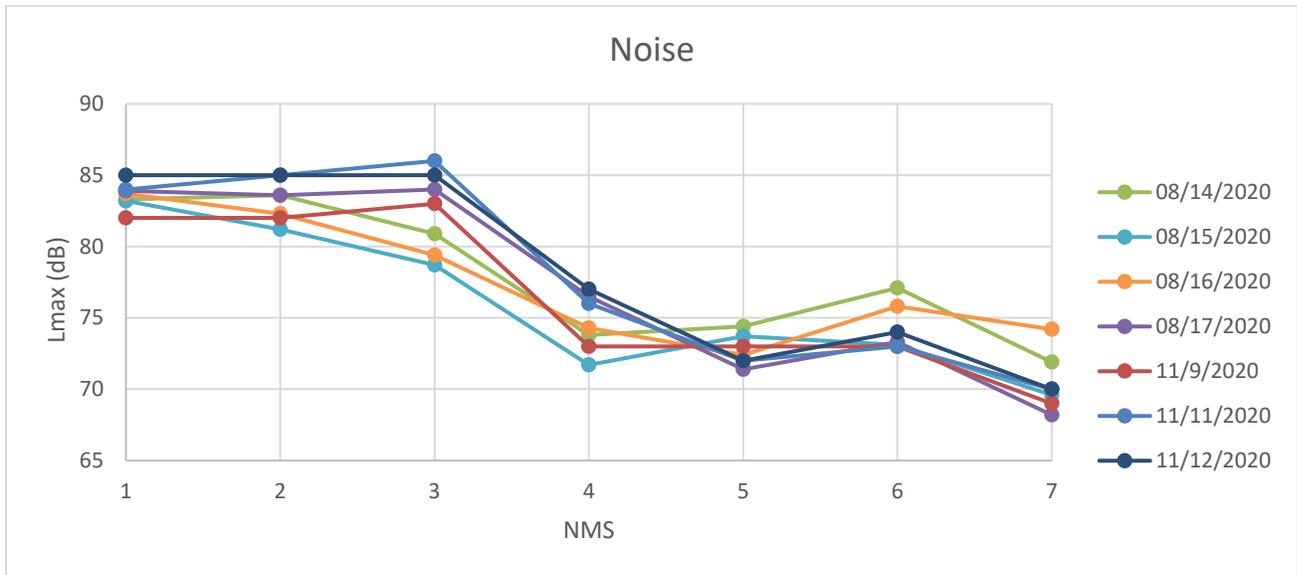
Item IV.3.a. Ad Hoc Committee Reports - Technical Matters / Departures

I appreciate the clear report on the subcommittee’s conclusions.

For its consideration, I offer the following data compiled since the full Aviation Committee’s last meeting, comparing several flights by the same carrier using the same aircraft to the same destination (in this case, American Airlines flying the A319 to Phoenix on different days (flight AAL1141 in August and AAL1944 in November) and with significantly different patterns of speed and climb. The data are taken from JWA’s [VOLANS](#) web service, and show the peak loudness displayed at each of the seven departure noise monitoring stations as well as the speed and altitude shown at that moment.

Although I do not have gross takeoff weight data to confirm all these planes were equally loaded, VOLANS showed significantly different noise patterns, spanning a range of as much as 7 dB at NMS 3 and 6 dB at NMS 7.

As a non-pilot, it is surprising to me that the flight with consistently the *lowest* speed (11/9/2020) also achieved consistently the *highest* altitude. And that despite having those two presumably good attributes, it was *noisier* than average at NMS 3.



Another technical issue which has troubled many residents is whether the VOLANS flight tracks accurately reflect the positions of the planes. Although I do not personally think this is a problem, it might be helpful to have a presentation explaining where the data comes from and how accurate it is thought to be. For example, is VOLANS showing GPS positions from the plane or radar positions from the ground, and how frequently are they obtained?

In any event, since the full Aviation Committee's last meeting I repeated an experiment I had tried some years ago, photographing the overflights using a fixed camera lying on its back looking skyward, this time making observations from near the Muth Center bridge (close to NMS 3) on one morning and from the Newport Dunes parking lot (close to NMS 7) on another.

When the lateral position of the ground tracks to the east or west of the observation point as displayed by VOLANS (the foot of the flight curtain) were compared to the positions observed by the camera (combining the observed angle from vertical with the displayed altitude), the typical unpredictability of where the plane was laterally from one flight to the next was about 15 feet at the Muth Center and 60 feet at the Dunes.

The conclusion from that is that flights are not over Eastbluff when VOLANS shows them over the Westcliff side of the bay, nor over Lido Isle when VOLANS shows them over Balboa Island. Indeed, the ground track display (provided one is careful to look at the bottom of "curtain") appears to be correct to the level of showing which house the plane is going over.

As to distance from the airport, at the level of a few tenths of a second, the observations also suggested both systematic and random discrepancies in the timing of the transits over the observation points. But is very difficult (and tedious) to extract timings at the sub-second level from the VOLANS display.

Item IV.3.a. Ad Hoc Committee Reports - Government Relations

Under 1 (Voluntary Restraint on Nighttime Operations), I like the subcommittee's suggested criteria with one exception. I would rephrase "d" to say: "***Emergency medical Medical, military, or law enforcement or-emergency flights would not be included.***" My reason: I do not see why people in these professions should be given carte blanche to fly during the commercial curfew hours unless they claim they have some urgent and unusual reason to do so.

Under 3 (Quieter Departures), was the second sentence of "a" intended to read "*Noise levels based on data collected **and from** 'noisiest 5 percent of **GA** jet departures'?"*

And as to the "designated routes" in "b", haven't we been told GA jets fly the same FAA-approved NextGen flight patterns as commercial jets? So there isn't a lot of latitude in what areas they can fly over?

Item IV.3.a. Ad Hoc Committee Reports - Communication & Outreach

Regarding the attachment, the "Key" at the bottom shows a shade of blue indicating "2020 Communication Priorities." I can find nothing shaded in blue. Indeed, the upper half of the table is not shaded at all. Are the ones of those not marked "**Hold**" the new priorities?

As to the monthly "[Aviation Activities Updates](#)" which are *not* on hold and last appeared [October 2](#), are these replacing the [Tom Edwards newsletters](#) (last seen in [February](#))?

Item V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

It was nice to see the reports under Item IV.3 posted for review in advance of the meeting.

It would also have been nice to be able to review whatever is to be presented under Items IV.1 and IV.2.



NEWPORT BEACH

Aviation Committee Staff Report

December 7, 2020
Agenda Item No. 3b

TO: Members of the Aviation Committee

FROM: Hugh Logan, Government Relations Ad Hoc Chair

PREPARED BY: Tara Finnigan
PHONE: 949-644-3035

TITLE: Fly Quiet Program Component Recommendations

ABSTRACT:

The Government Relations Ad Hoc was asked to assist City staff in developing a list of potential Fly Quiet / Fly Friendly program components to provide to John Wayne Airport staff.

RECOMMENDATION:

- 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;
- b) Review and approve the list of recommended Fly Quiet / Fly Friendly components.

DISCUSSION:

Before the Orange County Board of Supervisors approved the long-term leases with the full-service Fixed Base Operators at John Wayne Airport (JWA), the City of Newport Beach asked the Board to implement a Fly Quiet / Fly Friendly program for general aviation users with, among other things, voluntary restraints on general aviation jet operations during the “curfew hours” of 10 p.m. and 7 a.m. The Board did not take this specific action, but JWA staff has communicated with City staff several times over the past two months, requesting more information on what elements the City envisions the program would include.

The Government Relations Ad Hoc was asked to assist staff in developing a list of suggested program components to forward to the County.

The Ad Hoc researched similar programs already in place at other general aviation airports including Van Nuys, Teterboro and Naples. Committee members and staff also spoke to representatives of these airports. Their responsiveness and willingness to share information about their programs was greatly appreciated.

The Ad Hoc committee members then selected the components of these programs that they believed would be most beneficial to Newport Beach and other communities surrounding JWA, if implemented locally. The components were then ranked in order of importance. The components the Ad Hoc committee recommends proposing to JWA are as follows:

1. Voluntary Restraint on Nighttime Operations

- a. Separate from, and in addition to, the mandatory noise restrictions contained in JWA's General Aviation Noise Ordinance (GANO).
- b. Restraint hours would match those contained in the commercial curfew.
- c. Airport and Fixed Base Operators (FBOs) would encourage jet aircraft operators to avoid flights to/from JWA during the nighttime restraint period, whenever possible.
- d. Medical, military, law enforcement or emergency flights would not be included.
- e. JWA would send educational letters to operators that arrive or depart during the restraint period. A more serious letter would be sent to operators with three or more violations.
- f. JWA's Access and Noise Office would publish a monthly or quarterly list of aircraft operations that occurred during the nighttime restraint period.

2. Noise Abatement Procedures

- a. Pilots use noise abatement procedures established by aircraft manufacturers, designed specific to the general aviation jet fleet mix at JWA, or per the following:
 - i. Piston aircraft asked to follow AOPA noise abatement steps
 - ii. Turbine / jet aircraft asked to follow NBAA-recommended noise abatement procedures
 - iii. Helicopter operators asked to use the HAI-recommended noise abatement measures
- b. Request voluntary use of NADP-1.

3. Quieter Departures

- a. Not-to-exceed target noise levels for each aircraft type. Noise levels based on data collected and "noisiest 5 percent of jet departures". Separate from, and in addition to, the mandatory noise restrictions contained in JWA's GANO.
- b. Designated routes that, if practical, would avoid noise-sensitive, residential areas.

4. Pilot / Operator Education

- a. Distribute digital or printed Pilot Guide that provides information on voluntary restraint on nighttime operations, noise abatement procedures, quieter departures recommendations (if adopted) and airport-adjacent noise-sensitive areas.

- b. Post signage in the general aviation area of airport.
- c. Provide printed and digital information about JWA noise abatement programs for the FBOs for distribution in their facilities and through email and online.
- d. Provide information to Air Traffic Control.

5. Recognition Program (Good Neighbor Awards)

- a. Program acknowledges jet aircraft operators with the highest levels of compliance with JWA's mandatory and voluntary noise abatement programs.
- b. Awardees must be regular JWA users.
- c. Awardees are recognized publicly, annually.
 - i. Names posted on JWA website
 - ii. News release to OC publications (or paid ad)
 - iii. Social media posts
 - iv. Annual luncheon awards ceremony
 - v. Awardees receive certificate or plaque

Should the Aviation Committee concur with the Government Relations Ad Hoc's recommendations, staff will forward the list to JWA staff for its review.

It is important to note that these would be the City's recommendations. John Wayne Airport would ultimately determine if and when a Fly Quiet / Fly Friendly program, and any or all of the recommended components, would be implemented as JWA would develop, fund and manage the program.

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:

None



NEWPORT BEACH

Aviation Committee Staff Report

December 7, 2020
Agenda Item No. 3c

TO: Members of the Aviation Committee

FROM: Tony Khoury, Aviation Committee Member

PREPARED BY: John Pope, Public Information Manager
Tara Finnigan, Deputy City Manager

PHONE: 949-644-3031

TITLE: Revised Communication Plan

ABSTRACT:

Earlier this year, the Aviation Committee's Communication and Education Ad Hoc assisted in the updating of the City's community outreach and education program related to its airport and aviation efforts. The plan was presented to the Aviation Committee in February.

RECOMMENDATION:

- 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;
- b) Receive and file.

DISCUSSION:

In February 2020, the Aviation Committee's Communication and Education Ad Hoc assisted in the updating of the City's community outreach and education program related to its airport and aviation efforts. The plan was presented to the Aviation Committee in February. Due to the COVID-19 pandemic, the related stay-at-home orders and the City's need to place many programs and projects on temporary hold, a number of the strategies and tactics in the plan also had to be placed on hold.

In October, Aviation Committee member Tony Khoury assisted Public Information Manager John Pope in updating the plan to reflect the necessary changes. The revised plan is attached.

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:

Community Outreach Plan – Revised Late 2020

Aviation Committee Community Outreach Plan - Revised Late 2020

Action Plan				
Strategies	Tactic/Tool	Audience	Responsible Person(s)	Date(s) / Frequency
Reestablish a baseline of understanding of key airport issues among Newport Beach residents and stakeholders through public outreach and education.	Utility Bill Insert	NB Community	Subcommittee, Staff	3x/year; Jan. 2021
	Aviation Activities Updates	Community	CMO Staff	Monthly
	"Speakers Bureau" (HOAs, Chamber, Rotary)	NB Community	Committee Members	Hold
	Educational Videos	NB Community	Staff, Consultant	Dec. 2020
	High School Outreach	NB Students	Staff, Council	Hold
	Airport Forums and Workshops	NB Community	Subcommittee and Staff	Hold
Communicate the need for continuing to work to limit the impacts of JWA on our community and build support for the proposed solution(s).	City JWA Web pages	Web Visitors	Staff	Monthly
	Newport Navigator	Residents	Staff	Dec. 2020
	Media Relations	Media	John /City Mgr Office, Council	As needed
	Council Announcements	Attendees, Viewers	Council Members	As Needed
	Nextdoor	Residents	Staff	As Needed
	Social Media	Followers	Staff	As Needed
Replace misinformation with clear, fact-based messages about the airport, its impacts and proposed solutions.				

KEY:
 2020 Communication Priorities
 Other Communication Tactics

From: [Lyle Brakob](#)
To: [Oborny, Shirley](#)
Subject: Aviation Committee-Input For 12-7-20 Mtg
Date: Sunday, December 06, 2020 3:40:52 PM

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

To: Chairman, Members and City Staff

Topic: General Aviation Prop Driven Aircraft Departure and Flight Patterns

Noise, (not to mention pollution and safety concerns), from these aircraft over nearby residential areas continues to increase. The October 2020 Airport Statistics Report reflects General Aviation accounted for 82.8% of total aircraft operations and a 9.6% increase over October 2019. Took the time to use “noise.io” between 10 and 11 a.m., Sunday, December 6, 2020 and made “complaints” every 2-3 minutes!! (have used up the 30 free ones allowed for month of December!)

What has the Committee done or is now doing to help? Does the Committee have any recommendations for us?

Request this specific concern be a Committee priority, made an Agenda item and documented in meeting minutes until fixed.

Respectfully,

Lyle & Margaret Brakob
6 Baycrest Court
Newport Beach 92660

Sent from my iPhone