



**JOHN WAYNE
AIRPORT**
Orange County, California

Alan L. Murphy
Airport Director

October 26, 2011

Mr. Dave Kiff
City Manager
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92663

Subject: John Wayne Airport Departure Procedures

Dear Dave:

Thank you for your letter dated September 14, 2011, expressing the City's interests and concerns regarding departure procedures at John Wayne Airport. I'm glad to provide you with the following update and additional flight track analysis for STREL and MUSEL departures.

I understand the City's question whether the STREL waypoint operating as a "fly-by" rather than a "fly-over" is enabling aircraft heading east past the coastline to begin turning early, resulting in lower altitudes over communities, including Corona del Mar and Crystal Cove. In fact, in September my staff raised this issue as a high priority during a conference call with FAA. The purpose of the call was for FAA to share with industry stakeholders its plan for optimization of airspace in southern California. While FAA made clear that the program is not intended as a "clean sheet" redesign, it is a 3-year program to review the airspace in the region and incorporate improvements where appropriate. In a follow-up call later in September, however, FAA informed the Airport that it had determined that STREL would remain a "fly-by" waypoint. According to FAA, the principle reason for this decision is that such a change would add track miles to the STREL procedure, which is "not preferred by the users."

With respect to the City's question whether STREL has skewed aircraft departures slightly west beyond the former (non-RNAV) MUSEL 6 departure procedure, I have attached several flight track plots comparing these two departures. These tracks show the STREL procedure to be within the historical dispersion of the MUSEL departure procedure, and narrower in some locations. However, I must caution that there is inherent uncertainty with the current radar flight track system, which makes it difficult to make this statement definitively. We are attempting to obtain more precise aircraft position data for use in these analyses and will update you as progress is made.

Finally, the City has expressed an interest in FAA conducting test flights for the RAWLZ procedure for JWA departures west of, and including, Las Vegas. I understand that FAA plans, in its development and implementation of RAWLZ, to duplicate the STREL procedure from the runway to the coastline. However, this should be confirmed by FAA. By copy of this letter, I will forward the City's request for RAWLZ test flights to Mr. Bill Withycombe and request FAA confirmation of the portion of the RAWLZ design that will affect your community.

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My staff and I will continue to analyze flight track and noise data, and remain committed to working in partnership with the City and FAA on these and other important aviation issues. If you have additional questions, please do not hesitate to contact me.

Sincerely,



Alan L. Murphy
Airport Director

Attachments

cc: Supervisor John Moorlach
William C. Withycombe, FAA
Honorable John Campbell



STREL-COMMERCIAL CARRIERS- AUG 21 THRU 27, 2011





MUSEL-COMMERCIAL CARRIERS-AUG 23 THRU 29, 2009

