



CITY OF NEWPORT BEACH AVIATION COMMITTEE AGENDA

**Civic Center Community Room, 100 Civic Center Drive, Newport Beach, CA
92660**

Monday, October 18, 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
Alan Guenther - District 1
Roger Ham - Newport Coast Representative
Julie Johnson - CAANP Representative
Anthony Khoury - AWG Representative
Stephen Livingston - General Aviation
Hugh Logan - District 7
Vacant - District 3
Jack Stranberg - Member At Large
Sharon Ray - District 2
Cameron Verdi - District 5
Vacant - District 4**

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

The City remains committed to holding public meetings in a transparent manner, with public participation, ensuring City business continues in this challenging environment. Based on recent guidelines from the OC Health Agency, the City of Newport Beach will proceed with the Aviation Committee meeting in person with face coverings required for unvaccinated members of the public in attendance.

The public can submit questions and comments in writing for the Aviation Committee to consider. Please send them by email by Monday, October 18, 2021, at 10 a.m. to give the Aviation Committee time to consider your comments. All emails will be made part of the record.

The Aviation Committee meeting is subject to the Ralph M. Brown Act. Among other things, the Brown Act requires that the Aviation Committee agenda be posted at least seventy-two (72) hours in advance of each regular meeting and that the public be allowed to comment on agenda items before the Committee and items not on the agenda but are within the subject matter jurisdiction of the Aviation Committee. The Chair may limit public comments to a reasonable amount of time, generally three (3) minutes per person.

The City of Newport Beach's goal is to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, we will attempt to accommodate you in every reasonable manner. Please contact Shirley Oborny, Executive Assistant to the City Manager, at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible at (949) 644-3001 or soborny@newportbeachca.gov.

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 - September 20, 2021](#)

[Public Comment - Jim Mosher](#)

[Public Comment - Mel Beale](#)

IV. CHAIR'S ANNOUNCEMENTS

V. CURRENT BUSINESS

1. Demonstration of John Wayne Airport's New WebTrak Application - Betty Siercke, Access and Noise Specialist, John Wayne Airport Access and Noise

Specialist Betty Siercke will demonstrate WebTrak, the airport's web-based flight tracking system that enables the community to view flight tracks and noise levels and facilitates investigation of resident noise concerns.

[Public Comment - Jim Mosher](#)

2. Consultant Report - Kevin Karpe, Diverse Vector Aviation

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

[Public Comment - Jim Mosher](#)

3. John Wayne Airport Commercial Airline Noise Mitigation Workshop Update

Mel Beale of the Airport Working Group (AWG) will discuss next steps regarding the City's and AWG's work with the commercial air carriers.

[Public Comment - Jim Mosher](#)

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](#)

[Priorities Tracking Sheet](#)

VI. 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 - Bob Pastore](#)

[Public Comment - Jim Mosher](#)

- VII. **ITEMS FOR FUTURE AGENDAS**
- VIII. **NEXT MEETING - November 15, 2021**
- IX. **ADJOURNMENT**



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

MEETING DATE & LOCATION: **Monday, September 20, 2021, 5 p.m.**, Committee members will participate via Zoom.

ATTENDANCE:

Committee membership:

Council Member Diane Dixon, Chair
Council Member Noah Blom, Vice Chair
Nancy Alston – SPON Representative
Jeffrey Cole – District 6
Alan Guenther – District 1
Roger Ham – Newport Coast representative
Julie Johnson – CAANP representative
Anthony Khoury – AWG representative
Stephen Livingston – General Aviation
Hugh Logan – District 7
VACANT – District 3
Jack Stranberg – Member at Large
Sharon Ray – District 2
Cameron Verdi – District 5
VACANT – District 4

Staff: City Manager Grace Leung, Deputy City Manager Tara Finnigan, City Attorney Aaron Harp, and Executive Assistant to the City Manager Shirley Oborny

I. CALL MEETING TO ORDER

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

II. ROLL CALL

Vice Chair Blom (excused) and Committee Member Ham (excused) were absent.

III. APPROVAL OF MINUTES

Motion to approve the minutes of the July 19, 2021, meeting as presented was made by Committee Member Ray and seconded by Committee Member Cole. The motion carried unanimously.

IV. CHAIR'S ANNOUNCEMENTS

Chair Dixon announced that the meeting was being held via Zoom out of an abundance of caution due to the Delta variant recently causing Orange County's COVID-19 cases to increase. Numbers are trending down again, and the Committee hopes to meet in person in October. Applicants interested in the District 3 and District 4 Aviation Committee vacancies can apply at newportbeachca.gov/bcc. She thanked staff and the Communications Committee for putting out two Aviation activity updates to social media and Nextdoor. Committee Members should forward those communications to their contact lists to keep the community informed.

V. CURRENT BUSINESS

1. Consultant Report

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

Kevin Karpe, Diverse Vector Aviation, reported that over the past 60 days he focused on resident complaints about low flying aircraft. Several neighborhoods have notified the City of persistent noise. The Bayview area just southeast of the departure runways seems to be the most affected..

He referenced his participation in the City's recent meeting with the FAA and his involvement in the recent air carrier workshops and noted that those meetings would be discussed later in the meeting.

He said early turns continue over the southern portion of Newport Beach, which is connected to the agreement with the FAA and the Laguna Beach agreement. The FAA opened a dialog about this and now that the City has received the tracks they will review them and forward them to the FAA for study. The Southern California Association of Governments Aviation Technical Advisory Committee canceled its August meeting and rescheduled it for November 2, 2021. Nothing new has come out of that committee for a few months, but he will continue to monitor it for anything that will affect Newport Beach and will attend the November 2 meeting. He also reviewed the California Aviation System Plan which is run by Caltrans and the Division of Aeronautics for anything that would impact Newport Beach and Orange County. So far nothing does, and the California Aviation System Plan has not updated any of their information for a while. The Plan was developed to project out activities in aviation through 2050. He looked over Notices to Airmen (NOTAMs) for recent activities at JWA, but nothing specifically pertained to Newport Beach. He also reviewed the FAA charts and publications which are updated every 56 days. There is nothing impactful in those documents now, but there are some changes to approaches coming up. The STAYY and PIGGN departures will be changed in March 2022. He has asked the FAA what the changes will be and advised the Committee that the changes are normally minimal. Another project he is working on unrelated to Newport Beach is integrating an unmanned aerial system into the National Airspace System (NAS). This "Uber in the air" program is coming, and it will be very big.

Chair Dixon requested confirmation that the vehicles were electric. Mr. Karpe stated they were. Clay Lacy has installed electric charging stations for aircraft. Electric aircraft are also coming. The target date based on type certification is 2024, and for urban air mobility it will be 2030-2035.

In response to Chair Dixon's question about the dashboard, Deputy City Manager Finnigan stated that as of September 21, 2021, the dashboard would be updated through July. The August data should come in by the end of the week.

In response to Committee Member Livingston's question, Mr. Karpe agreed to send him a list of the tail numbers of some of the aircraft flying over Bayview. Committee Member Ray said that the people in Bayview are very concerned about the flight schools because they circle over the housing development all day long.

Dennis Bress commented that he was pleased the City met with the FAA. Regarding the workshops, he asked if the City was still supporting the STAYY departure procedure. If the City is then he suggested reading the SID. It says it's not to exceed 220 knots at PAPAU and it would be preferable for that to be at 180 knots, which produces a quieter departure through the corridor. He requested that Mr. Karpe and Mr. Beale do some analysis to confirm his request.

2. General Aviation Pattern Traffic Discussion

Consultant Kevin Karpe and Deputy City Manager Tara Finnigan will provide an overview of actions the City is taking in response to residents' concerns about certain general aviation operations.

Deputy City Manager Finnigan reported that the residents of Bayview Terrace, The Bluffs, and one other neighborhood are concerned about continual traffic above their area.

Mr. Karpe utilized a PowerPoint presentation to discuss the General Aviation Pattern traffic (see attached), and noted this is most likely the biggest contributor to the area's noise issue. Aircraft are advised to make a 15 degree turn off the shortest runway, but has found that many are not turning until they are over Bayview. He utilized aerial views to demonstrate the traffic patterns to the Committee. The City does not know if the change in flight paths are pilot, instructor, or air traffic controller driven, but is looking into it.

Deputy City Manager Finnigan said Mr. Karpe has been studying the air traffic, watching the patterns, and speaking to residents. The City raised the issue with the FAA in August, and the FAA will investigate. JWA has also been notified and is also looking into the issue. The SoCal Pilots offered to work with the City on the issue.

In response to Chair Dixon's question about who was responsible for the altered patterns, Mr. Karpe said that it could be a certain flight school, or it may just be how the flight schools operate. He thought it was largely an awareness issue.

Committee Member Livingston noted that FBOs do not know what flight schools do so it is important to reach out to the flight schools themselves. There are many independent Certified Flight Instructors (CFI) who also need to be reached. As a member of SoCal Pilots, he could talk to some pilots to get a list of individual flight trainers. If he could get the tail numbers off the aircraft he could communicate directly with those involved.

Mr. Karpe told Committee Member Livingston he would provide him the numbers. Committee Member Livingston noted that as a member of Jay's FBO. Committee Member Alston clarified the location of Bayview Terrace and stated that area did not used to have noise.

Joe August said that most of the noise in the Bayview area came from the 65 contour area which was previously mitigated. There is no noise monitor there. He asked Mr. Karpe about the ADS-B satellite system to monitor speed. He said there are 60 to 80 violations a day. In response to Mr. August's question about the high-speed departures, Mr. Karpe said he received a list from Committee Member Guenther and spoke to the FAA about it.

Mr. August noted he contacted the FAA received a response from the FAA indicating that a representative will investigate some of the speed issues.

Committee Member Guenther offered to forward Mr. Karpe additional data from Flight Radar 24. Mr. Karpe said he would look at the information.

3. John Wayne Airport Commercial Airline Noise Mitigation Workshop Update

Mel Beale of the Airport Working Group and Aviation Committee Member Jack Stranberg will provide an update on the recent meetings with the commercial air carriers.

Committee Member Stranberg said he attended his first meeting and sensed a lot of respect and cooperation by the carriers. They want to reduce noise if it can be done within their operational and safety parameters. He is focusing on building relationships to influence more high technology engine equipped aircraft to fly out of JWA.

Mr. Beale explained they started planning in 2017 and that it had taken awhile to build relationships and trust with the air carrier representatives. He spoke with four airlines over the past five days, and they are all trying to do things requested by Newport Beach. Southwest, as an example, is pushing to power up at 3,000. He said they were unable to do an onsite meeting in August due to the Delta variant so they held two Zoom calls. He utilized a presentation to update the Committee (see attached). He said the plan is to work on the loudest airlines first.

In response to Chair Dixon's inquiry about if the carriers had previously seen this type of information, Mr. Beale explained that the carriers get their own individual data.

Mr. Beale said the carriers receive information from Boeing and Airbus, but to see the actual performance on a real month is something they never had access to. He said the airlines receive the charts he put together as well as the raw data. He reviewed the KSNA Primary Preferred Departure Procedure with the Committee and explained that it was provided to the carriers.

In response to Chair Dixon's question about applying the different calculations to the comparative data, Mr. Beale explained that there were many variables. American is now reluctantly flying NADP-1 because Newport Beach asked them to, so carriers are cooperating.

Committee Member Stranberg stated that he thanked the carriers for their investments in new equipment, told them that Newport Beach is familiar with new technology, and hoped to start working with the network scheduling executives. He understands the complexity and wants to work with the carriers to schedule more Neos and Maxes through JWA.

Committee Member Guenther thanked Committee Member Stranberg and Mr. Beale for their work. He read that Alaska Airlines has 93 Airbus Neos on order to be delivered between 2021-25 to replace the old A319s from the Virgin America merger. He also read that Delta ordered 30 Neos but was unsure of the delivery timeline.

In response to Committee Member Guenther's question about outreach to the airlines that did not participate in the workshops, Mr. Beale stated that they would be brought into the project, hopefully during the onsite session within the next 60 days. All carriers must be involved.

In response to Chair Dixon's inquiry about the circulation of minutes or discussion points, Mr. Beale explained that they have not done so and that it was purposeful. The environment is supposed to be an open forum to share data. When airlines made commitments, he confirmed it in writing, but no minutes were completed.

Committee Member Logan commented that Southwest has about 50% of the flights and is considering internally holding the throttle at the 3,000-foot setting until they get offshore or hit 4,000 feet. That would be great for Balboa Island and the Peninsula.

In response to Chair Dixon's question about the next meeting, Mr. Beale said he will schedule it for approximately three weeks after he gets the data off the simulator as he needs time to analyze it and create the charts.

Dennis Bress thanked Mr. Beale and Committee Member Stranberg. He said that at Noise Monitor 6, they are showing 1,561 feet as an altitude. He wanted the number closer to 3,000

feet, which would lower the SENEL to the low 80's. He said Alaska is flying loud and low over Balboa Island. American is doing better and Southwest is the most prolific commercial departure, so the quieter they get the better. With respect to speed, he requested the Newport Beach dashboard to put the parameters out for the four-mile mark related to FAR 91.117 Parts A and B.

Joe August thanked the Committee for its work. Field observations are observing the good work already done. There is room for improvement related to Southwest. He said prior to July 2020, Southwest took a high cutback, but now they are flying lower.

Linda Geller asked if an aircraft emitting less noise was also emitting less pollution. Mr. Beale said that he was not a pollution expert, but if the engine power was lower most likely it is putting out less pollutants. Generally, the higher power, the less efficient an engine, just like a car. There is no data collected on that except for that provided by Boeing and Airbus, etc.

Chair Dixon thanked Mr. Beale for his work.

4. Aviation Committee 2021 Priorities – Progress Update

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

Committee Member Livingston provided an update on the GA Improvement Program. He utilized a presentation (see attached) that showed counts of aircrafts on the field as reported to JWA. There is a discrepancy because the airport considers based aircraft having three or four months on the field, which is why he also did his own count. Compared to the 2020 counts, the numbers are very similar, but there seem to be more large corporate jets. He said there are a few corporate jets that leave prior to 7 a.m. Per the noise monitors, they have not exceeded the nighttime noise levels. The FBO revenue tracking is as expected. There has been no update on when construction will start.

He discussed commercial curfew violations.

In response to Chair Dixon's question about if Clay Lacy or ACI was losing business to Jay's, Committee Member Livingston said they were not.. Approximately 125 small planes moved.

Committee Member Guenther said Aviation International News' September 9, 2021, edition indicated that business aircraft traffic jumped 38.7% year over year in North America. Based on that, he said the volume coming out of JWA was no surprise.

Committee Member Ray explained that an element of the Fly Friendly Program will pertain to nighttime flights. The airport will monitor it once the Fly Friendly Program is launched.

Committee Member Guenther stated his recommendation two years ago was to use runway 02 for air carrier departures after 10 p.m. Member Guenther said it would apply to corporate jets going out during the curfew hours. Deputy City Manager Finnigan said that the Committee opted last year not to pursue this alternative. If the Committee now wishes to pursue it, the item could be brought back for discussion as a 2022 priority.

Committee Member Ray reported on the Fly Quiet Program. She said that that GA aircraft accounted for 70% of the flights in August. She named off the members of the Fly Friendly Program committee. There are two fundamental parts of the program 1) safety and 2) measurable data. The program will be for GA jets although they have done work on prop planes. The last meeting focused on the scoring system. If HMMH can create categories or groupings based on aircraft make, model, and general noise output they could see meaningful performance data. They have agreed on the basic elements of the Fly

Friendly scoring system and hope to launch the program January 1. The categories will be 1) quietest departures, 2) measurable noise reduction, 3) environmental stewardship and sustainability, 4) engine run ups and tests, and 5) most engaging. The awards are nonmonetary. From the JWA/County side the winners will be recognized by the Board of Supervisors, there will be a County press release, winners will be featured on both the County and JWA webpages, there will be celebratory posts on JWA social media, there will be an electronic awards certificate, and media. Newport Beach will also honor the winners. The County is also exploring possible financial incentives, but must work with attorneys to find out what is possible. JWA is working on the scoring system and the tool kit.

Deputy City Manager Finnigan stated that Committee Member Cole had no report for the evening. She asked Committee Member Johnson to report on County decisions regarding JWA.

Committee Member Johnson said the Air Canada lease was approved and would run from October 1, 2021 through December 31, 2025. They will be flying Boeing 737 Max 8 airplanes from JWA to Vancouver.

Committee Member Stranberg reported on encouraging carriers to utilize the quietest aircraft in their fleets at JWA. He said there are no more "whitetail" Max planes. Those were aircraft previously produced that have now been placed with airlines. The Max planes will move into the network system. In August, 14 Max planes were delivered to airlines. Boeing has set a delivery schedule of 15 per month, with 169 Max planes already delivered around the world. 37 new Neos were delivered in August and the roll out is accelerating. Through August, about 12% of the JWA departures were made up of Neo, Max, and A220 planes. The percentage changes due to scheduling, maintenance, weather, and other factors.

In response to Chair Dixon's question about tracking new planes out of JWA, Committee Member Stranberg said that in July, 61 Max planes and 197 Neos and 155 A22s flew out of JWA. A220s have an older frame, but new technology engines.

Committee Member Alston reported on communication and outreach. She said that she and Committee Members Khoury and Ray were working on a spreadsheet that covered most of Newport Beach's Homeowners Associations (HOA) or neighborhoods. She said the spreadsheet will contain the names of the HOA, whether they have a newsletter and a due date for publication, if the Committee could insert information with the HOA bills where there is no newsletter, and if they could come to the meeting of the Board of the HOA. They need the help of all Committee Members to procure this information. She discussed the importance of communicating about the airport and settlement agreement with the community.

Chair Dixon suggested that Committee Member Alston put the HOAs into a chart and distribute it to the Aviation Committee.

Committee Member Ray explained she called 20 HOAs and the management companies would not provide actual names. The information is sent to the management companies and it is difficult to know if they sent it out. The most helpful thing would be to get the name of a resident for each HOA as a contact. Committee Member Alston agreed.

Committee Member Verdi provided the Government Relations report. He said that August was busy in Washington, but not related to Aviation matters, because lawmakers are dealing with fiscal year end. He noted that Adam Ereth from Supervisor Foley's staff has stepped down and the Supervisor's office will find a replacement. Chair Dixon, the Mayor, and City Manager Grace Leung met with the Supervisor via Zoom and discussed several topics, including the airport. The Supervisor is concerned about aviation which is great for Newport Beach.

Deputy City Manager Finnigan said that the City met with Raquel Girvin of the FAA and a large contingent of her staff. They showed the FAA what the Aviation Committee is working on and discussed early turns, aircraft speeds and other issues. It was a good meeting and Ms. Girvin gave them Faviola Garcia as the City's FAA contact for follow-up.

Deputy City Manager Finnigan discussed the implementation of the STAYY and noted there was an FAA software problem. Mr. Karpe said the glitch was related to the ERAM. Deputy City Manager Finnigan said that the glitch was not allowing the FAA to permit more air carriers to fly the STAYY. The FAA is working on the problem and expect it to take about 18 months. City Attorney Aaron Harp said it does not seem like there is a way to speed that up.

Deputy City Manager Finnigan said that Channon Hanna had been speaking to Michelle Steel's office. Chair Dixon explained that Representative Steel could not call in for the meeting because she had a conflict in Washington, D.C.

Chair Dixon said they planned to send Representative Steel a letter thanking her for her participation in the Quiet Skies Caucus and requesting that she assist on some FAA matters.

Dennis Bress was pleased with the ad hoc reports, especially that of Committee Member Ray. He was particularly pleased with the Fly Friendly Program in progress for JWA. The relationship that Newport Beach is forming with the FAA is one of community spirit. He thought that JWA and the Fly Friendly Program could be a model for other communities across the country.

Jim Mosher said that during the first report on the GAIP there was a comment about the before 7 a.m. GA departures and a question about if they exceeded noise standards or not. There is a disclaimer on the WebTrak display that indicates the noise levels shown by WebTrak at the noise monitors is not the quantity that is regulated in the GA Noise Ordinance. WebTrak shows the instantaneous and peak loudness and the SENEL is what is regulated. On the Fly Friendly Program, they discussed two categories 1) HMMH and 2) awards categories. He was confused as to how the awards would be chosen and awarded and asked clarifying questions regarding that.

Committee Member Ray stated that there was no limit on the awards.

Sue Dvorak asked Committee Member Livingston where the jets departing during curfew originated from. She also stressed that Mr. Mosher's concern about the quietest jets not being recorded was a key component of the GA Fly Quiet Program that they are trying to work on. They are trying to ensure that they get the data necessary to get the quietest jets recorded.

Committee Member Livingston explained that he could hear the jets leave and looked on Flight Aware to see where the jets came from. They have been Regency and West Charter which are both at Clay Lacy. ACI may have some, but he had not heard them. He had not spoken directly with the FBOs about it.

Committee Member Guenther said that several company names had been mentioned during the meeting. He thought BridgeNet/Volans had been replaced by Web Trak. HMMH was mentioned numerous times and he asked if they were still the City's consultant. Deputy City Manager Finnigan explained that Web Trak and Volans were components of the existing software run by JWA. They subbed out Volans for Web Trak, but the rest of the software is the same. Committee Member Guenther confirmed they were dealing with the same vendor.

Deputy City Manager Finnigan said that HMMH has been the City's noise consultant for 3 or 4 years. The County hired them in 2021 and they are now the County's consultant for JWA. HMMH's contract with the City expires soon and the City will issue a Request for Proposal (RFP) for the work

Joe August commented that there was a corporate jet that committed a noise violation at 6:30 a.m. that morning.

VI. PUBLIC COMMENT'S ON NON-AGENDA ITEMS

Linda Geller stated that the information on the dashboard came from ANOMs, but they occasionally throw out noise information from things like lawnmowers and not pass that on to the City. She said Joe August said that 10,000 flights were thrown out of the noise data from the previous quarter. That seemed to be a large discrepancy. She asked if JWA was cherry picking information. Chair Dixon stated that Dennis Bress made similar comments. Deputy City Manager Finnigan stated it was more a question for the airport than the Aviation Committee. She has invited them to the November meeting.

Dennis Bress said it was not 10,000 flights that were thrown out of the data, it was 10,000 noise events. Noise events can occur at each monitor. If the monitor picks up a lawnmower or other noise event then it gets thrown out. Anything that is not a smooth capture is not included..

VII. ITEMS FOR FUTURE AGENDAS

Committee Member Alston said that they did away with leaded gas and paint. She did not want to cause trouble with the pilots, but the Aviation Committee should discuss getting rid of lead in aviation gas.

Committee Member Johnson suggested getting in touch with the lobbyists and Representative Steel regarding incentives or programs for greener aircraft.

Linda Geller said in 2020 the County Board of Supervisors told JetSuiteX (JSX) that they had to move into the main terminal. She asked the Committee to provide an update. City Attorney Harp stated that the matter was still in litigation with both the County and ACI.

VIII. NEXT MEETING – October 18, 2021

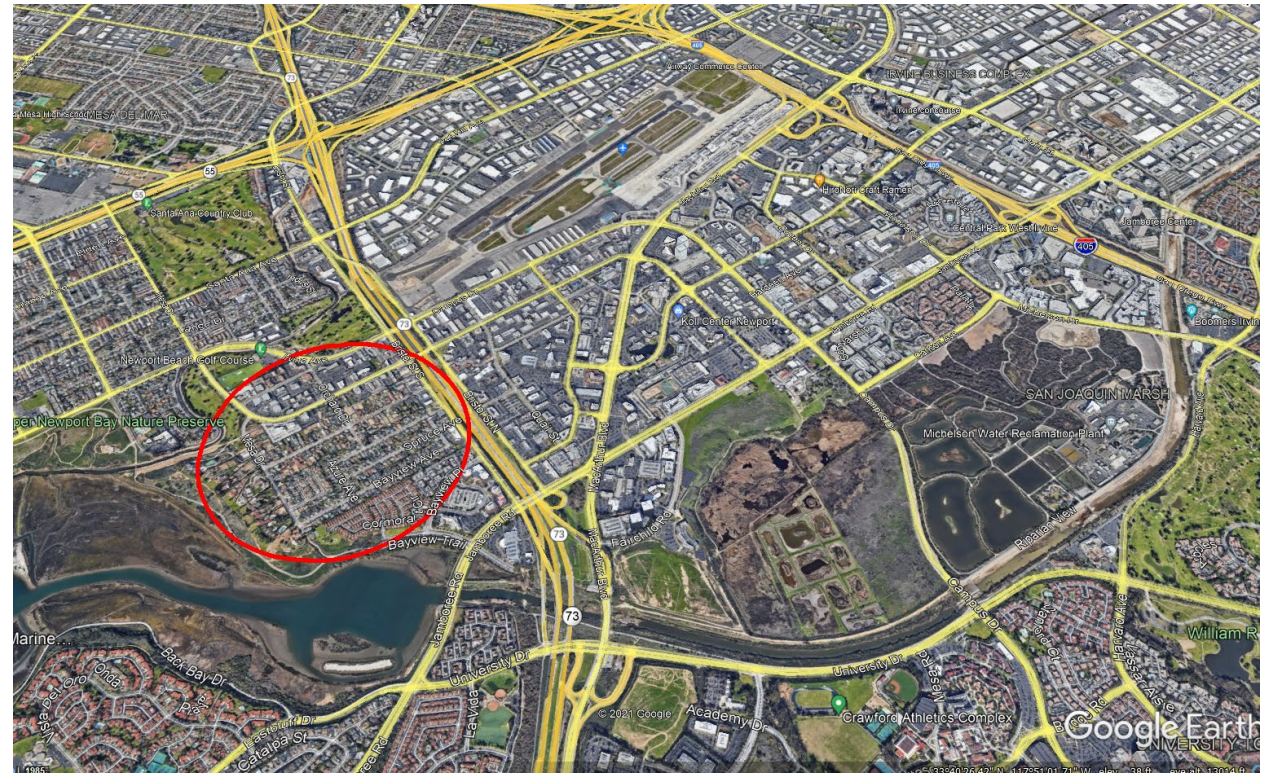
Chair Dixon instructed the Committee to plan on meeting in person, possibly in the Community Room. She thanked the Committee for their work.

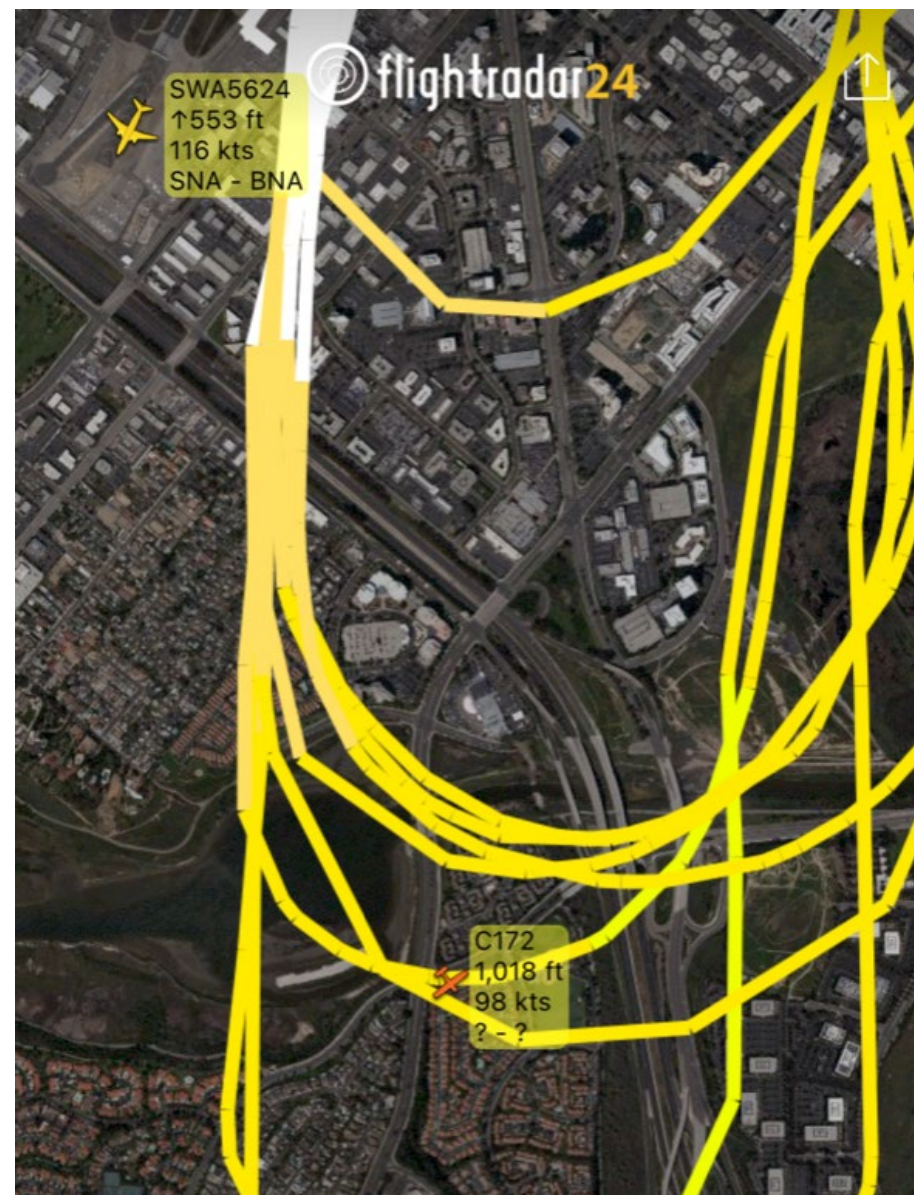
IX. ADJOURNMENT

Chair Dixon adjourned the meeting at 6:57 p.m.

General Aviation Pattern Traffic

1. Definition
2. Residents Concerns
3. What is Occurring





1. Raised issue with FAA and sent follow up to West Regional staff
2. Notified JWA staff
3. Communicating with So Cal Pilots and FBOs
 1. FBOs
 2. So Cal Pilots

JWA Commercial Airline Noise Mitigation Workshop
Working Agenda- August 31, 2021 Zoom Call
2 p.m.- 2:45 p.m. (PDT)

Invited airlines- AA, UA, WN (AS, DL, F9, NK were on the August 17 call and all participated)

Local Participants-

Grace Leung, Newport Beach (NB) City Manager

Kevin Karpe', consultant to NB for aviation

Jack Stranberg, member of NB Aviation Committee

Mel Beale, President of Airport Working Group of Orange County (AWG)

Program topics

- Opening comments and new participant introductions
- Summary of 2021 June YTD Operations and Noise Data Capture Analysis Snapshot
- Review and discussion of the defined preferred JWA 20R commercial departure procedure for Class A & E departures (south only)
- Objectives and preliminary plans for 2cd half 2021 workshop actions and events
- Open discussion / questions
- Close

Snapshots of excel spreadsheet data analytics for KSNA commercial operations – June 2021

KSNA Commercial Operations by Airline

June 2021

A	B	C	D	E	F	G	H
2021-Jun					Total - Jan- June		
Airlines	Flight Count	% of Flights	GTOW Average	Flight Count	Total % of Flights	Total GTOW Averages	
AA-American	459	16.84%	148359	2153	16.49%	141118	
AS-Alaska	233	8.55%	139370	1228	9.41%	130568	
DL-Delta	223	8.18%	139436	1277	9.78%	134265	
F9-Frontier	81	2.97%	143389	368	2.82%	137439	
FM-Fedex	22	0.81%	304023	124	0.95%	294932	
UA-United	232	8.51%	142287	1127	8.63%	134856	
WN-Southwest	1406	51.60%	130494	6490	49.72%	123935	
NK-Spirit	69	2.53%	129839	287	2.20%	119929	
Grand Total	2725	100.00%	137766	13054	100.00%	131263	

KSNA Noise Data by Operator

June 2021

	A	B	C	D	F	G	I	J	
1									
2	2021-Jun								
3			5S		6S		7S		
4	Airlines	GTOW Average	Aveg Senel No	PCA Avg Altitude	Aveg Senel No	PCA Aveg	Aveg Senel No	PCA Avg Altitude	
5	AA-American	148359	88.99	1714	89.62	1931	85.78	2784	
6	AS-Alaska	139370	85.58	1775	86.93	1918	83.67	2393	
7	DL-Delta	139436	81.98	1944	82.20	2196	82.37	2953	
8	F9-Frontier	143389	81.08	1842	82.73	2070	81.28	2521	
9	FM-Fedex	304023	87.95	1703	89.70	1942	85.40	2773	
10	UA-United	142287	88.46	1706	89.04	1948	84.55	2910	
11	WN-Southwest	130494	84.78	1565	85.83	1744	82.29	2530	
12	NK-Spirit	129839	81.10	2280	82.51	2675	79.40	3317	
13									

KSNA Noise Data by Operator

June 2021

	A	B	C	D	F	G	I	J	
1									
2	2021-Jun								
3			5S		6S		7S		
4	Airlines	GTOW Average	Aveg Senel No	PCA Avg Altitude	Aveg Senel No	PCA Aveg	Aveg Senel No	PCA Avg Altitude	
5	AA-American	148359	88.99	1714	89.62	1931	85.78	2784	
6	AS-Alaska	139370	85.58	1775	86.93	1918	83.67	2393	
7	DL-Delta	139436	81.98	1944	82.20	2196	82.37	2953	
8	F9-Frontier	143389	81.08	1842	82.73	2070	81.28	2521	
9	FM-Fedex	304023	87.95	1703	89.70	1942	85.40	2773	
10	UA-United	142287	88.46	1706	89.04	1948	84.55	2910	
11	WN-Southwest	130494	84.78	1565	85.83	1744	82.29	2530	
12	NK-Spirit	129839	81.10	2280	82.51	2675	79.40	3317	
13									

KSNA Noise Data by Equipment

June 2021

	A	B	C	E	F	H	I	M	
	Equipment	NM 5 Aveg Senel	PCA Avg Altitude	NM 6 Aveg Senel	PCA Avg Altitude	NM 7 Aveg Senel	PCA Avg Altitude	GTOW Aver.	
9	A20N	79.88	2121	81.64	2431	78.30	3199	138232	
0	A220	79.18	2011	80.13	2240	77.76	2948	119592	
1	A306	87.95	1703	89.70	1942	85.40	2773	303860	
2	A319	85.75	1789	86.55	1992	81.40	2821	137150	
3	A320	85.38	1833	86.58	1988	83.16	2506	139610	
4	A321	87.43	2053	87.52	2161	82.43	2811	160313	
5	B38M	81.38	1524	83.14	1709	79.66	2394	143716	
6	B737	85.26	1561	86.24	1754	82.48	2567	129072	
7	B738	87.75	1653	88.53	1847	84.87	2690	143669	
8	B752	87.83	1801	88.31	2069	83.39	2963	214252	
9	A21N	80.40	1988	81.27	2413			145120	
0	Grand Total- arithmetic	85.61	1667	86.40	1876	83.24	2620	138346	
1									

Example of use of data for ad hoc analysis

"raw data" June 2021- KSNA commercial airline operations
supporting ad hoc analysis of B738 noise footprint

	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	AA	AB	AC	AD	AE	AF	AG	AH
1	Noise Data for B738- June 2021 KSNA																				
2	NM 6		NM 7					NM 5		NM 6		NM 7					NM 5		NM 6		N
3	Altitude	SENEL	Altitude	SENEL	GTOW	AS # Fts= 10		Altitude	SENEL	Altitude	SENEL	Altitude	SENEL	GTOW	UA # Fts= 408		Altitude	SENEL	Altitude	SENEL	Altitude
4	1824	89.1	2677	85.9	156146			1207	89.6	1260	90.7	1558	82.7	154500			1647	88.9	1893	87.9	2674
5	1742	89.7	2602	84.9	154277			1591	87.9	1726	88.9	2156	82.1	140200			1726	87.5	1926	87.1	2759
6	1827	88.9	2572	84.6	151255			1345	87.9	1453	89.1	1886	86.1	144600			1844	89	1946	90.2	3081
7	1919	87.6	2743	84	149528			1499	86.1	1562	86.2	2031	82.5	127700			1706	89.9	2064	88.6	2825
8	1814	91.1	2575	86.9	150621			1299	87.8	1378	90.4	1975	85.9	144900			1722	89	1808	89.9	3251
9	1696	91.6	2510	87	151010			1617	89.3	1706	90.3	2238	87.1	147100			1581	89.4	1906	91.1	2927
10	1791	91.4	2500	86.4	155206			1335	88.7	1424	90	1998	86.6	144000			1683	90.7	1890	90	3264
11	1824	92.5	2631	87.3	155164			1631	85.1	1781	87.2	2231	81.7	104600			1814	89.4	1959	91.1	2825
12	1847	91.2	1870	86	147942			1427	84.8	1663	87.5	2457	81.2	106600			1778	90.3	2024	87.7	3123
13	1496	89.7	2887	86.4	156880	Aver.		1439	87.5	1550	88.9	2059	84.0	134911			1752	90.9	2306	85.7	3140
14	1949	89.8	2936	86.8	146258												1804	87.4	2251	86.1	3045
15	1916	89.8	2677	86.3	147578												1900	86	1906	89.6	3327
16	2001	92.7	2789	86.4	152924												1965	87.6	2139	90.1	3297
17	1854	88.9	1873	86.2	148914												1696	89.7	1995	90.6	2920
18	1644	90.3	2913	85	155517												1762	90.4	2602	90.5	3281
19	1778	91	2772	85.3	150641												1759	90.3	1991	91.4	2972
20	1834	90.6	3179	81.2	154492												2221	89.4	2119	90.6	4026
21	1417	90.5	2850	87.2	147215												1772	89.8	2082	90.2	2122
<div><div><div>...</div><div>Noise Monitor Raw Data- June</div></div><div>GTOW - All B738</div><div>Altitude Data</div><div><div></div><div></div></div></div>																					

	A	B	C	D	E	F	G	H	I	J
1	Example of ad hoc analysis on aircraft operations and community noise impact									
2	(unaudited)									
3	June B738 Noise Data									
4	B738	Location Desc								
5			5S		6S		7S		GTOW aver.	
6		# departures	Senel No	PCA Altitude	Senel No	PCA Altitude	Senel No	PCA Altitude		
7	AA	408	89.30	1684	90.00	1901	86.10	2777	148,794	
8	AS	10	87.50	1439	88.90	1550	84.00	2059	134,911	
9	UA	87	89.40	1718	89.80	1956	86.10	2946	144,369	
10	WN	274	84.90	1594	86.00	1746	82.70	2507	136,515	
11	Total B738	779		1653		1847		2690	143,860	
12										
13										
14	Notes:									
15	1. Raw data used in this analysis by every June B738 departure is detailed in the worksheets to									
16	this spreadsheet.									
17	2. Comparables may be AA & UA based on GTOW and noise footprints, and AS & WN.									
18	3. AA, UA, and WN all use NADP-1 departure procedures and AS NADP-2. NADP-1 yields higher altitude.									
19	WN reaches lower altitude than AA and UA due to cutback from TO power @ 800' vs 1200' and 1500'.									
20	4. The B738 is the loudest, non cargo standard equipment aircraft at JWA and hence the focus.									
21	5. AS has switched to primarily Airbus 320 aircraft which is the reason the AS noise "averages" are lower.									
22	AS June departures for A320= 230 vs 10 B738, with a lower NM 6S reading 2 db lower than the B738.									
23										

Draft - for discussion only

KSNA Primary Preferred Departure Procedure to Mitigate Noise Generation

- Departure filed as NADP-1* (and STAYY2 if available)
- TO flap settings at maximum for the aircraft type (i.e., α for maximum angle of attack)
- TO throttle at 95%
- Initial power cutback at 1200' altitude or higher for C1 (not to exceed 1500') unless flying a Class E departure which requires cutting back at 800'-900' to not exceed NM 3 noise limits. Cutback should be at or lowest safe N1 throttle.
- Continue on Climb 1 at constant throttle (roughly equivalent to $v^2 + 15$) through an altitude of 4000' or greater, or, to LRREN or STREL waypoint. Ensure auto-throttle (AT) does not automatically increase engine power at 3000"

*Note: some aircraft types, such as some Airbus equipment, may have to fly adjusted NADP-1 standard procedures due to TO flap limitations.

Plan going forward

- Complete SIM scenario assessments- TBD
- Schedule group workshop session with data and analysis for open evaluation- as soon as possible post SIM analysis
- Commitments for future adjustments as necessary- group
- Community event??

JWA 6/30/21 Aircraft On Field Reported Count	Small GA On Field	Large GA On Field
JWA - ACI Jet	84	64
JWA - Clay Lacy	32	28
JWA - Jay's	145	24
Total	261	116

JWA 9/17/21 Aircraft On Field Steve's Count	Small GA On Field	Large GA On Field
JWA - ACI Jet	164	98
JWA - Clay Lacy	28	30
JWA - Jay's	160	20
JWA - Martin	8	8
Total	360	156

JWA 2020 Available Aircraft Parking	Small GA On Field	Large GA On Field
JWA - ACI Jet	108	92
JWA - Clay Lacy	128	39
JWA - Jay's	175	20
JWA - Martin	5	17
Total	416	168

JWA 2020 County Aircraft On Field	Small GA On Field	Large GA On Field
JWA 2020 County Total	359	138

32 Commercial Airlines Curfew violations all within 30 minute window from Jan to July. All but 3 Weather or Mechanical issue.

A few GA aircraft leaving before 7am but all within noise limits.

Complaints about GA overflying Northeast NB, no reason found.

FBO revenue tracking as expected. No update on when construction will start.

October 18, 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 - September 20, 2021

According to the minutes, the Aviation Committee normally approves the draft minutes “as presented” without any opportunity for public comment. Nonetheless, the following corrections are suggested in **strikeout underline** format to the draft minutes passages shown in *italics*.

Page 3, Item 2, paragraph 2, sentence 2: “Aircraft are advised to make a 15 degree turn off the shortest runway, but **he** has found that many are not turning until they are over Bayview.”

Page 4, paragraph 6, last sentence: “He understands the complexity and wants to work with the carriers to schedule more **Neos NEOs** and **Maxes MAXes** through JWA.” [note: much as Boeing always writes “MAX” in upper case (separated by a space), Airbus seems to like “Neo” in lower case, as in [A320neo](#) but rendering it that way might make the sentences harder to follow.]

Page 5, Item 4, paragraph 1, sentence 2: “He utilized a presentation (see attached) that showed counts of **aircrafts aircraft** on the field as reported to JWA.”

Page 5, last paragraph, sentence 2: “She said that **that** GA aircraft accounted for 70% of the flights in August.”

Page 6, paragraph 3: “Committee Member Johnson said the Air Canada lease was approved and would run from October 1, 2021 through December 31, 2025. They will be flying Boeing 737 **Max MAX** 8 airplanes from JWA to Vancouver.”

Page 6, paragraph 4: “Committee Member Stranberg reported on encouraging carriers to utilize the quietest aircraft in their fleets at JWA. He said there are no more “whitetail” **Max MAX** planes. Those were aircraft previously produced that have now been placed with airlines. The **Max MAX** planes will move into the network system. In August, 14 **Max MAX** planes were delivered to airlines. Boeing has set a delivery schedule of 15 per month, with 169 **Max MAX** planes already delivered around the world. 37 new Neos were delivered in August and the roll out is accelerating. Through August, about 12% of the JWA departures were made up of Neo, **Max MAX**, and A220 planes. The percentage changes due to scheduling, maintenance, weather, and other factors.”

Page 6, paragraph 5: “In response to Chair Dixon’s question about tracking new planes out of JWA, Committee Member Stranberg said that in July, 61 **Max MAX** planes and 197 Neos and 155 **A22s A220s** flew out of JWA. A220s have an older frame, but new technology engines.”

Page 8, Item VI, paragraph 1, sentence 1: “Linda Geller stated that the information on the dashboard came from ANOMs, but they occasionally throw out noise information from things like lawnmowers and **do** not pass that on to the City.”

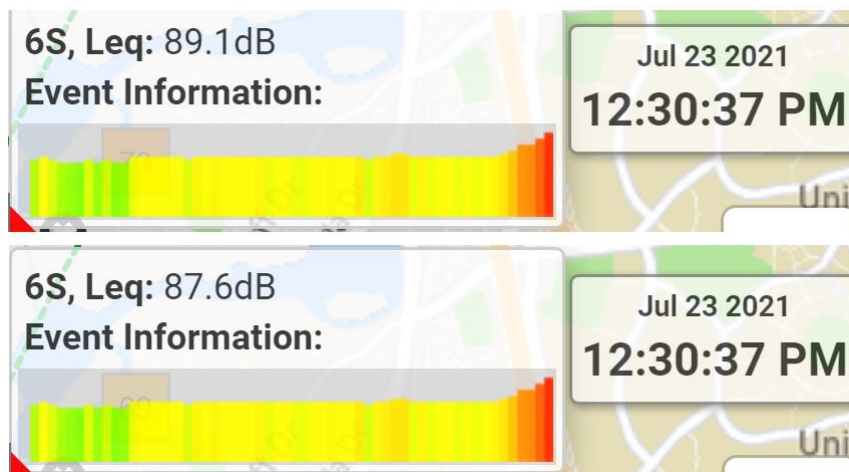
Item 1. Demonstration of John Wayne Airport’s New WebTrak Application - Betty Siercke, Access and Noise Specialist, John Wayne Airport Access and Noise

I have found JWA’s new WebTrak online flight tracking and noise reporting application to be a useful tool.

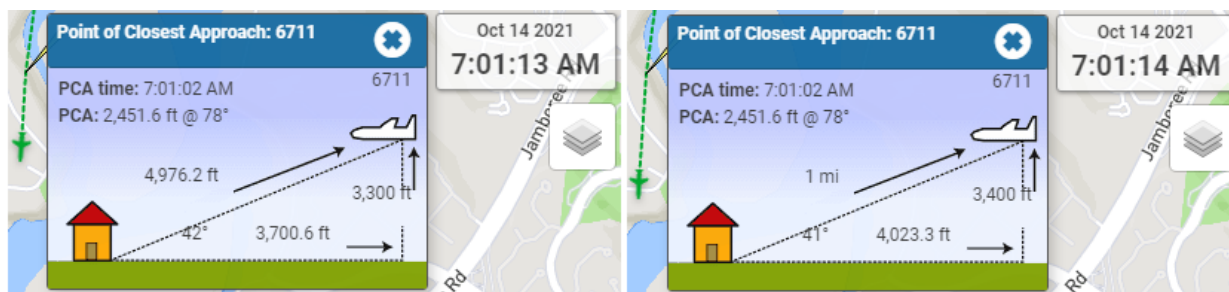
I have, however, noticed a couple of peculiarities that have been pointed out to the Access and Noise Office:

1. Although the airport presumably has an Leq instantaneous noise reading for each monitoring microphone for each second of the day, and even though the WebTrak noise level displays usually update each time a new second is displayed, sometimes it does not update with the new second, effectively skipping display of the correct reading for that second and showing the previous second's one instead. As a result, the skipped noise reading (which may display on a different run of the same flight) is lost, and one can get inconsistent results as to what the peak reading (or the reading at any other specific second) generated by a given aircraft was.

Here is a typical example where the Leq (1-second noise average) for a specific second as reported on two different retrievals of the same overflight differs by 1.5 dB:



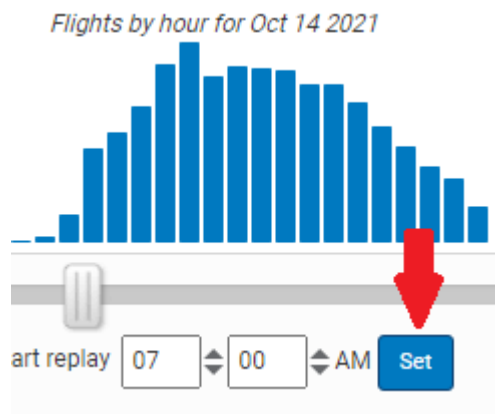
2. The generally helpful “Point of Closest Approach” window, which gives a running estimate of the distance from a specified ground point to a selected aircraft, suffers a sudden and seemingly arbitrary loss of precision when the distance exceeds 1 mile.



While the distance estimate may always be uncertain to a hundred feet or more,¹ seeing what claims to be the distance to the aircraft first to the nearest 0.1 foot and then, a second later, only to the nearest 0.1 mile (more than 500 ft) is disconcerting.

3. The “Set” button used to retrieve historical data doesn’t always respond to mouse clicks, in which case starting over with a complete refresh of the page is needed to reactivate it.

¹ Both because the altitudes seem to be reported only to the nearest 100 feet and because the assumed elevation of the reference point on the ground may be inaccurate.



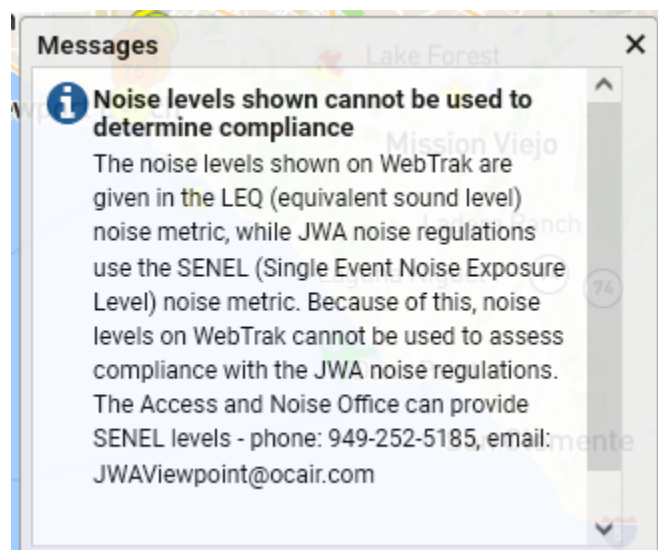
4. During playback, it would be nice to have a “Reverse” button, and not just “Pause” and “Forward.”

Room for Improvement

Adding a “Reverse” button is not the only improvement that could be made to WebTrak as implemented for JWA.

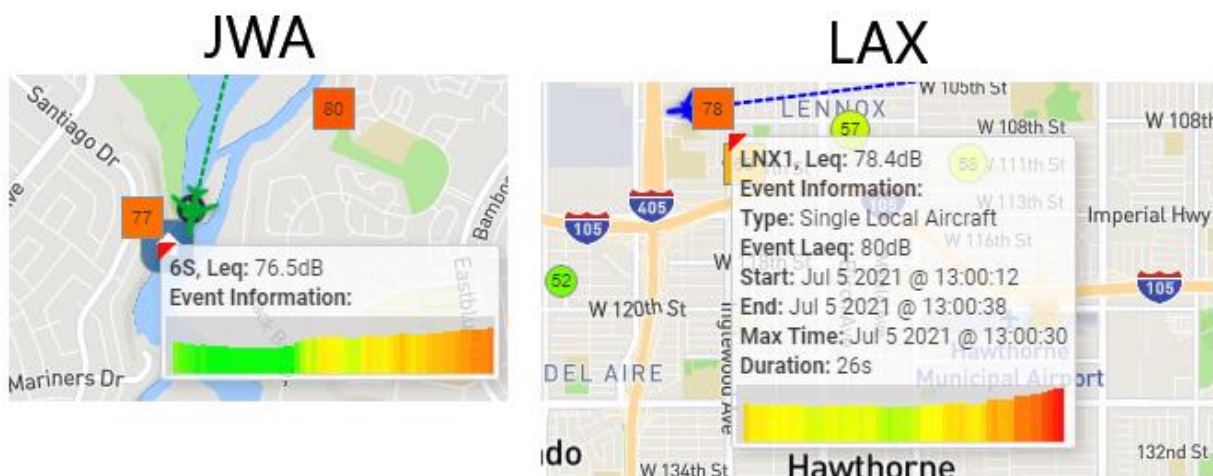
Of particular concern is the confusing disclaimer one sees when first opening the application, which warns users that the noise metric displayed (1-second “Leq”) is not the one regulated by the airport (“SENEL”). It goes on to claim the display cannot be used to judge compliance.

That is actually not quite correct: since SENEL is simply the (logarithmic) sum of the Leq reading for each second over the duration of the event. So one can, if one is very patient, write down the Leq displayed for each second and add them using the correct [formula for adding decibels](#).



The real question is why JWA’s implementation of WebTrak doesn’t display the SENEL.

In the playback mode, the little circles with the dB at each monitor displayed in them already turn into rectangles when an aircraft-related event is in progress. But when one clicks on the rectangle, the display is quite anemic compared to [other airports’ WebTraks](#), as illustrated here with an example from LAX:



The LAX display indicates the start, peak and end times of the event, as well as what it calls the “Event Laeq”. This is the total sound energy (SENEL) averaged over the duration of the event, which requires first computing the SENEL and then effectively dividing it over the event duration: $\text{Laeq} = \text{SENEL} - 10 \cdot \log(\text{Duration} [\text{sec}])$, from which one can back out $\text{SENEL} = \text{Laeq} + 10 \cdot \log(\text{Duration} [\text{sec}])$.

In other words, the authors of WebTrak clearly have the ability to display the JWA-regulated SENEL when a noise monitor icon turns into a rectangle indicating an event is in progress.

And it's not as if JWA's implementation of WebTrak doesn't know the start and end times over which the event is to be summed. That the information is present is evident from the [text-only display](#) provided through the “Help... Accessibility” menu.

Events
Noise Class: Single Local Aircraft Start: 08:01:05 A7 End: 08:01:42 A7 Peak: 79dB @ 08:01:25 A7 Duration: 37s

◀ Here, for example, is the text-only WebTrak display for the JWA event illustrated above, obtained by querying for events close to NMS 6S (1912 Santiago) at 8:05 a.m. on August 22, 2021. Clearly if the software knows that start and end seconds it could add the intervening Leq's to compute and display the event's SENEL, just as the LAX version presumably does before averaging it into an “Event Laeq”.

The full text-only display, incidentally, displays additional noise metrics that speak not just to the aircraft-generated noise, but to the background community noise at the monitoring site in the five minutes preceding the requested time. Specifically, the maximum and minimum 1-sec Leq and what appear to be the number of seconds below 60 dB, the number of seconds between 60 dB and 70 dB, the number of seconds between 70 dB and 80 dB and the number of seconds over 80 dB.

WebTrak as a Noise Complaint Portal

WebTrak is also, it seems, intended as a mechanism for submitting complaints about aircraft noise or flight locations to the Access and Noise Office. A person disturbed by an aircraft event is apparently expected to wait the half hour or so it takes before recent activity is displayed in WebTrak, locate the offending plane, click on it, and then on the “comment” icon in the aircraft information display, which connects them to the [Viewpoint](#) complaint logging system (found on the ANO website under a link enigmatically labeled “Noise Events”).

It would be interesting to know what fraction of the Viewpoint complaints the ANO receives come through this channel.

More generally, it would be interesting to know what the ANO does with the complaints received:

1. Does the ANO keep track of how many complaints are received regarding specific operators, aircraft or departure procedures?
2. Does the ANO contact the operators about whom complaints are received?
3. Is any of the response information publicly available other than the “heat map” of locations from which complaints are received published in the [Noise Abatement Quarterly Reports](#)?

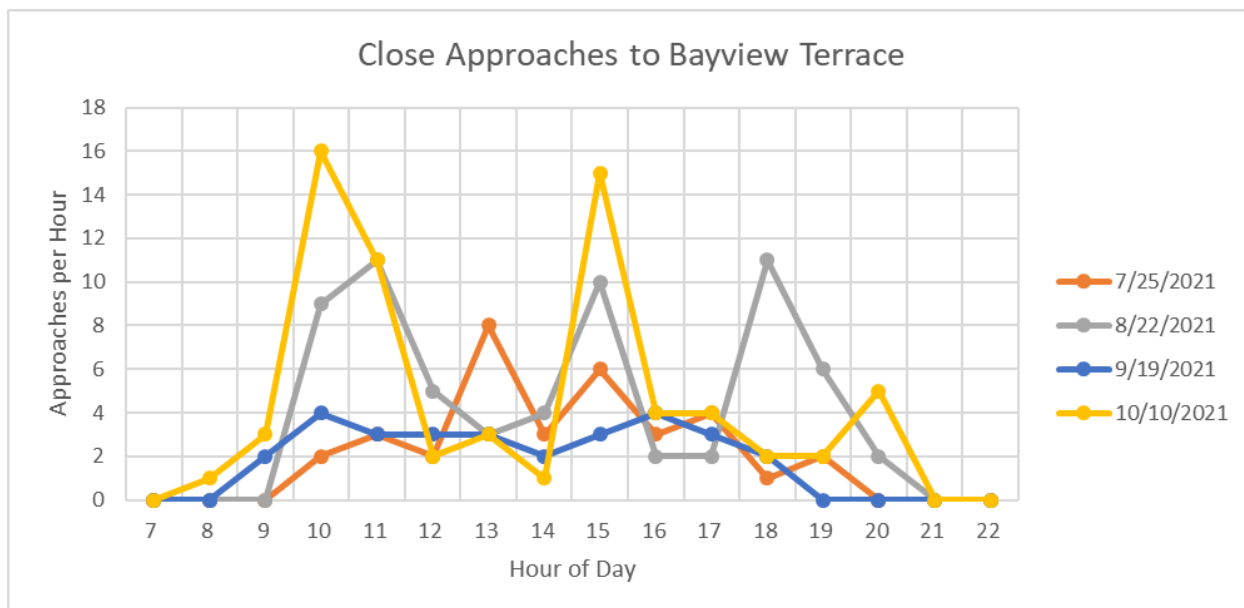
Item 2. Consultant Report - Kevin Karpe, Diverse Vector Aviation

Sundays in Bayview Terrace

The minutes of the September 20 meeting indicate Mr. Karpe presented a report on complaints received about small planes from JWA making close approaches to the Bayview Terrace community, just south of Bristol and west of Jamboree. There was hope some relief could be obtained.

As explained above, JWA's WebTrak portal includes an alternative text-only interface that can be interrogated to list the aircraft approaching within a specified distance of a specified ground point.

Choosing as a reference address “2 Cormorant Circle” (a lot adjacent to the [community entrance](#)) and requesting flights approaching within 1,200 feet horizontally² and vertically, the following chart is obtained for four Sundays spanning the range of dates currently displayable with WebTrak:



This suggests more outreach to pilots may be needed, for of these Sundays, the most operations were seen on the most recent one (October 10), with some 16 “close” approaches per hour recorded between 10:00 and 10:59. None of these have noise information, since there is no noise monitoring microphone in the community.

² 1,200 feet horizontally captures planes straying over the southernmost lanes of Bristol Street.

Item 3. John Wayne Airport Commercial Airline Noise Mitigation Workshop Update

While I appreciate the efforts to guide carriers toward the quietest possible departures for a given model of aircraft, I have to wonder if the instances of a given model owned by some carriers may be inherently noisier than those owned by other carriers.

I wonder this because I believe they may order slightly different engines³ and maintain them differently.

As to the presentation under this same heading at the September 20 Aviation Committee meeting, page 20 of the current 24-page [draft minutes file](#) reproduces the slide shown then describing the “KSNA Primary Preferred Departure Procedure to Mitigate Noise Generation” being promoted to the commercial carriers. Although described as an NADP-1 procedure, the only distinction the FAA makes (in Circular [AC 91-53A](#)) between what it calls NADP-1 and NADP-2 is whether the flaps are retracted *after* the initial post-takeoff thrust reduction (“Close-in Community NADP”), or *before* (“Distant Community NADP”). As best I can tell, the slide does not indicate when, if ever, the flaps are retracted in this suggested procedure. Hence, it seems impossible to tell if it is a NADP-1 or NADP-2 in the FAA’s terminology.

Item VI. PUBLIC COMMENTS ON NON-AGENDA ITEMS

JWA Statistics

In non-agenda comments submitted in advance of last month’s Aviation Committee meeting, I provided some charts detailing noise trends for commercial and GA operations (for, as an example, Noise Monitoring Station 6) that could be gleaned from the [Detailed Noise Event Reports](#) that have been posted by JWA since October 2019. They included the daily number of events from then to now.

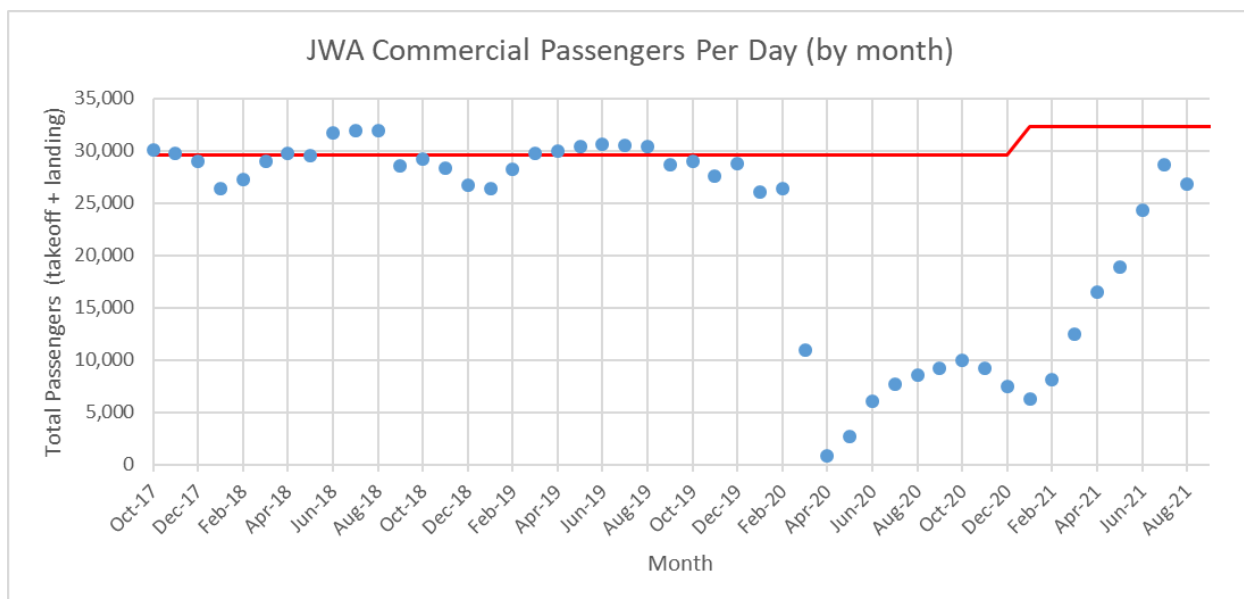
Those can be supplemented, at least as to count, by JWA’s [Monthly Airport Statistics](#) press releases,⁴ which, as most committee members are probably aware, announce the level of activity in the most recent month compared to the same month in the previous year, as well as of passenger counts⁵ (which are unavailable in the Detailed Noise Event Reports). The monthly reports typically indicate increases in activity, although the big picture of what they indicate may be difficult to discern.

In this first chart, the reported number of passengers arriving and departing has been broken down to a number per day for comparison with the [“1985” Settlement Agreement](#) limit of 10.8 million annual passengers (29,569 per day) through 2020 and 11.8 million (32,307 per day) since January of this year, as indicated by the red line.

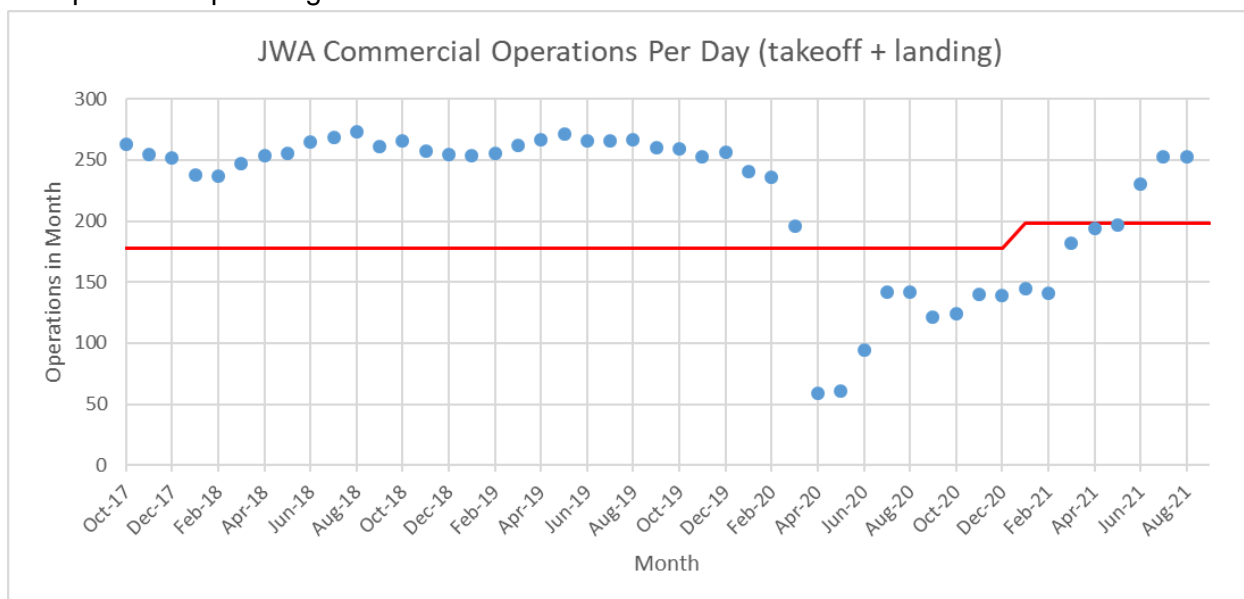
³ The [A320neo](#), for example, is offered with at least two quite different New Engine Options. Similarly, Boeing aircraft of the same model in different carriers’ fleets sometimes appear to have slightly different engines.

⁴ The online archive of press releases is complete only back to October 2017, and quite spotty before then.

⁵ JWA’s [Facts at a Glance](#) page contains a helpful table of annual commercial passenger counts back to 1990, which shows a rather ominous long-term growth pattern, with passenger volume increasing 2.5-fold in the last 30 years.



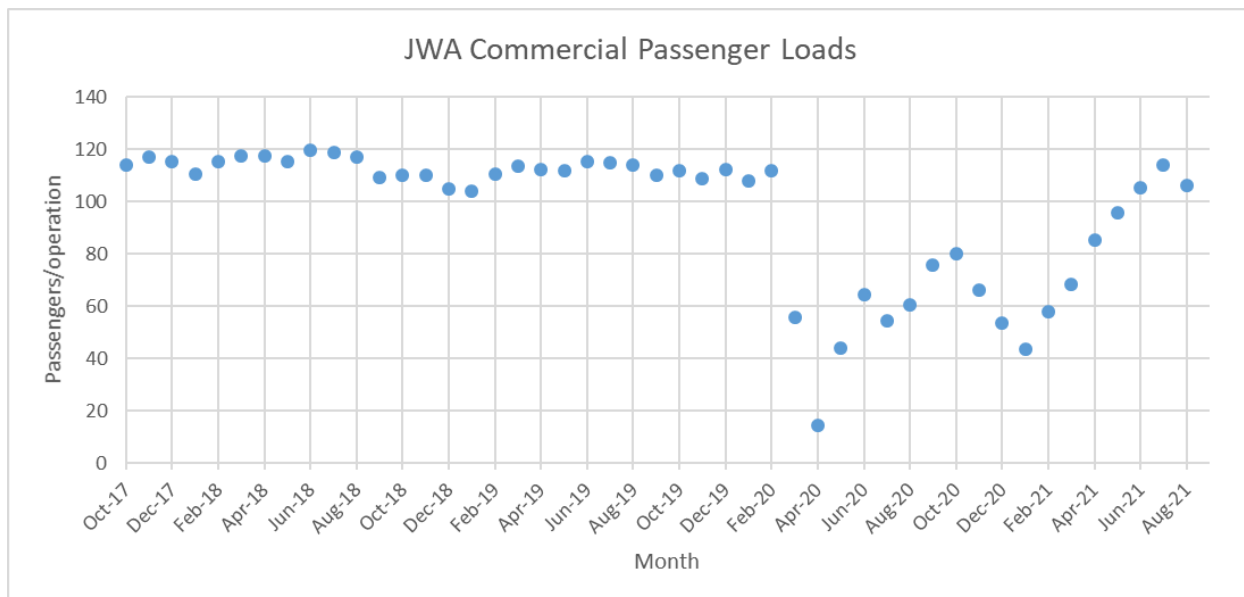
This can be compared to the reported number of commercial⁶ takeoffs and landings required to transport these passengers:



The red line again represents the Settlement Agreement, which allows 89 Average Daily Departures of Class A commercial aircraft through 2020 and 99 since January – translating to 178 and 198 Class A takeoffs plus landings, but isn't a hard limit since it can be supplemented by an unlimited number of Class E operations.

Combining the preceding two statistics gives the average number of passengers transported per commercial aircraft (not counting crew, aviation officials and most importantly pass-through passengers whose stay at JWA is three hours or less, none of whom are reported in the commercial passenger counts):

⁶ For comparison, the number of daily GA jet operations for each month could likely be filled in using the FAA's [OpsNet](#) web portal. They are not separately reported by JWA.



As many will remember, during the initial COVID-19 stay-at-home month of April 2020 residents near the flight path enjoyed relief both in number of operations (one-fifth the normal number) and, as shown in last month's charts, in noise from individual operations due to the carriers flying nearly empty planes (one-eighth the normal number of passengers per operation).

Ranking Operators

I understand those working on a Fly Friendly/Fly Quiet program at JWA have been directed by BridgeNet (JWA's primary noise monitoring contractor) to the work they do in collaboration with Hunt & Mead on Fly Quiet programs at the [Aspen](#)⁷ and [Jackson Hole](#)⁸ airports.

BridgeNet has also deployed "dashboards" for [Aspen](#) and [Jackson Hole](#) whose existence does not appear too well conveyed to the public, and which display no noise information at all and seem mostly a reformatted version of operations data, possibly from the [FAA database](#).

The Fly Quiet programs at Aspen and Jackson Hole involve assigning a composite score to each carrier.

The score includes such things as age of fleet and hours of operation. The noise component is taken as the percent of the carrier's operations that generate noise events in the "high noise" category, where "high noise" is defined as an SENEL above a predetermined threshold at a particular monitoring station.

Rather than choose a somewhat arbitrary SENEL (Aspen started with 90 dB, but after eliminating most of the number of events in that category lowered it to 85 dB), it would seem reasonable to use a more self-adjusting threshold, such as the SENEL above which some fraction of all operations lie.

The following spreadsheet snapshot shows how such a metric would rank the commercial carrier departures at JWA's Noise Monitor 6 (and for comparison 3 and 7) this past July, defining "high noise" as the loudest 10% of all commercial departures at that monitor.

⁷ See their annually-posted Fly Quiet reports back to 2015 under [Operation ... Administration...Reports](#) and explanatory [video](#).

⁸ See the PowerPoint links in the Fly Friendly section of their [Airport Guide ... Environmental Initiatives](#) page.

Fly Quiet Ranking Test using July 2021 JWA commercial dashboard data																		
Carrier	Code	Number Departures	<Weight> (lbs)	NMS 3S					NMS 6S					NMS 7S				
				Number Reported	% reported	<SENEL>	Number >97.4	% loud	Number Reported	% reported	<SENEL>	Number >90.1	% loud	Number Reported	% reported	<SENEL>	Number >85.9	% loud
United	UA	385	142,890	379	98%	97.0	133	34.5%	370	96%	89.8	187	48.6%	344	89%	85.2	128	33.2%
American	AA	528	150,814	517	98%	97.5	251	47.5%	499	95%	89.7	191	36.2%	485	92%	85.7	233	44.1%
FedEx	FM	21	296,667	21	100%	94.8	1	4.8%	21	100%	89.5	7	33.3%	21	100%	84.9	5	23.8%
Sun Country	SY	18	133,022	17	94%	95.3	0	0.0%	18	100%	88.9	4	22.2%	17	94%	84.2	2	11.1%
UPS	5X	16	196,388	15	94%	94.3	0	0.0%	16	100%	88.1	1	6.3%	16	100%	83.3	2	12.5%
Alaska Air	AS	212	144,362	208	98%	94.9	0	0.0%	211	100%	87.1	3	1.4%	206	97%	83.9	10	4.7%
Delta	DL	246	142,144	241	98%	93.0	13	5.3%	201	82%	85.1	1	0.4%	90	37%	82.5	0	0.0%
Southwest	WN	1,543	132,402	1,509	98%	90.9	0	0.0%	1,504	97%	86.3	1	0.1%	1,446	94%	82.3	10	0.6%
SkyWest Commercial	SC	190	71,973	187	98%	89.4	0	0.0%	187	98%	85.8	0	0.0%	176	93%	81.3	2	1.1%
SkyWest Commuter	SK	35	66,524	35	100%	86.6	0	0.0%	34	97%	81.3	0	0.0%	22	63%	79.2	0	0.0%
Allegiant Air	G4	62	133,147	61	98%	92.4	0	0.0%	60	97%	86.5	0	0.0%	52	84%	81.2	0	0.0%
Horizon Air	QX	197	75,719	193	98%	90.1	0	0.0%	190	96%	86.6	0	0.0%	183	93%	82.5	0	0.0%
Spirit	NK	142	134,297	140	99%	88.2	0	0.0%	134	94%	82.1	0	0.0%	53	37%	78.7	0	0.0%
Frontier Airlines	F9	87	145,883	83	95%	90.2	0	0.0%	81	93%	83.9	0	0.0%	30	34%	82.6	0	0.0%
JetSuiteX	XE	228	37,426	227	100%	86.1	0	0.0%	93	41%	79.1	0	0.0%	1	0.4%	82.0	0	0.0%
Grand Totals		3,910	126,790	3,833	98.0%	93.53	398	10.2%	3,619	92.6%	87.23	395	10.1%	3,142	80.4%	83.45	392	10.0%
1. For each of the monitors, "Number Reported" is the number of flights which tripped the 65 dB for 10 sec threshold without contamination and hence for which noise data was reported to JWA's ANOMS																		
2. A carrier is doing well if a high percentage of its departures are not reported																		
3. <SENEL> is the average SENEL of the carrier's reported (noisier) events																		
4. "Number >xx dB" is the number of the carrier's departures that exceed an SENEL such that 10% of all carriers' departures exceeded that level																		
5. A carrier is doing poorly if more than 10% of its departures register in this high noise category																		
6. Highlighted in red above are instances with:																		
a. High <SENEL>																		
b. More than 10% in high noise category																		
7. Highlighted in green above are instances where:																		
a. Low <SENEL> (note that the numeric value will be too high due to the omission from the average of the unreported events which produced an unknown lower SENEL)																		
b. Higher than average percent not reported (that is, quiet departures, but how quiet they were is unknown since their SENEL is not reported)																		
8. The above table is ranked based on NMS 6 results, first by descending percent in the noisy category, followed, for those with no high noise events, by descending percent reported																		

Focusing on Noise Monitor 6, United and American Airlines are clearly problematic operators with 49 and 36% of their July departures ranking in the loudest 10% of all commercial departures in July.

The spreadsheet also attempts to highlight (in green) carriers with favorable monthly statistics. However, as described in the notes, how favorable they were is difficult to assess because in some cases a large percentage of the quietest carriers' departures were not measured at law, leading to uncertainty as to what their true averages were.

In fairness, the carriers listed in the preceding spreadsheet ranking carry different numbers of passengers. So comparing American, which carries many people per operation to JetSuiteX, which carries very few, may not properly correct their relative merit. Ideally, since the total number of passengers in a year is limited by the Settlement Agreement, one might want some kind of metric to represent “noise generated per passenger transported.” Unfortunately, JWA does not post the actual number of passengers carried by the individual carriers, only an overall commercial total.

Origin of Unreported Noise Events

The presence of aircraft operations for which no noise information is available is always a frustration in dealing with JWA data.

As I understand it vents may not be reported as a result of equipment malfunction, interference from non-aircraft-related community noise, not breaking JWA’s rather arbitrary above 65 dB for between 10 and 60 seconds, or being too close in time to a preceding or following event to provide a clean event profile.

I had hoped to be able to understand this problem in greater detail by examining a day’s worth of the airport’s raw 1-sec Leq readings on which the reporting is based (presumably identical to the decibel numbers displayed in WebTrak).

To my surprise, the Access and Noise Office seems unable to provide it.

Oborny, Shirley

From: mbeale.cmtc@gmail.com
Sent: Monday, October 18, 2021 10:32 AM
To: Oborny, Shirley
Cc: Finnigan, Tara
Subject: Edit to Aviation Committee minutes of Sept. 20, 2021

Categories: Aviation

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

Shirley, on page 4, second paragraph, my quote is incorrect,

Mr. Beale explained they started planning in 2017 and that it has relationships and trust with the air carrier representatives. He spoke in the past five days, and they are all trying to do things requested by Newp. For example, is pushing to power up at 3,000. He said they were unable

The 3,000 should be 4000.

I would restate it as below-

"As an example, per our request, a senior operations manager at Southwest is pushing an internal effort to delay the departure climb power increase from the current 3000 ft altitude to 4000 feet, theoretically reducing noise from PCH to past shoreline."



CITY OF

NEWPORT BEACH

Aviation Committee Staff Report

October 18, 2021
Agenda Item No. V.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 progress updates.

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).

ATTACHMENT:

Aviation Committee 2021 Priorities Tracking Sheet

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. (Johnson)
March 15, 2021	Met with staff to discuss how to move forward. 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. We will work with them to make sure everything is being followed correctly.	Met with staff to discuss next steps. The plan is to meet with airport staff next.	Nothing to report at this time.	A productive meeting was held at JWA with staff, the Deputy Airport Director Eric Freed, and Noise and Access Officer Nikolas Gaskins. The Settlement Agreement was discussed to see what can be done to reduce noise in the community along with other areas JWA might have influence in such as ANCA and the Commercial Airline Access Plan and Regulations. Airport staff gave a presentation on their data flight tracking system that can show which planes are not hitting the noise restrictions in the backbay, and the violations policy. The intent is to development a better relationship with the airport and come back to the committee with some action items they can help us with.	Met with staff to discuss which recurring County meetings at the airport to monitor. Will meet with Cori Takkinen to understand how to get information from her and how to react when appropriate.
April 19, 2021	As of April 1, 2021, there was a significant increase in fees for the various airplanes at JWA which caused the movement of some aircraft. Staff will set up meetings with Clay Lacy and ACI to see how many planes are still there and an update will be provided at the next meeting.	Met with Nick Gaskins at JWA and they are not sure what their preferred action will be yet. The dashboard will be helpful because there is too much data to be useable. Clay Lacy and ACI support the Fly Quiet Program. They need guidelines to give pilots. Hugh Logan's Fly Quiet Program sample is a good base but there are questions as to how it will be monitored.	Nothing to report at this time.	Will meet with Nick Gaskins at JWA to focus on how to get pilots to execute Newport Beaches preferred procedures.	Nothing to report at this time.
May 17, 2021	1. Met with Clay Lacy. They will do a \$57 million, two-phase, buildout taking 24 months. 2. Met with Jay's Aviation. They will do a four-phase buildout, over 12-18 months, for \$18 million. 3. Met with airport staff. 4. Will meet with ACI to learn more about their plan. They have a six-phase buildout, over five years, starting in 2025. Development delayed due to a 6 to 12 month moratorium on National Environmental Policy Act (NEPA) approvals. The FAA wants taxiways widened within the next year, this will result in a 10% loss of t tie down space. Next month's reports will include ACI's numbers. Overall rents are increasing.	Met with airport and City staff to discuss the GA Fly Quiet Program. Proposed program components include discouraging nighttime flights, noise abatement procedures, pilot education including a new pilot guide, noise requirements for specific aircraft, and additional staff and software for JWA.	Nothing to report at this time.	Nothing to report at this time.	The Airport Commission voted to recommend approval of five architect/engineer contracts for airport facilities and support services. Jay's Aircraft Maintenance will be allowed to transfer part of its lease to Jay's Air Center, LLC.
June 21, 2021	Met with all three FBOs. Toured the airfield along with City staff and held discussions with JWA staff. See GAIP presentation from the June 21, 2021, Aviation Committee meeting, which includes information on current tie-down and small hangar monthly costs. Filed a records request for the monthly revenue of the FBOs.	The second Fly Quiet Program meeting was held with the County, City, FBOs, airport staff, and community members to review other Fly Quiet programs and GA studies. The group is creating and crafting the long-term goals for the Fly Quiet Program while developing a shorter, more rudimentary program of measures and messages. JWA is currently updating its pilot brochure.	Nothing to report at this time.	See report under Monitor Departures for Early Turns (Item 2e).	Nothing to report at this time.
July 19, 2021	Nothing to report at this time.	The Fly Quiet working group includes Aviation Committee members, City staff, JWA staff, County of Orange / District 2 staff, ACI Jet, and Clay Lacy. It is on track to have a Fly Quiet Program by January 1, 2022. HMMH will categorize the aircraft types and determine noise levels for each category. JWA will add new software to help analyze the data collected and will also manage program communication.	Nothing to report at this time.	Committee Member Cole reported they met with Nick Gaskins and his team at JWA. Mr. Gaskins will provide the working group with the early turn data. There will be a presentation in August or September regarding aircraft noise and how it is monitored.	Nothing to report at this time.
August 16, 2021	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled

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. (Johnson)
September 20, 2021	A presentation showed the reported count of GA aircraft on the field at JWA compared to Steve Livingston's count. The numbers of aircraft from 2020 to 2021 are similar, but there appears to be more corporate jets. FBO revenue tracking is as expected. There is no update on when construction will start.	Two fundamental parts of the Fly Friendly Program are 1) safety; and 2) measurable data. The program will focus on GA jets although prop planes will be included. The last program planning meeting focused on the scoring system. The categories will be 1) quietest departures, 2) measurable noise reduction, 3) environmental stewardship and sustainability, 4) engine run ups and tests, and 5) most engaging. The winners will be recognized by the County Board of Supervisors and JWA, as well as the City of Newport Beach. JWA is working on the scoring system.	Nothing to report at this time.	Nothing to report at this time.	The County approved the Air Canada lease. It will run from October 1, 2021 through December 31, 2025. They will be flying Boeing 737 Max 8 airplanes from JWA to Vancouver.
October 18, 2021					
November 15, 2021					
December 20, 2021					

2. 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	After listening to our citizens (Mel Beale, Dennis Bress and Bob Pastore), Roger, Alan and Kevin met and discussed whether it's possible to get a 4 or 5 db noise reduction over the Peninsula and Balboa Island. The conclusion is that it is possible because a number of aircraft have been able to. In order for that kind of noise reduction, the planes need to be between 150 and 180 knots and not accelerate until they are a mile or so over the ocean. This concept has rules that need to be worked through with the FAA. Since it's not known when new planes will arrive, the focus is on what's happening now. There are some airlines that are having good results. The airport is required to support any departure changes before they can be presented to the FAA. Before going to the airport, that recommendation needs to be heard in front of the full Aviation Committee. The Ad Hoc will meet again on March 16.	Met with staff and Kevin Karpe to discuss how to go about pursuing this goal. A report has been prepared on the historical background on the development of the STAYY and will be available at the next Aviation Committee meeting in April. A list of STAYY topics for future meetings will include STAYY routes and destinations, a comparison between the STAYY and NADP-1 departures, evaluation of the noise data and addressing concerns. The committee was asked to send their concerns via email for evaluation and will be presented with answers to the whole committee. Another Ad Hoc meeting will be held tomorrows.	Nothing to report at this time.	A brief discussion was held with staff. Jack will join Grace and Mel Beale at the air carriers meeting. The meetings will hopefully focus on new equipment and aircraft scheduling. These processes are complex in the airlines. 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 collaborative benefits that will benefit our community and be acceptable to the airlines.	Nothing to report at this time.
April 19, 2021	The next stage is to have Mel Beale present the information that was presented at this meeting (see minutes for Item IV.3) to United Airlines and request they do the test flights and simulator run.	After the presentation given at this meeting, it was decided that STAYY would be addressed further at the May 17 meeting.	Nothing to report at this time.	Developed a list of 10 airlines that will fly out of JWA and will get contact information. Talking points are being worked on to determine how to interact with the airlines to try and influence them to bring in planes with the new engine technology.	Nothing to report at this time.
May 17, 2021	No updates to report at this time pending the future meeting with the air carriers, AWG, Aviation Committee Member Stranberg and City staff.	Work continues and progress will be reported.	Nothing to report at this time.	Identified those involved in network scheduling and capacity planning at all 10 common passenger carrier airlines. Letters of appreciation to carriers performing well have been sent to Spirit, Frontier, and Delta. The Max status is in constant change. Thirteen carriers currently operate it worldwide. 106 MAX planes have been grounded due to an electrical circuit board problem.	The report on this item will be in June.
June 21, 2021	Met with Mel Beale, Airport Working Group, to review data. The data on the 737 MAX is positive. Mel Beale reported on the simulator testing with United Airlines and expects to have the results by June 23. The results will be shared at the Air Carriers Workshop in August.	Nothing to report at this time.	Nothing to report at this time.	Market forces are bringing more high technology engines into the domestic marketplace. Frontier and Spirit fly the New Engine Option (NEO). Southwest plans to replace 660 aircraft over the next 10 years. 400 MAXs are complete but there is currently a shortage on staffing.	Met with and discussed data with the JWA's Access and Noise Office staff. See Early Turns presentation from the June 21, 2021, Aviation Committee meeting. Further information is needed to see why pilots are requesting early turns. The City will request compliance with the 2018 Settlement Agreement.
July 19, 2021	Nothing to report at this time.	Nothing to report at this time.	Nothing to report at this time.	On June 29, United Airlines bought 270 new aircraft, - its largest single buy ever - and the largest of any airline in the last decade. American and Southwest each purchased 100 new MAX planes. The Commercial Dashboard shows the breakdown of aircraft type. In May about 10% of the flights at JWA were made by aircraft with the new technology engines. This is a vast improvement and should continue to increase. The new planes are less noisy and create less pollution.	Early turns will be discussed at the upcoming FAA meeting
August 16, 2021	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled

2. 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)
September 20, 2021	Nothing to report at this time.	The STAYY was discussed at the City's recent meeting with the FAA. A problem with the FAA's ERAM software is preventing more carriers from being approved to fly the STAYY. The FAA is working on the problem and expect it will take about 18 months to resolve.	Nothing to report at this time.	The Max planes that were being stored are now moving into the network system. In August, 14 Max planes were delivered to airlines. Boeing has a set a delivery schedule of 15 per month with 169 Max planes already delivered around the world. In August, 12% of JWA departures were made up of Neo, Max and A220 planes.	Early turns were discussed at the City's recent meeting with the FAA. The City is providing more data and examples to the FAA.
October 18, 2021					
November 15, 2021					
December 20, 2021					

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

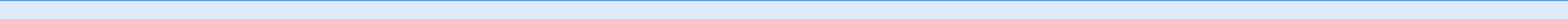
	a. Develop monthly content for staff to share via City communication channels and Committee members to share with neighbors / organizations (Alston & Ray)	b. Implement the adopted Community Outreach Plan. (O'Neil & Khoury)			
March 15, 2021	Nancy met with staff (including Public Information Manager John Pope) regarding content development. Sharon will meet next week to talk about an editorial calendar and getting content from today's meeting and some other activities throughout the month that can be used to communicate to the public about our efforts with the airport.	Staff will meet next with Bonnie next Monday and after that, Tony will be brought in to have an Ad Hoc meeting about how to implement the Community Outreach Plan.			
April 19, 2021	A meeting is being planned with staff.	The Community Outreach Plan video is almost finished. There will be information on the <i>Newport Navigator</i> and the webpage will be cleaned. Public Information Manager John Pope is starting a new video project with the Mayor on topical issues and the airport will be addressed. The City sent letters to Frontier and Spirit airlines which will be promoted on the City's social media.			
May 17, 2021	Nothing to report at this time.	Nothing to report at this time.			
June 21, 2021	Aviation Committee members were asked to provide input as to what they think their neighborhoods need to know. The content for the monthly communication is being worked on. The video is almost complete and will be posted on the website and sent to the Aviation Committee.	Nothing to report at this time.			
July 19, 2021	A content editorial calendar as been prepared for the coming year. The content developed will help the Aviation Committee communicate regularly with the community through HOA Board Meeting presentations, HOA newsletters and other venues such as a City sponsored informational workshop.	The Community Outreach video is finished and available on the City's YouTube channel and website (newportbeachca.gov/jwa). The video is a high-level introduction to the City's airport-related efforts. It is the first in a series.			
August 16, 2021	August Committee Meeting Canceled	August Committee Meeting Canceled			
September 20, 2021	A worksheet of HOAs and neighborhoods is being developed that contains the name of the HOA, whether it has a newsletter, due date for publication, whether the Committee could insert information with the HOA bills, and whether the Committee could attend an HOA meeting if they don't have a newsletter. The Committee is encouraged to assist in procuring this information.	Nothing to report at this time.			
October 18, 2021					
November 15, 2021					
December 20, 2021					

4. 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 Implementation bill. (Meng)	
March 15, 2021	Met with staff and Cori Takkinen to better understand the landscape. Channon Hannon will be brought in as well. The focus will be to execute at the highest level possible the government relations action plan for 2021-2023. Looking forward to working with the City officials who will help us to reach our goals, including the official appointment of Katrina Foley as the new County Board Supervisor, which will be the first stepping stone. Goals needed to achieve the action plan were identified, which are largely relied upon relationships. We need to start forging relationships with people whose interests are aligned with ours and making sure they understand, from the City's perspective, objectives we want to accomplish in the short term.	Nothing to report at this time.	Nothing to report at this time.	Met with staff and Channon Hanna to talk about how to tackle FAA matters. A meeting needs to be set to talk about ways to create relationships with our Western Regional representatives from the FAA, including our ombudsman. Our congresswoman will probably need to help the City with this since it's Federal.	
April 19, 2021	Given that Congresswoman Steel joined the Quiet Skies Caucus could allow the City to formally pursue airline credits for reducing noise.	Nothing to report at this time.	Nothing to report at this time.	Met with staff and Chair Dixon regarding trying to reach out to the FAA's Ombudsman whose region is Southern California, Arizona and Nevada. Staff had a call with Congresswoman Steel's District Director on April 8 and also spoke with the Ombudsman. The Aviation Committee's work and desire to build a relationship with the Ombudsman was discussed. The conversation was positive and will be ongoing.	
May 17, 2021	Congresswoman Steel included the City's requested language in her list of priorities to the Appropriations Committee as part of the Fiscal Year 2021-22 Transportation, Housing, and Urban Development Appropriations bill. Attended a meeting with Supervisor Foley. She is sensitive to the City's issues related to the airport and will be an advocate.	Nothing to report at this time.	Nothing to report at this time.	Working on a priority list of items to address with the FAA.	
June 21, 2021	Working to schedule regular meetings with Supervisor Foley, who is very supportive of the Fly Quiet Program. The airport is monitoring the FBOs implementation of the GAIP. JWA is pleased with the communication from the City and wants to continue moving forward.	Nothing to report at this time.	Nothing to report at this time.	Chair Dixon is still trying to schedule a meeting with the FAA's regional administrator.	
July 19, 2021	Monthly meetings will be held with Supervisor Foley's staff. Work is also being done with Representative Steel. The House Transportation, Housing and Urban Development report was released July 15 and contained several noise-related provisions pushed by the Quiet Skies Caucus. Investments in noise and emissions related projects and programs should be advantageous for Newport Beach and surrounding communities.	Nothing to report at this time.	Nothing to report at this time.	On August 19, Chair Dixon and Vice Chair Blom will meet with the FAA to discuss early turns, the delay in the implementation of the STAYYY procedure, what could be done to improve communication with the FAA, and other City questions and concerns.	

4. 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	c. Continue to develop and advocate for local, state and federal policies and strategies that incentivize air carriers to transition their	d. Establish good working relationship with the FAA. Track implementation of the 2018 FAA Reauthorization Implementation bill.	
August 16, 2021	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	August Committee Meeting Canceled	
September 20, 2021	Chair Dixon, Mayor Avery and City Manager Leung met with Supervisor Foley via Zoom and discussed several topics, including the airport. The Supervisor is concerned about aviation, which is positive for Newport Beach.	Nothing to report at this time.	Nothing to report at this time.	The City met with Raquel Girvin of the FAA and her staff. The Aviation Committee's work was discussed and she was advised that the City wants a relationship with the FAA to discuss new ideas, etc. Aircraft speeds, early turns, and the STAYY departure were also discussed. The FAA is interested in learning more and requested data from the City.	
October 18, 2021					
November 15, 2021					
December 20, 2021					



September 27, 2021

My thoughts on what's before you:

FAA REGIONAL ADMINISTRATOR:

The FAA has given you everything you have asked for in JWA departures – four RNAV departures – three of which are straight course (PIGGN, FINZZ, HHERO) - and a radius to fix (curved) departure (STAYY). The latter is one of two in the USA and the only one being used daily.

FAA Asks:

Investigate why ATC limits the STAYY departure to SWA and UAL. AA, Alaska and Delta are certainly capable of flying it.

Investigate overlay of the FINZZ and HHERO SIDs with an RF. (The sweet thing about the RF is it MUST be flown on autopilot or flight director – no hand-flying – which ensures precise course following.)

Revise Advisory Circular 91.53A to meet current conditions.

Add Noise Abatement Curriculums to General Aviation training centers (14 CFR 141 and 142). See below.

Change turn off runway 20L at KSNA from turn left 15 degrees to turn left to 110 degrees.

SPEED ON DEPARTURE.

There are several speed limits on SIDs in the USA. LaGuardia comes to mind. But none of them fits JWA.

One must have an understanding of turbojet performance to tackle this issue:

The initial speed after liftoff is called V_2 . Title 14 CFR Part 1 defines it as Takeoff Safety Speed. 14 CFR Part 25 is the certification of transport category airplanes and defines V_2 to be attained at the end of the runway AFTER AN ENGINE FAILURE AT V_1 - which 14 CFR 1 defines as Decision Speed.

If an engine fails PRIOR to V_1 , the airplane is capable of stopping on the remaining runway (reverse thrust cannot be used for certification). AFTER V_1 , if an engine fails, the airplane will reach V_2 35 feet above the end of the runway and climb out safely above obstacles.

But engines rarely fail, especially on the runway. In 37 years of flying for TWA in 3 and 4 engine airplanes (Boeing 727 and 747 and L1011) , it has never happened to me. That means on a normal all-engines-operating airplane the airplane is way overpowered at V_2 . The airlines always use an additive, usually 10 or 20 knots.

Airline	Additive*	Procedure Over -Climb Thrust Established
Alaska	+20	Unclear – subject to interpretation
American	+20	3000 feet**
Delta	+15	3000 feet
Fedex	+10	Shoreline***
Frontier	+10 Pitch Limit 19 degrees*	3000 feet
Spirit	+10	3000 feet
SWA	+20	3000 feet
UAL	+10	3000 feet

*Each increase in knot is a loss in climb energy and altitude gained. A goal and objective would be to get everyone at +10. Some airlines prescribe a pitch limit. In Frontier's example, if the airplane rotates to 19 degrees and V_2+10 increases – so be it.

** Advisory Circular 91.53A states

*(6) Maintain the speed and thrust criteria as described in subparagraph 6 a(3) through 6a(5) to 3,000 feet AFE **or above**, or until the airplane has been fully transitioned to the en route climb configuration (whichever OCCURS first), then transition to normal enroute climb procedures*

*** FedEx has it right. Maintain $V_2 + 10$ until the shoreline (actually, their procedure states to the 4.2 ISNA DME which is the Distance Measuring Equipment located at the departure end of 20R).

When AC 91.53A was published (1993, or almost 30 years ago) airplane performance at the time meant the airplane reached 3000 feet somewhere beyond NM7. Today's performance allows 3000 feet to be attained **prior to 3000** feet and the subsequent **lower the nose to attain "enroute climb speed (i.e., 250 Knots below 10,000 feet)**. That's not good for residents from just prior to NM 7 out to the ocean (i.e., Newport Dunes, Balboa Island and Balboa Peninsula).

It is approximately 1.23 nautical miles from NM 7 to the shoreline. $V_2 + 10$ is approximately 144 knots, meaning an airplane will require an additional 51 seconds in takeoff configuration and speed between the two points. Hardly a big ask and the altitude gain should be explored in Mel's simulator studies.

Airline Asks:

Standardize $V_2 + 10$ additive across all airlines to use nationwide.

Adopt FedEx.

GA NOISE

There are two GA categories: Small aircraft (under 12.5K max weight) and turbojets.

One thing is important to note here: NO FAA PILOT CERTIFICATION TRAINING REGULATIONS or curriculums for pilot schools discusses the subject of noise abatement - small GA (14 CFR 141) or turbojets (14 CFR 142). Clearly, your team should contact the small airplane FBOs and National Business Aircraft Association (NBAA) to discuss.

Traffic Pattern Altitude is unimportant at JWA – most of it is over commercial or industrial buildings. What can be changed is the turn AFTER liftoff from 20RL, the main small airplane runway. An immediate left turn to 110 degrees would put the airplane in the crosswind segment before the Corona del Mar freeway, instead of the 15 degrees to 215 degrees now called for.

GA Training Center Asks:

JWA Small GA Training Centers: Incorporate noise abatement into all certification curriculums.

14 CFR 142 Training centers: Incorporate noise abatement into all certification curriculums.

NBAA: Discuss JWA noise abatement with NBAA air traffic specialist.

TURBOJET SPEED VIOLATIONS

The airlines are more stringently monitored than GA jets. Any perceived violation of an air carrier "pilot deviation" (the official FAA designation) need only be reported to the airline's chief pilot (with proper documentation) for instant (it's called a "rug dance" in the industry) results.

The charter turbojets are a different matter. While I have most all airline profiles, I have no GA turbojet profiles except for the NBAA suggested procedure.

Ask: Alan to visit the FBO's and talk to the departing pilots. And confirm knowledge of FAA procedure and obtain any company directions on noise abatement nationwide and, specifically, JWA.

The NBAA is a must here and the team should make contact and discuss. I have already given you the contact for Heidi Williams, NBAA's Director, Air Traffic Services and Infrastructure.

NEVER, NEVER report your perceived speed deviations to the FAA. It could result in certificate action and loss of income for a pilot. Best to be a good neighbor with chief pilot discussions.

AIRLINES

I was quite impressed by Mel's presentation. Your team has finally attained the stature so missing the past years.

Bob Pastore
360-710-5176