



CITY OF NEWPORT BEACH AVIATION COMMITTEE AGENDA

Monday, April 19, 2021 - 5:00 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, April 19, 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_5Up_O5C9QbK6ySwDq4vi4g
3. Or you may connect by Phone/Audio Only by calling: 1-669-900-9128. The meeting ID is 965 3319 0368 #

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 - March 15, 2021](#)

[Public Comment - Jim Mosher](#)

IV. **CURRENT BUSINESS**

1. **Consultant Reports**

- a. Channon Hanna, Carpi & Clay will provide an update on federal matters
- b. Kevin Karpe, Diverse Vector Aviation, will provide an update on the projects he is working on for the City of Newport Beach

2. **History and Overview of the STAYY Departure - Tony Khoury**
Committee member Tony Khoury will present the background and an overview of the STAYY departure.

3. **Proposed Departure Protocol - Roger Ham**

The Ad Hoc Committee working on quieter departures has developed a recommended departure protocol for the Aviation Committee's review.

[Staff Report](#)

[Attachment - Recommended Departure Protocol for Aviation Committee Review](#)

[Public Comment - Jim Mosher](#)

[Public Comment - Lyle Brakob](#)

4. **Aviation Committee 2021 Priorities - Progress Updates**

Individual members or Ad Hoc committees that have met or otherwise studied their respective priority will provide progress updates.

[Staff Report](#)

[Attachment A - Aviation Committee 2021 Priorities](#)

[Attachment B - Aviation Committee 2021 Priorities Tracking Sheet](#)

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

Public comments are invited on agenda and 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 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 - Nick Ralston](#)

VI. **ITEMS FOR FUTURE AGENDAS**

VII. NEXT MEETING - May 17, 2021

VIII. ADJOURNMENT



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

MEETING DATE & LOCATION: **Monday, March 15, 2021, 5:00 p.m.**, Virtual meeting from Newport Beach, CA 92660

ATTENDANCE:

Committee membership:

Council Member Diane Dixon, Chairman
Council Member Noah Blom, 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

Chair Diane Dixon called the meeting to order at 5 p.m.

II. ROLL CALL

Committee Member Bonnie O'Neil was absent (excused).

III. APPROVAL OF MINUTES

Motion to approve the minutes of the February 22, 2021 meeting as presented was made by Committee Member Guenther and seconded by Committee Member Ham. The motion carried unanimously with Committee Member O'Neil absent.

IV. CURRENT BUSINESS

1. Consultants Reports

a. Channon Hanna, Carpi & Clay, will provide an update on federal matters.

Channon Hanna reported a productive initial conversation with Arie Dana, Chief of Staff for Congresswoman Steel. She again requested that Congresswoman Steel join the Quiet Skies

Caucus. Congresswoman Steel's staff is reviewing the request and will soon make recommendations regarding which caucuses she will join.

The Fiscal Year (FY) 2022 appropriations process began with a short turnaround to make requests. The request the City made this year is for language requiring a report from the Federal Aviation Administration (FAA) within 30 days of how the ombudsman is planning to meet with interested members of the public, community groups, and elected officials beyond meeting in roundtables. Several cities across the country have also expressed concern regarding the ombudsman provisions. The request was sent to both Congresswoman Steel and Senator Feinstein's offices, and will also be sent to Senator Padilla's office.

During the last Congress, some of the City's language regarding credits to encourage airlines to transition to quieter fleets was included in an infrastructure bill. The White House wants a new infrastructure bill shortly and the current Congress is determining the process. As the Committee's proposed language was included last time with no real opposition, we are hopeful it will be included in the new legislation.

In response to Committee Member Alston, Ms. Hanna stated she did not know Ms. Popper. Committee Member Alston explained that Ms. Popper represents the people who are against NextGen. She wrote a very detailed response to the FAA on noise annoyances. Committee Member Alston said she would provide Ms. Popper's letter to Ms. Hanna and the committee.

b. Cori Takkinen, Townsend Public Affairs, will provide an update on County of Orange matters.

Cori Takkinen reported that the special election held on March 9, 2021 with a little less than 25% turnout resulted in the election of Costa Mesa Mayor Katrina Foley to the Board of Supervisors through 2022. In 2022, there will be an election for the next term. She has already requested a meeting with Ms. Foley to discuss the City's aviation priorities.

c. Kevin Karpe, Diverse Vector Aviation, will provide an update on the projects he is working on for the City.

Kevin Karpe reported that he has been busy supporting the two new ad hoc committees. He has also worked on the very extensive reports coming from the airport. He is also working with the Airport Working Group (AWG) on getting questions asked and responded to from the airlines.

2. Resources Allocated to City's Aviation-Related Activities – Tara Finnigan

Staff will provide an overview of the resources the City of Newport Beach allocates to its aviation-related activities.

Deputy City Manager Tara Finnigan utilized a presentation (see attached) to discuss the resources the City allocates to its aviation-related activities. Aviation is the only committee that both the City Manager and City Attorney sit on. Staff is supplemented with the professional expertise provided by consultants. Currently there is a position open for an aviation consultant which will be filled. The aviation budget also includes communication costs. In 2020, the budget was approximately \$350,000, but due to COVID-19 much of that money was saved. All City contracts and agreements are posted in the City Clerk's Office section of the City website.

City Manager Grace Leung stated staff liked to refer to their "stable of consultants." One of the biggest challenges is that the aviation field is diverse and requires varied expertise and therefore this is the best model for the City.

Chair Dixon agreed and stated subject matter experts were important. She then called for a five-minute recess to address audio problems.

Chair Dixon reconvened the meeting and called for comments on any of the consultants' reports.

In response to Committee Member Dvorak's question, Deputy City Manager Finnigan explained that HMMH's contract was going to expire April 1, 2021, but as there is money in the budget, it will be extended for approximately six months.

Committee Member Jack Stranberg suggested that when the City interviews aviation consultants, it could be helpful to have members of the Committee or other interested parties participate.

Chair Dixon stated that was a good idea and had been done before.

Jim Mosher asked if there were legal or environmental consultants on call for aviation issues.

In response to Mr. Mosher's question City Attorney Aaron Harp said the City did have outside legal counsel on retainer, but that there would be a Request for Proposals (RFP) soon to see what other legal counsel might be available.

3. Aviation Committee 2021 Priorities – Progress Reports – Staff and Committee Members

Individual members or Ad Hoc committees that have met or otherwise studied their respective priority will provide a progress update.

Deputy City Manager Finnigan explained the new document related to the ad hoc committees' progress will be in every Aviation packet in the future and updated monthly.

Committee Member Stephen Livingston said they are reviewing the General Aviation Improvement Program (GAIP) plan and making sure the FBOs and the airport are adhering to the different phases of plan.

Deputy City Manager Finnigan said she and Committee Member Sharon Ray discussed the Fly Quiet Program implementation and will schedule a meeting with the airport. With respect to the comprehensive study there was no report this month.

Committee Member Jeff Cole spoke on developing relationships with John Wayne Airport (JWA) staff and management. He reported they met with Deputy Airport Director Eric Freed and Manager of Access and Noise Nikolas Gaskins. It was a productive meeting, and they discussed the settlement agreement and what could be done to reduce noise. The intent is to develop a better relationship with them and bring the Committee's action items to them for assistance in the future.

Deputy City Manager Finnigan reported she spoke with Committee Member Thomas Meng and he will help monitor County decisions. They plan to have a call with Cori Takkinen to understand how to get information and react when appropriate. With respect to Community Outreach and Communications she spoke with Committee Member Alston and Public Information Manager John Pope about content development. Committee Member Ray is also on the Ad Hoc.

Deputy City Manager Finnigan stated she would have a call with Committee Member Bonnie O'Neil over the implementation of the adopted Community Outreach Plan.

Deputy City Manager Finnigan explained government relations is being handled by Committee Member Cameron Verdi and he will work with staff and consultants to make sure the Committee's adopted Government Relations Plan is implemented.

Committee Member Verdi said the focus is to execute at the highest level possible the Government Relations Action Plan for 2021-2023. He is looking forward to the progress and reporting back to the Committee as well as the official appointment of Katrina Foley to the Board of Supervisors.

Deputy City Manager Finnigan said the Ad Hoc to review the plan will form in the fourth quarter.

Committee Member Dvorak stated they needed to meet to discuss ways to create relationships with the western regional representatives from the FAA including the ombudsman. She stated that they may have to include the Congresswoman.

Deputy City Manager Finnigan suggested they look at the issue at the federal level with Ms. Hanna and at the local level.

Regarding the Ad Hoc working on quieter departures, Committee Member Roger Ham said the Ad Hoc listened to the citizens and he believed it was possible to get a 4-5 dB reduction over the peninsula and Balboa Island, if planes delayed acceleration until they were over open ocean.

Mr. Karpe noted when the Committee recommends a change to a procedure, it will need Committee Member Cole's assistance because the airport will need to be involved. The FAA requires that in order to change a procedure.

Chair Dixon explained that the Ad Hoc would bring the proposal to the Aviation Committee and then it would go to the airport and ultimately the FAA.

Committee Member Alan Guenther said the credit regarding altitude speed and its relationship to noise goes to Joe August. With the FedEx departure he spoke to Bob Pastore who made it clear that it is the only one that does not change the power setting or the configuration of the airplane until it is over the coast.

Chair Dixon noted that Mr. Pastore would be invited to a meeting of the Ad Hoc committee.

In response to Committee Member Dixon's question, Mr. Karpe stated that the HMMH modeling included speed.

Committee Member Tony Khoury suggested providing the Aviation Committee with a historical background on the development of the STAYY at the April 19, 2021 meeting. He requested that Committee Members email their concerns to him for evaluation.

Deputy City Manager Finnigan stated Committee Member Stranberg will work on how to get the air carriers to bring the quietest equipment in their fleet into JWA.

Committee Member Strandberg explained the City asked him to join the City Manager and Mel Beale when they meet with the airlines. He hopes to focus on new equipment and aircraft scheduling, continue the strong relationship, expand the relationship in other areas, and focus on communication and collaboration.

Deputy City Manager Finnigan explained the last item under quieter departures, monitoring for early turns, was with Committee Members Cole and Ham. The Ad Hoc had not met yet.

In response to Committee Member Dvorak's question, Deputy City Manager Finnigan explained that there was the Aviation Committee's approved fly quiet program ideas and the ideas that came from the Tech Ad Hoc. She will get an update to provide at the next meeting.

Dennis Bress thanked the Committee for discussing the use of City funds. He stated that Committee Members are receiving emails containing Joe August's work which shows if departures are flown under the R2R NADP1 there will be a 5 to 15 dB reduction in the community. The data presented has come from the Access and Noise office at JWA so it should not be questioned. He suggested that Joe August be included in future carrier workshops. He said JWA is already flying PIGGN and HHERO 95% of the time, and that the STAYY is louder, harder to fly, and requires special training by the pilots and crew.

Committee Member Dvorak supported Mr. Bress' idea of having the data verified.

Bob Pastore said he has Spirit's departure procedure. They are V2+10 and NADP1. FedEx has one departure a day and it is the only widebody out of Orange County. FedEx is the only airline that does departures in a way supported by the Aviation Committee.

Chair Dixon congratulated the Committee Members and the Ad Hoc members on moving forward.

V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Dennis Bress advocated for a City JWA Director or staff member who has the responsibility of handling JWA issues and who could ensure the goals of the Aviation Committee are being met. He also requested a mechanism to monitor departures and advised the Committee of a low flying American Airlines flight over the weekend.

Jim Mosher asked about the status of the City's comments on the FAA document about aircraft noise policy and research efforts and if the public comment period was extended.

Deputy City Manager Finnigan said the City is preparing a letter and had received a link to the notice of extension of the time for public comment. She will post information on the website.

VI. ITEMS FOR FUTURE AGENDAS

Committee Member Khoury said JWA is raising the rent on small planes which may cause the small planes to leave, meaning there will be more room for jets. He recommended the Aviation Committee review and report on the situation by the next meeting.

Deputy City Manager Finnigan said this Committee had a GAIP Ad Hoc that looked at all the issues with the General Aviation Improvement Program, but they did not take a position on rent. Since there was no recommendation, she and Committee Member Livingston would have to investigate the matter.

Committee Member Khoury stated his information came from pilots and plane owners at JWA.

Committee Member Livingston explained rent on his plane is going up April 1, 2021. He will work with Deputy City Manager Finnigan to investigate the situation.

Committee Member Guenther said that business aviation is going to come back soon.

Committee Member Stranberg added that many manufacturers are producing aircraft that can go intercontinental and operate out of a 5,500 foot strip, so there could be more general aviation that goes internationally. There's going to be a big change in the next five years.

Committee Member Dvorak suggested that the letter to the FAA be copied to neighboring cities.

Committee Member Dvorak stated that Mr. Mosher submitted comments ahead of the meeting and thought they should be reviewed at the next meeting.

City Attorney Aaron Harp said he would respond to Mr. Mosher's questions. It is important for us to recognize that the City's business is conducted in public. One of Mr. Mosher's main comment was if it was appropriate for a single Committee Member to monitor a specific aviation topic and then report back to the entire Committee. Mr. Harp stated that under the Brown Act, a single decision maker who's acting alone is not covered by the limitations of the Brown Act, so there can't be a violation of law.

Chair Dixon stated the item would not be placed on a future agenda.

Committee Member Guenther stated it would be appropriate to send letters to new carriers coming into JWA laying out the City's expectations on noise.

Chair Dixon agreed it should be standard procedure.

Deputy City Manager Finnigan said she would work with Committee Member Stranberg on the letters.

Committee Member Stranberg said a concern is that a new carrier might fly old equipment and that the City needs to suggest they fly the best equipment they have.

VII. NEXT MEETING – April 19, 2021

Chair Dixon announced the next meeting is April 19, 2021 at 5 p.m.

VIII. ADJOURNMENT

Chair Dixon adjourned the meeting at 6:15 p.m.

Airport/Aviation Support - Staff

Staff Member	Title	Department
Grace Leung	City Manager	City Manager's Office
Aaron Harp	City Attorney	City Attorney's Office
Tara Finnigan	Deputy City Manager	City Manager's Office
Shirley Oborny	Executive Asst to City Manager	City Manager's Office

Airport/Aviation Support - Consultants

Consultant, Lead	Specialty	Monthly Avg.
Carpi & Clay, Channon Hanna	Federal Advocacy	\$5,000
HMMH, Justin Cook Diverse Vector Aviation, Kevin Karpe	Aviation Noise Airspace/Air Traffic Control	\$7,000
Townsend Public Affairs, Cori Takkinen	Local Government Relations	\$3,000
Aviation Consultant, TBD		\$5,000
		\$20,000

You can access City contracts and agreements through the City Clerk's Office section of the City website here- www.newportbeachca.gov/government/departments/city-clerk (see submenu, left-hand column).

April 19, 2021, 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 - March 15, 2021

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

Page 3, Item 3, paragraph 2: “*Committee Member Stephen Livingston said they are reviewing the General Aviation Improvement Program (GAIP) plan and making sure the FBOs and the airport are adhering to the different phases of **the plan***”

Page 4, paragraph 2 from end: “*Committee Member **Strandberg Stranberg** explained the City asked him to join the City Manager and Mel Beale when they meet with the airlines.*”

Item 3. Proposed Departure Protocol

It was not evident from the agenda announcement that, as the staff report says, the full Aviation Committee would be asked not just to review a subcommittee’s progress but to “*approve the proposed protocol of departure procedures and the recommended process for its further study and potential implementation.*”

And while the subcommittee’s report is interesting, I had to guess the parenthetical references to “(Administration, 2021)” meant “(**Federal Aviation** Administration, 2021)” and “(Office, 2021)” meant “(**JWA Access & Noise** Office, 2021).” The full committee might wish to consider correcting those before approving and filing the document.

As to the substance of the report, in the second paragraph under “Background,” it repeats the common misunderstanding that the 1985 Settlement Agreement “*established a curfew*” and other things. In fact, it for the most part simply ensured the *continuation*, for the limited term of the Agreement, of already existing restrictions. And the curfew it guaranteed the continuance of was not today’s hard prohibition of late night commercial flights, but rather a set of universally-applied nighttime noise limits (essentially the same as those in place today) that were too stringent for the commercial jets of that day to meet. Those limits would not prevent all commercial operations today. But fortunately, before Congress passed ANCA, the Board of Supervisors separately, and voluntarily, added the hard nighttime commercial curfew to its slightly misnamed “General Aviation Noise Ordinance” and the JWA Access Plan.

I believe the next to last paragraph on page 1 was intended to end: “*Example: Southwest Airlines flying a B737-800, at 127,000 lbs. will cross Noise Monitor Station (NMS) 7 at 81 decibels **SENEL**. United Airlines flies the exact same aircraft and similar weight, and crosses NMS-7 at 86 decibels **SENEL**.*” Without that qualification, most readers would take this to be a reference to peak loudness which is typically about 10 dB lower than the SENEL (which, although expressed in dB, is a sum of loudness over the duration of the event).

In the last paragraph on page 1, the second sentence might be revised to say something like: “*NADP-1 is intended to provide noise reduction for communities **close to a short distance from** the airport.*” I could be wrong, but I don’t believe NADP-1 was designed to provide relief to the homes closest to the end of the runway (such as in Santa Ana Heights). Indeed, it may be louder for them (and possibly where I live, along the Irvine Avenue’s Back Bay “S-curves”) but quieter for those a bit farther away.

On page 2, under "Narrative," the final paragraph should again be clarified to read "*The use of NADP-1 indicates that current noise levels at NMS-7 in January 2021 average 86.5 decibels SENEL for B737-700/800 aircraft (JWA Access & Noise Office, 2021), as compared to 89.0 for same pre-COVID period of January in 2019 (JWA Access & Noise Office, 2019).*"

Note: I initially guessed this information was based on an examination by the subcommittee of the [Detailed Noise Event Reports](#) for NMS 7 posted by the Access & Noise Office. However, since those go back only to October 2019, this seems to be based on a private request for JWA to compare the two Januarys and report back, in which case a single citation to "(JWA Access & Noise Office, 2021)" at the end of the sentence would seem sufficient. It is also not clear from the report to what the subcommittee attributes the 2.5 dB drop in energy-averaged SENEL. Are they claiming the reduction is due to greater use of NADP-1 in 2021 than in 2019? Are to lighter loading of the planes in 2021 (at least until recently, COVID-era planes are not filled to capacity)? Or could it be some other factor such as a different mix of carriers and ultimate destinations?

The next sentence was possibly meant to read: "*Maintaining the current noise level, or below, by maintaining a consistent level of thrust and speed until passing the first offshore waypoint would result in less noise for those residents and visitors living and working within the departure corridor beyond NMS 7.*" In other words, it is difficult to see how this recommendation would provide significant relief to Santa Ana Heights, Eastbluff or Dover Shores.

As to the "Recommendations," I think the Aviation Committee needs to refine its nomenclature for referring to its ad hoc committees. This report refers to a recommendation from "*Newport Beach Aviation Committee's Quieter Departure Ad Hoc group*," but from agenda Item 4, the committee has at least five different Quieter Departures ad hoc subcommittees, involving various combinations of six members of the main committee, not all of whom participated in formulating this recommendation

As to the conclusion ("*In summary, a procedure that includes no increased engine thrust from the initial cutback until passing the first waypoint past the coastline would result in a discernable noise reduction*"), it is not clear to me at what point the subcommittee believes carriers are currently increasing thrust at, or what areas the subcommittee believes implementing the recommendation will provide a discernable noise reduction in. In other words, in citing (on page 1) United Airlines as producing greater average noise than Southwest Airlines with a 127,000 lbs B737-800 at NMS 7, does the subcommittee attribute this to United increasing thrust *before* NMS 7, so that the recommendation will decrease the United noise both north and south of NMS 7? Or only south of it? And will the recommendation cause the Southwest flights to be quieter south of NMS 7 than they currently are?

I further notice from Table 6 of JWA's [Quarterly Noise Abatement Reports](#) that American Airlines' B737-800's perform very similarly to United's (which they are more numerous than).

Compare this extract from the report for [October - December 2020](#):

Carrier		NMS Site						
		1S	2S	3S	4S	5S	6S	7S
American:	Average Count	97.5 (540)	96.9 (518)	95.9 (533)	89.8 (532)	89.1 (540)	89.6 (502)	85.9 (527)
Southwest:	Average Count	90.9 (1050)	91.0 (1011)	88.3 (1025)	83.2 (1031)	83.3 (1055)	84.0 (1008)	82.0 (1018)
United:	Average Count	97.5 (294)	96.4 (286)	97.1 (299)	89.8 (299)	89.4 (303)	89.8 (272)	86.8 (296)

Does the subcommittee attribute this to a similar failure by American and United to follow the recommendations but United does? Or does American fly a “good” procedure but with heavier-loaded planes? Or something else?

It might also be noted that Southwest is most significantly quieter close-in rather than at NMS 7 (suggesting it is not pursuing a more aggressive high-thrust initial climb). And that American and United show a slightly greater *drop* in going from NMS 6 to NMS 7 than does Southwest (suggesting they are not increasing thrust earlier).

The report assures us the Southwest and United planes they compared are similarly weighted, but my first guess would be the American and United planes might be loaded with more fuel (and possibly more passengers) for longer trips. Unfortunately, JWA’s posted Detailed Noise Event Reports do not indicate the take-off weight.

In short, the subcommittee’s report recommends something that sounds intuitively reasonable (that less thrust after NMS 7 will result in less noise after NMS 7), but it is unclear the evidence presented is really relevant to that conclusion.



CITY OF

NEWPORT BEACH

Aviation Committee Staff Report

April 19, 2021
Agenda Item No. IV.3

TO: CHAIR AND MEMBERS OF THE AVIATION COMMITTEE

FROM: Grace K. Leung, City Manager - 949-644-3001,
gleung@newportbeachca.gov

PREPARED BY: Tara Finnigan, Deputy City Manager,
tfinnigan@newportbeachca.gov

PHONE: 949-644-3035

TITLE: Recommended Departure Protocol

ABSTRACT:

The Ad Hoc Committee pursuing noise-reduction strategies to propose for incorporation into the current John Wayne Airport Standard Instrument Departures has developed a recommended departure protocol for the Aviation Committee's consideration.

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 proposed protocol of departure procedures and the recommended process for its further study and potential implementation.

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).

DISCUSSION:

To support its goal of realizing quieter departures, the Aviation Committee established an Ad Hoc Committee to pursue noise-reducing changes to the existing John Wayne Airport Standard Instrument Departures. The Ad Hoc is comprised of Roger Ham, Alan Guenther and Hugh Logan.

The Ad Hoc is providing a white paper (Attachment) for the Aviation Committee's review that provides background information, explains the Ad Hoc's proposed departure protocol, and lists its recommended steps for moving the proposal forward.

ATTACHMENT:

Attachment - Recommended Departure Protocol for Aviation Committee Review

Recommended Departure Protocol for Aviation Committee Review (April 19, 2021)

Subject

Noise levels of aircraft departing John Wayne Airport affecting the quality of life in Newport Beach, California.

Background

John Wayne Airport (SNA) is in Southern California, in the County of Orange. It is characterized by a normal (pre-COVID (Administration, 2021)) annual operations count of approximately 300,000 per year. In 2019, SNA had 91,105 air carrier operations. SNA is normally on a south departure configuration, which utilizes Runway 20 (Rwy 20). Air carriers that depart on Rwy 20 directly overfly the community of Newport Beach. Because SNA operates in this configuration over 95 percent of the time, noise levels are a constant point of concern within the community, and are constantly being reviewed and addressed.

In 1985, the City of Newport Beach (City), along with the County of Orange and two community-based organizations, approved a settlement agreement concerning the operations at John Wayne Airport. Among other things, the agreement established a curfew, limited the number of average daily departures of commercial aircraft, limited the number of passengers served each year at SNA, and required the enforcement of the General Aviation Noise Ordinance, which, among other things, sets noise limits for commercial aircraft based on the SENEL level at seven noise monitoring stations on the JWA departure path for Rwy 20R, averaged over each noise compliance period.

Although air carrier aircraft normally operate within the levels prescribed by the settlement agreement, there is still an ever-present number of aircraft whose noise affects the quality of life in Newport Beach. The varying types of aircraft and operating procedures lead to a mix of noise levels. Careful evaluation of the departure noise data, utilizing the SNA Airport Noise and Operations Monitoring System (ANOMS), consultants, and community groups, has shown that even similar types of aircraft have widely varying noise footprints and no standard procedure in use.

The City established an Aviation Committee to help address concerns over the impact of the airport on the community's quality of life. It has been conducting comparative analyses on noise studies and identified the possibility that all aircraft of similar type may be able to operate at lower decibel levels, as some are exhibiting. Example: Southwest Airlines flying a B737-800, at 127,000 lbs. will cross Noise Monitor Station (NMS) 7 at 81 decibels. United Airlines flies the exact same aircraft and similar weight, and crosses NMS-7 at 86 decibels.

Additionally, most air carrier aircraft departing SNA utilize the Close-In, Noise Abatement Departure Profile (NADP-1) (Administration, AC 91-53A- Noise Abatement Departure Profile, 1993). NADP-1 is intended to provide noise reduction for communities close to the airport. It does so by incorporating a thrust reduction at approximately 800 to 1,500 feet above field elevation (AFE) (SNA is 56 feet) locally. This reduced speed and thrust are then maintained

to 3,000 feet AFE. At 3,000 feet AFE, the aircraft can be reconfigured to its enroute climb thrust and speed requirements, which results in increased noise.

Narrative

In 2020, the City, in concert with the Airport Working Group (AWG), asked the major air carrier's operating from SNA to consider utilizing NADP-1. The response has been favorable and as of this writing, 6 out of 8 have confirmed they are flying the parameters of NADP-1.

Two areas that continually experience increased noise are Balboa Island and the Peninsula. This is primarily due to two factors. First, they are located just south of where many aircraft increase power as they are released from the confines of NADP-1. Or two, Class C airspace rules which stipulate a not-to-exceed 200-knot airspace speed until 4 miles from the airport center, or passing 2,500 feet.

The use of NADP-1 indicates that current noise levels at NMS-7 average 86.5 decibels for B737-700/800 aircraft (Office, 2021), as compared to 89.0 for same pre-COVID period of January 2019 (Office, 2019). Maintaining the current noise level, or below, by maintaining a consistent level of thrust and speed until passing the first offshore waypoint would result in less noise for those residents and visitors living and working within the departure corridor. The existing departures (such as the PIGGN and STAYY) have established waypoints that can be used in this procedure to designate the offshore location at which power can be reapplied. For example, the distance from NMS-7 to the offshore LLREN or STREL waypoints is approximately 2.3 and 3.3 miles, respectively.

Recommendations

The Newport Beach Aviation Committee's Quieter Departure Ad Hoc group is recommending the following for the full Committee's consideration:

1. All air carrier aircraft to continue to utilize NADP-1.
2. City representatives to work with the airlines, with AWG, to establish a basic protocol of departure procedures. These recommended procedures will include no increased thrust after initial reduction, normally between 800-1500 above field elevation, and until a designated waypoint at least 1.5 miles past the coastline. This initiative may include modeling of data, simulator testing, and actual test flights.
3. The City to request JWA support these procedures, after feedback from the airlines.
4. If necessary, this recommended departure protocol be forwarded to the FAA for review and ultimately, implementation.

In summary, a procedure that includes no increased engine thrust from the initial cutback until passing the first waypoint past the coastline would result in a discernable noise reduction.

From: [Lyle Brakob](#)
To: [Oborny, Shirley](#)
Subject: Quieter Departures-General Aviation
Date: Saturday, April 17, 2021 2:50:15 PM

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

To: Diane Dixon, (Chair, City of Newport Beach Aviation Committee)

Please pass our thanks to Roger Ham and his Ad Hoc Committee for preparing the Recommended Departure Protocol, (for quieter departures), for full Committee review. The report, to be provided at the Monday, April 19 meeting, only addresses Commercial departures—noting about the noise levels from General Aviation prop driven departures and their associated flight patterns over or near residential areas.

Please note the below previous emails on this specific concern dated January 16, 21 and March 12, 2021.

This noise issue will only increase. JW stats for Feb show General Aviation, (GA) activity accounted for 83.9% of total aircraft operations and increased 43.2% compared to Feb 2020 Request this issue be addressed in the same document.

Sincerely,
Lyle Brakob
6 Baycrest Court
949 769 1558

Sent from my iPhone

Begin forwarded message:

From: Lyle Brakob <lbrakob@cox.net>
Date: March 12, 2021 at 11:55:59 PM PST
To: "Finnigan, Tara" <TFinnigan@newportbeachca.gov>
Subject: Aviation Committee

Just looked at the Agenda for the March 15 meeting and the draft minutes of the Feb meeting noting the priorities for 2021 etc.

Questions:

1. Does the “Pursue Implementation of Fly Quiet Program for General Aviation” include the prop driven departure concerns in our January 21 email (below)?
2. Is Sharon Ray District 2 the rep for where we live (6 Baycrest Court)? If so would she be the “reach out” to us person and would she be the one to contact us or we to contact her?
3. Is it proper protocol for you to forward this email to her?

Appreciate your help

Thanks

Lyle & Margaret Brakob

On Jan 21, 2021, at 6:28 AM, Finnigan, Tara <TFinnigan@newportbeachca.gov> wrote:

Thank you for submitting a suggestion for the Committee's consideration!

-----Original Message-----

From: Lyle Brakob <lbrakob@cox.net>
Sent: Saturday, January 16, 2021 10:13 AM
To: Finnigan, Tara <TFinnigan@newportbeachca.gov>
Subject: Aviation Committee Priority Item

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

Ref: Workload Priority Suggestion for CY 2021 (per City of Newport Beach, Aviation Activities Update email, January 12, 2021 for meeting on Monday, January 25, 2021).

Issue: Departure flight patterns of General Aviation prop driven private aircraft over or near residential areas

Reason: Daily noise, (especially), pollution, safety and overall quality of life because of departure and "training" flight patterns of these type aircraft. These concerns have worsened over the years and that trend continues.

Request: 1) Aviation Committee and Technical / Departure Ad Hoc do everything possible to improve this situation which has worsened over the years and which appears that trend will continue, 2) keep this as a New and Old Agenda item until resolved and 3) document actions and status in Minutes of all meetings.

Thank You,

Lyle & Margaret Brakob
6 Baycrest Court
Newport Beach 92660

Sent from my iPhone



CITY OF

NEWPORT BEACH

Aviation Committee Staff Report

April 19, 2021
Agenda Item No. IV.4

TO: CHAIR AND MEMBERS OF THE AVIATION COMMITTEE

FROM: Grace K. Leung, City Manager - 949-644-3001,
gleung@newportbeachca.gov

PREPARED BY: Tara Finnigan, Deputy City Manager,
tfinnigan@newportbeachca.gov

PHONE: 949-644-3035

TITLE: Aviation Committee 2021 Priorities – Progress Updates

ABSTRACT:

Individual members or Ad Hoc committees that have met or otherwise studied their respective priority will provide a progress update.

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.

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:

Attachment A - Aviation Committee 2021 Priorities
Attachment B - Aviation Committee 2021 Priorities Tracking Sheet

Aviation Committee - 2021 Priorities

Functional Area	Focus	2021 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. • Pursue Implementation of Fly Quiet Program for General Aviation. • Conduct a comprehensive study of what other airports have done in terms of noise abatement and community relations and their success with related strategies. • Develop relationship with JWA management and staff and better understand their 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 their neighbors / organizations. • Implement the adopted Community Outreach Plan.
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 2021 Aviation/Airport government relations plan. • Form Ad Hoc in Q4 2021 to review the City's Aviation/Airport government relations plan and recommend updates / changes for 2022. • Continue to develop and advocate for local, state and federal policies and strategies that incentivize air carriers to transition their fleets to quieter, less-polluting aircraft. • Establish good working relationship with the FAA.
Quieter Departures	Matters pertaining to the technical aspects of reducing aircraft overflight noise and pollution.	<ul style="list-style-type: none"> • Pursue changes to the existing JWA Standard Instrument Departures to restrict speed until a point offshore, alleviating the need for increased thrust. • Pursue broader adoption of the STAYY departure. • Ask air carriers to reapply power after the coastline. • Encourage air carriers to utilize the quietest aircraft in their fleets at JWA. • Monitor departures for early turns / flight path deviations.

1. Airport Operations & Relations - Matters pertaining to development, operations, and other commercial and general aviation activities at John Wayne Airport

	a. Monitor General Aviation Improvement Program Development. (Livingston)	b. Pursue Implementation of Fly Quiet Program for General Aviation. (Ray)	c. Conduct a comprehensive study of what other airports have done in terms of noise abatement and community relations and their success with related strategies. (Guenther & Alston)	d. Develop relationship with JWA management and staff and better understand their operations. (Cole)	e. Monitor County decisions re: JWA and oppose any plan that would physically expand JWA or its operations. (Meng)
March 15, 2021	Met with staff and reviewed the GAIP plan to see what was agreed upon and to make sure the FBOs and the airport are adhering to the different phases of the plan.	Met with staff to discuss next steps. The next step is to meet with airport staff.	No activity on this objective. Work will begin later this year.	A productive meeting was held at JWA with airport staff. The Settlement Agreement and Access Plan were discussed as well as what can be done to reduce noise. Airport staff demonstrated the flight tracking system.	Met with staff to discuss which recurring County meetings at the airport to monitor. Will meet with Cori Takkinen next to discuss sharing information.
April 19, 2021					
May 17, 2021					
June 21, 2021					
July 19, 2021					
August 16, 2021					
September 20, 2021					
October 18, 2021					
November 15, 2021					
December 20, 2021					

2. Community Outreach / Communication - Matters pertaining to providing information about and involving the community in the City's aviation-related activities.

	a. Develop monthly content for staff to share via City communication channels and Committee members to share with neighbors / organizations (Alston & Ray)	b. Implement the adopted Community Outreach Plan. (O'Neil & Khoury)			
March 15, 2021	Staff met with Nancy Alston regarding content development. Next step is to develop an editorial calendar.	No activity yet. Staff will meet with Bonnie O'Neill.			
April 19, 2021	\				
May 17, 2021					
June 21, 2021					
July 19, 2021					
August 16, 2021					
September 20, 2021					
October 18, 2021					
November 15, 2021					
December 20, 2021					

3. 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.

	a. Implement the City’s 2021 Aviation/Airport government relations plan. (Verdi)	b. Form Ad Hoc in Q4 2021 to review the City’s Aviation / Airport government relations plan and recommend updates / changes for 2022. (Stranberg, Dvorak, Logan)	c. Continue to develop and advocate for local, state and federal policies and strategies that incentivize air carriers to transition their fleets to quieter, less-polluting aircraft. (Verdi)	d. Establish good working relationship with the FAA. Track implementation of the 2018 FAA Reauthorization Implemenation bill. (Dvorak)	
March 15, 2021	Met with staff and Cori Takkinen. Will meet with Channon Hanna next. The focus will be to execute at the highest level possible the government relations action plan for 2021-2023. Goals needed to achieve the action plan were identified, which largely rely upon relationships.	Nothing to report at this time. Work will begin in Q4.	Nothing to report at this time.	Met with staff and Channon Hanna to talk about how to approach FAA matters. Next up is a meeting to discuss ways to create relationships with our Western Regional representatives from the FAA, including our ombudsman.	
April 19, 2021					
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Quieter Departures - Matters pertaining to the technical aspects of reducing aircraft overflight noise and pollution.

	a. Pursue changes to the existing JWA Standard Instrument Departures to restrict speed until a point offshore, alleviating the need for increased thrust. (Ham, Guenther, Logan)	b. Pursue broader adoption of the STAYY departure. (Khoury)	c. Ask air carriers to reapply power after the coastline. (Ham, Guenther, Logan)	d. Encourage air carriers to utilize the quietest aircraft in their fleets at JWA. (Stranberg)	e. Monitor departures for early turns / flight path deviations. (Cole & Ham)
March 15, 2021	The Ad Hoc is studying possible noise reducing changes to departure procedures, including having planes maintain 150 - 180 knots and not accelerating until they are a mile or so over the ocean. The Ad Hoc will meet again on March 16. It will bring recommendations to the full Aviation Committee .	Met with staff and Kevin Karpe . The historical background on the development of the STAYY will be presented at the next Aviation Committee meeting. A list of STAYY topics for future meetings will include STAYY routes and destinations, evaluation of the noise data and addressing concerns.	Nothing to report at this time.	A brief discussion was held with staff. the plan is to focus on new equipment and scheduling. Jack Stranberg will also join Grace and Mel Beale at the Air Carrier Workshops. This is a chance to continue the strong relationship with the airlines, expand the relationship with other areas within the airlines, and focus on increased communications and collaboration.	Nothing to report at this time.
April 19, 2021					
May 17, 2021					
June 21, 2021					
July 19, 2021					
August 16, 2021					
September 20, 2021					
October 18, 2021					
November 15, 2021					
December 20, 2021					

From: [Nick Ralston](#)
To: [Oborny, Shirley](#)
Subject: Southwest's strangle hold on slots
Date: Saturday, April 17, 2021 10:05:38 AM

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

You do realize that Southwest's business model is to create mini hubs at most airports. Whereby they can transfer their passengers to waiting planes that fly in simultaneously. I believe your data shows that they occupy 50% of the slots at SNA. A very environmentally unconscious business model for our sensitive airport location. And what if another Airline wishes to start another non stop and cannot get one of those slots. Please explain