

JANUARY 2018

Update- All things Aviation:



If you'd like additional information, please contact Newport Beach City Manager Dave Kiff at dkiff@newportbeachca.gov.

City Update

On January 23, 2018, the City of Newport Beach posted on line the following letter. Because it updates the residents on all of the actions that the City is undertaking regarding the airport it is re-produced in its entirety. It can also be viewed on line on the City's web page:

January 23, 2018

Dear Residents of Newport Beach:

We at the City of Newport Beach wanted to give you a more formal update on **Airport Issues** following the recent announcement of a tentative agreement with the Federal Aviation Administration (FAA) over several issues upon which the City litigated. Additionally, Council Member Jeff Herdman asked me, as City Manager, to summarize some of the City's other recent activity involving John Wayne Airport (JWA). Bear with me, as usual – I will try to be somewhat concise but this is a very complex subject as many people know.

Before going further, remember that Newport Beach is merely adjacent to JWA. We don't own the airport, we don't operate it, and it's not in our city limits. The County of Orange operates the airport while planes are on the ground, and the FAA takes over when planes take off.

About four years ago, the FAA announced a nationwide effort called "**NextGen**". NextGen's goal was to improve safety and efficiency by in large part narrowing arrival and departure corridors along more specific, satellite-based routes. In October 2016, the City sued the FAA over the environmental document (called an **Environmental Assessment** or "EA") associated with NextGen's implementation at JWA. The FAA's

assessment looked at over 20 airports in our region including JWA. The FAA called this regional look the [“Southern California Metroplex.”](#)¹ Now that you know that, please read on.

Departure PATHS. To me, a departure path is the geographic route that planes fly – ie. **where** planes fly, versus **how** they fly over us. As you will read next, our FAA litigation primarily involved **where planes fly**. Just as a reminder, currently (in January 2018), ALL commercial departures from JWA are flying a defined and specific “one-turn” route down the Upper Bay then over Back Bay View Park. Back in March 2017, we observed that the new route appeared to take some planes too far to the east – as a result, the FAA has made multiple but subtle adjustments to this route. Following the FAA’s last adjustment to these departure paths in early December 2017, the final few destination routes (the ones headed to Las Vegas or Salt Lake City) were shifted slightly to the west. If you want to dive deeper into each of these adjustments, please look here: <http://www.newportbeachca.gov/home/showdocument?id=56249>.

What was the FAA Litigation About? Our lawsuit was about the adequacy of the FAA’s Environmental Assessment that analyzed the impacts of the FAA’s NextGen program over Newport Beach (and many other airport areas). The key reason the City Council sued was because the EA appeared to show that the FAA could design routes that strayed far outside the traditional departure patterns of the Upper Bay. One key diagram (**Diagram A**) in the EA itself showed a range of possible departure paths that could have been all over the community.



The City’s settlement agreement with the FAA will affect **Departure Paths** as follows:

- . Prohibit the use of the EA to modify existing or to design future flight paths.

¹ http://www.metroplexenvironmental.com/socal_metroplex/socal_introduction.html

- . Emphasize the importance of closely following the traditional historic flight paths along the Upper Bay.
- . Ensure that the Metroplex will not preempt or jeopardize the continued successful operation of the 1985 JWA Settlement Agreement and its many protections.
- . Implement and test a new “Required Navigational Performance (RNP)” departure procedure for the Upper Bay consisting of two turns, not just one. It’s called the STAYY² (see **Diagram B**) and would attempt to remain within the natural contours of the Upper Bay and curve as the bay curves, avoiding as many residential areas as possible.



Residents have asked me, “did the litigation solve all of our concerns?” Not entirely. There is more work to be done. The litigation was essential and very important in the long-term protection of our community from future actions regarding **departure paths**, but even with its settlement, we think we need to improve **departure procedures** so that air carriers are using the best procedures for noise and pollution reduction in our community.

Departure PROCEDURES. This is **how** the planes fly on a geographic route or path. Recall that two (2) different **noise-abatement departure procedures** (NADPs) are approved nationwide. Both were designed with carriers and the FAA and airports (including JWA) back in 1991. However, these provide general guidance to the carriers. Ultimately, airlines develop their own procedures according to their operational specifications for each individual aircraft. This is especially true at SNA because airlines have to adhere to the **single event noise restrictions**.

One of the procedures – NADP-1 - is also called the “Close-In” departure. This one is the one we know the best, and feels like you’re going up higher, faster, then leveling off ‘til the coastline. This was very commonly used at JWA. The other – NADP-2 – is called the “Distant” departure, and has a gentler climb – it is far more commonly used

² Currently it is anticipated that the STAYY procedure will be published 2/1/2018.

at other airports. In 2008, when this was last [studied](#)³, our consultant told us that all JWA carriers were using some variation of NADP-1 (see page III-8 of that linked document). But a more recent analysis by the County of Orange reported that some major carriers – like United and American – had transitioned to NADP-2. Carriers can do this, because they can still meet the required noise standards out of JWA. It is the carriers’ choice to determine which NADP they use.

While we think NADP-1 is better for the community, we need data and analysis to prove it. The Council authorized more work in this regard in 2017, and we’re gearing up to get it going. It likely will take 4-6 months to complete. **Deliverable here:** A way to approach the carriers with good science and data about what the quietest departure procedure is – could be NADP-1 or something totally new. Please know, though, that air carriers cannot be compelled or directed to use one NADP versus another, but we hope that they can be convinced to do so.

Temporary Noise Monitoring. Members of the community asked us to “monitor the monitors” by setting up new temporary stations nearby Noise Monitoring Stations #5 (near the Back Bay sort of close to Eastbluff Elementary) and #6 (Santiago Drive on the Bay’s west side). For a map of the existing regulatory stations, click [here](#).⁴ We completed some of this in mid-December – those results are not yet with me. Other monitoring occurred in January, on Balboa Island and in Dover Shores. I did not tell many about the specific dates, as I did not want to tip the air carriers or the airport off about when this would occur. I noted at one of our “Friday Forums” that I would release this data to the public when it’s presented in report form. **Deliverable here:** new noise data.

Long-Term Noise Monitoring. The City is likely to consider adding a permanent (but non-regulatory) noise monitoring station on or near Balboa Island. This would add to our knowledge of power-ups past Noise Monitoring Station #7, and could possibly help us work with air carriers to get carriers to fly more quietly once they pass the last regulatory noise monitor (that’s at Newport Dunes). This item may be included in the Capital Improvement Program for Fiscal Year 2018-19, which the Council will start to consider very soon. **Deliverable here:** maybe a new NMS on or near Balboa Island.

Communicating with the Air Carriers. Many residents have expressed personal and thoughtful concerns directly to the major air carriers about noise. The major carriers out of JWA (in order of most flights/day, generally) are Southwest, American, United, Alaska, Delta, and Frontier. Residents asked the carriers to please:

- . Consider using NADP-1 if you’re using NADP-2, if doing so results in less noise.
- . Consider using some of the newest, less polluting, and quietest planes in your fleets that are assigned to JWA routes (the **Boeing 737-MAX** and the **Airbus 320neo**)

³ <http://www.newportbeachca.gov/home/showdocument?id=57277>

⁴ <http://www.ocair.com/reportspublications/AccessNoise/NMSMap-10-19-2014.pdf>

- . Do not apply additional power after Newport Dunes (NMS #7) until the plane is over the ocean.
- . Consider training your pilots so that they can fly the STAYY procedure once it is made available (likely to be Feb 2018).

We will bring on a local firm that might assist the City and our residents in these communications. We recently issued a request for proposals, and about eight firms responded. We expect a selection decision before the end of January. **Deliverable here:** hiring a communication and strategy firm to help.

More about the Boeing 737-MAX. Frontier Airlines already flies at least one **Airbus 320neo** out of JWA daily, and it has a lower noise footprint than some other planes. We’ve been waiting to see how Boeing’s new plane does as well, and we are starting to find out. Southwest has used its new Boeing 737-MAX at JWA, although it’s not regularly routed here. A SW flight to Phoenix on Christmas Eve was flown with a MAX, and the noise results, when compared to a similarly-weighted Boeing 737-800⁵, was pretty impressive. As you look at the below chart, know that the human ear can generally detect a noise difference of >3 dB.

The Boeing 737-MAX at JWA (preliminary data)										
Type of Plane	Flight Date	Route	Destination	Persons/Seats	Takeoff Weight	Decibels followed by Altitude @				
						NMS 3	NMS 4	NMS 5	NMS 6	NMS 7
SW Boeing 737-800	11/19/2016	MUSEL	PHX	175/175	138,858	90.8	86.3	84.2	85.9	81.9
<i>Altitudes =</i>						1,242	1,534	1,660	1,990	2,792
SW Boeing 737-MAX	12/24/2017	PIGGN2	PHX	136/175	138,672	86.8	N/A	76.9	76.9	N/A
<i>Altitudes =</i>						1,247	1,514	1,632	1,858	2,710
<i>Difference in dB (this MAX flight lower by __ dB) =</i>						4.00	N/A	7.30	9.00	N/A

Federal Advocacy. We brought on an advocate in Washington DC to both work with national air carrier groups and specific carriers, as well as with the FAA to help us in our efforts to have planes depart in a quieter manner. **Deliverable here:** hopefully good relationships with air carriers and others to help us solve problems locally.

Friday Forums. We continue to host our **Friday Forums** to help us all learn more about airport operations and issues, and to collaborate as a community on strategies to protect against noise and other impacts. Anyone is welcome. We meet from 3:00 p.m. to about 4:30 p.m. in the City Council Chambers at the Civic Center. More forums are coming up, three of which involve presentations by the County of Orange (as operator of the Airport) covering issues like how noise is monitored and reported, allocations of “slots” (i.e. what carrier gets to fly out of JWA using what planes) and the 1985 JWA Settlement Agreement. The next forum is coming **up on Friday, January 26th** (at 3:00 p.m. in the Council Chambers – the

⁵ See also analysis that follows, later in the monthly update.

subject is **Noise 101**) with others to follow on (tentatively) Friday, February 9th and Friday, March 9th. **Deliverable here:** a better understanding for all of us.

If you have any questions about the above, please do not hesitate to ask. Thank you for taking the time to read this and to learn more about airport issues.

Sincerely,

Dave Kiff

City Manager

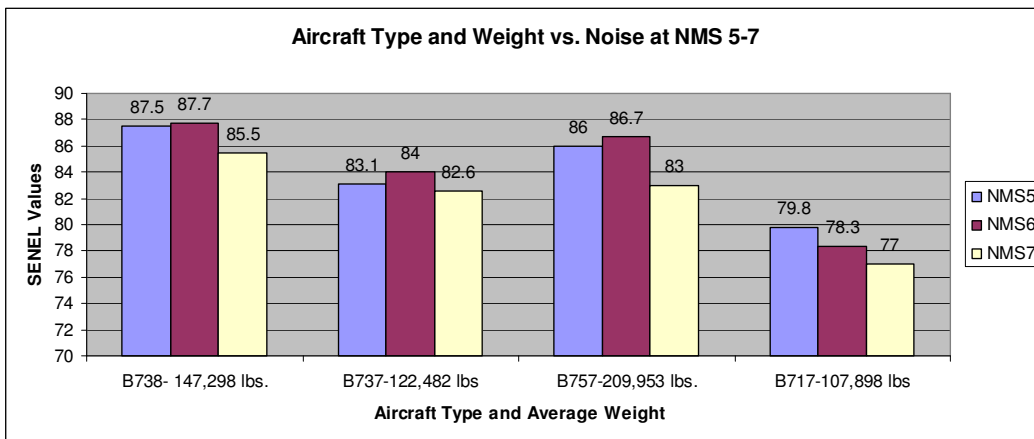
949-644-3001 [or dkiff@newportbeachca.gov](mailto:dkiff@newportbeachca.gov)

Recent Analysis of Flight Data at JWA

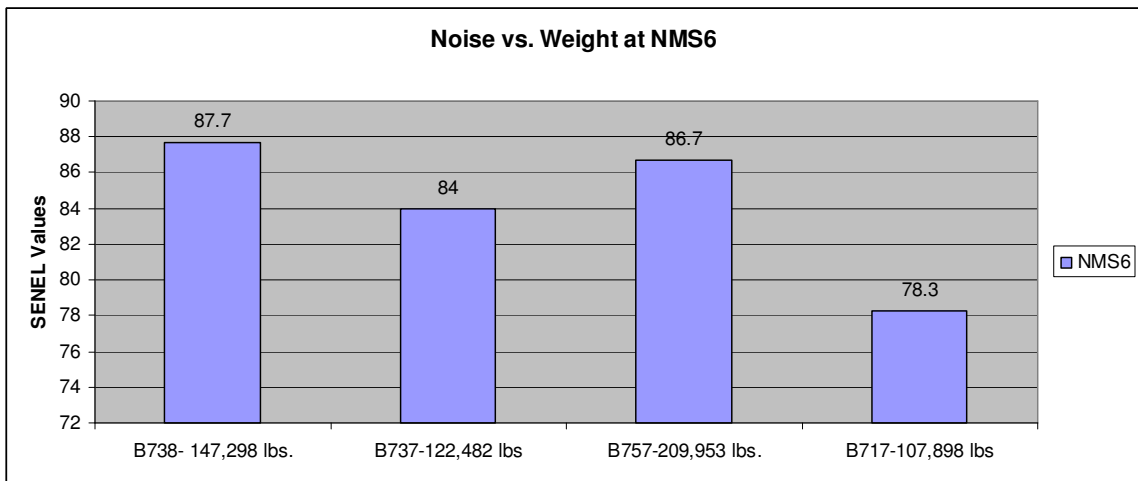
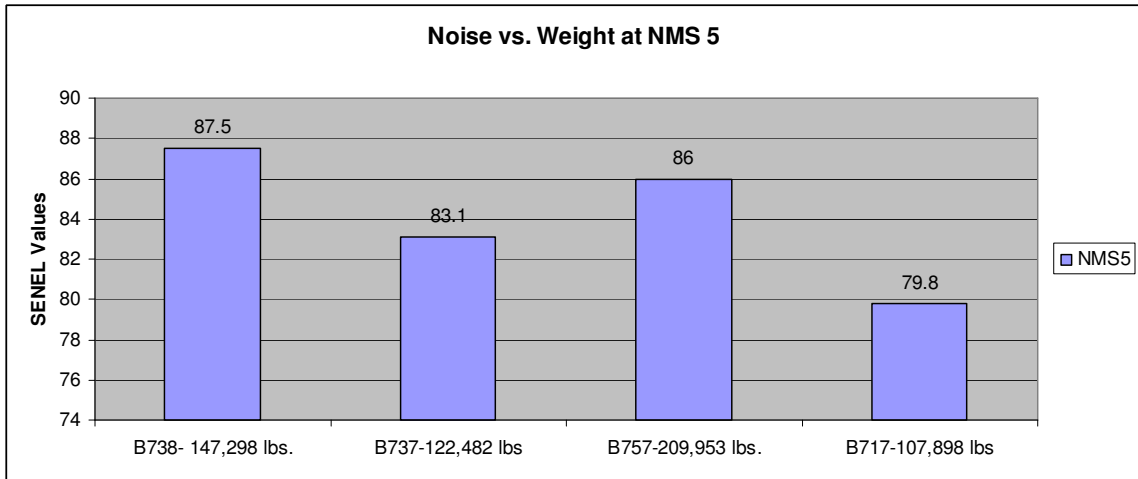
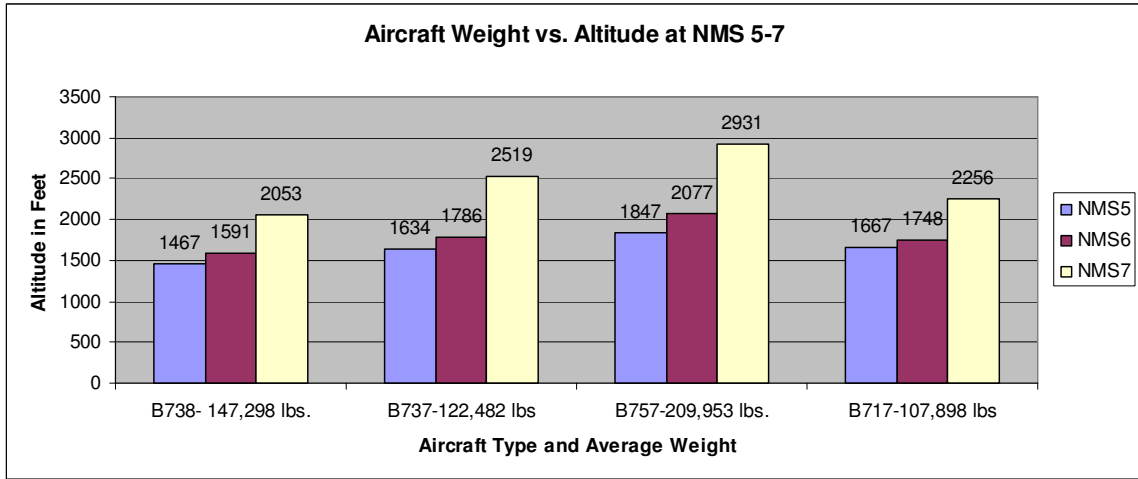
A recent analysis of departures over one day in October 2017⁶ and the collection of some of the data disclosed the following:

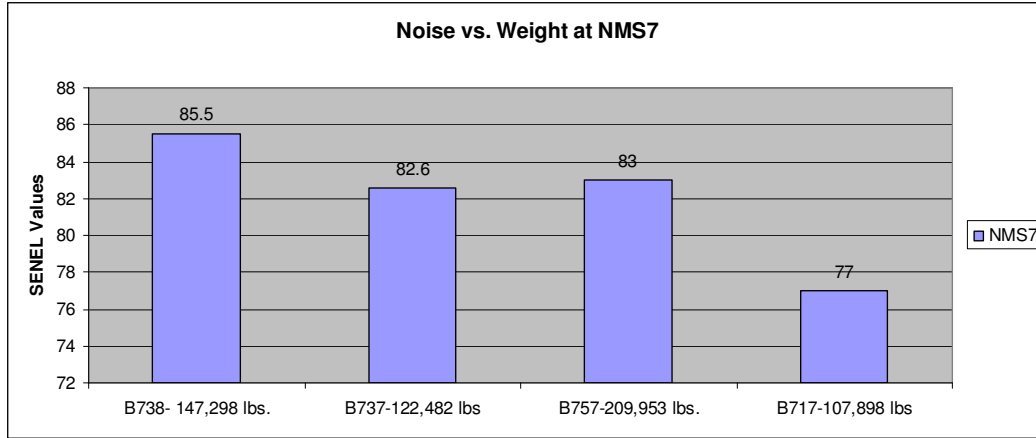
Aircraft and No. Flights	Average Weight	Average Altitude	Average SENEL	NMS 5	NMS6	NMS7
1. 32- B-738 flights	147,298	NMS5-1467 ft. NMS6-1591 ft. NMS7-2053 ft.	87.5	87.7	88.7	85.5
2. 51- B-737 flights	122,482	NMS5-1634 ft. NMS6-1786 ft. NMS7-2519 ft.	83.1	84	84.0	82.6
3. 3- B-757 flights	209,953	NMS5-1847 ft. NMS6-2077 ft. NMS7- 2931 ft.	86.0	86.7	86.7	83.0.
4. 5- B717 flights	107,898	NMS5-1667 ft. NMS6-1748ft. NMS7-2256 ft.	79.8	78.3	78.3	77.0

See also the charts that follow:



⁶ Thanks to the assistance of the JWA Noise Office and the board of AWG for their review of the data.





B-738 MAX Departs JWA

On December 24, 2017, Southwest Airlines substituted a B-738 MAX for one of their flights. The flight departed JWA with at a weight of 138,672 lbs with 136 persons on board (capacity 175⁷) and flew a PIGGN Departure. The plane performed in the following manner:

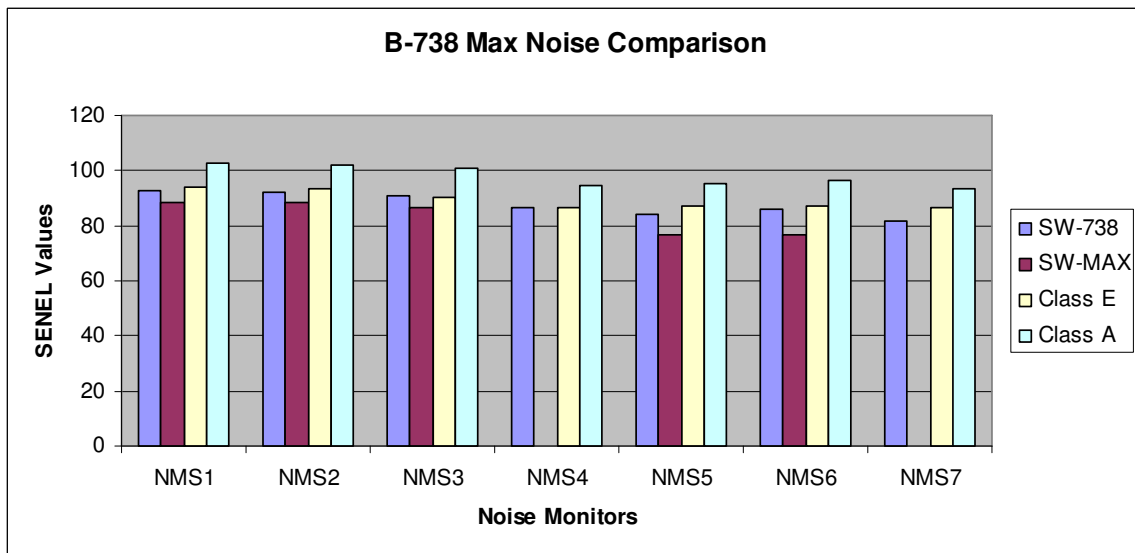
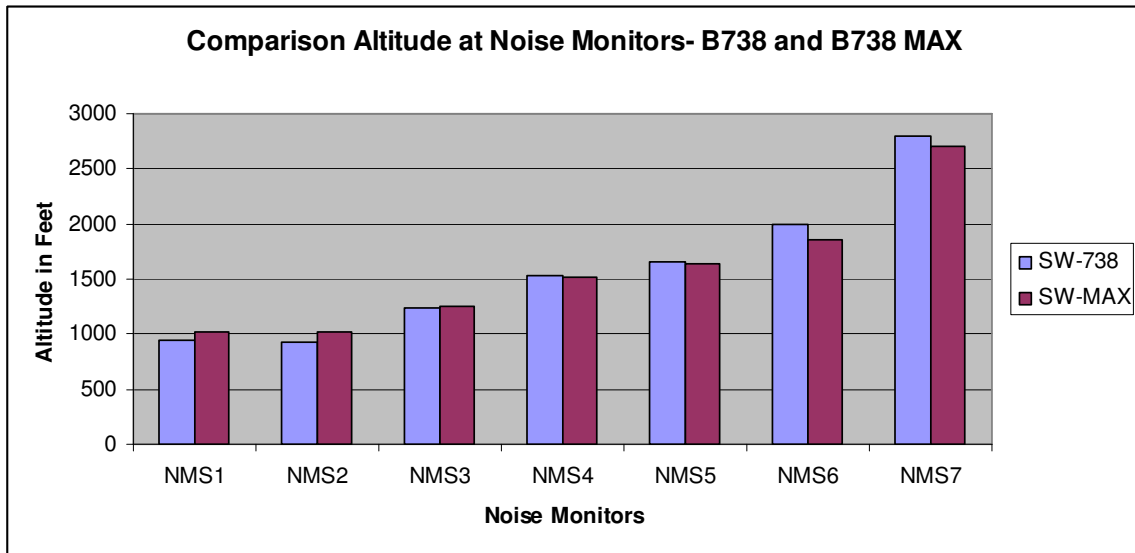
Noise Monitors	Altitude	SENEL Readings	Class A	Class E Limits
NMS1	1,019 ft.	88.6 SENEL	102.5 SENEL	94.1 SENEL
NMS2	1,025 ft.	88.3 SENEL	101.8	93.5
NMS3	1,247 ft.	86.8 SENEL	101.1	90.3
NMS4	1,514 ft.	Did not register	94.8	86.6
NMS5	1,632 ft.	76.9 SENEL	95.3	87.2
NMS6	1,858 ft.	76.9 SENEL	96.8	87.2
NMS7	2,710 ft.	Did not register	93.7	86.6

By comparison, on November 19, 2016 a Southwest B-738 departed at 138,858 lbs., with 175 passengers on board and performed as follows:

Noise Monitors	Altitude	SENEL Readings	Class A	Class E Limits
NMS1	945 ft.	92.5 SENEL	102.5 SENEL	94.1 SENEL
NMS2	924 ft.	92.2 SENEL	101.8	93.5
NMS3	1,242 ft.	90.8 SENEL	101.1	90.3
NMS4	1,534 ft.	86.3 SENEL	94.8	86.6
NMS5	1,660 ft.	84.2 SENEL	95.3	87.2
NMS6	1,990 ft.	85.9 SENEL	96.8	87.2
NMS7	2,792 ft.	81.9 SENEL	93.7	86.6

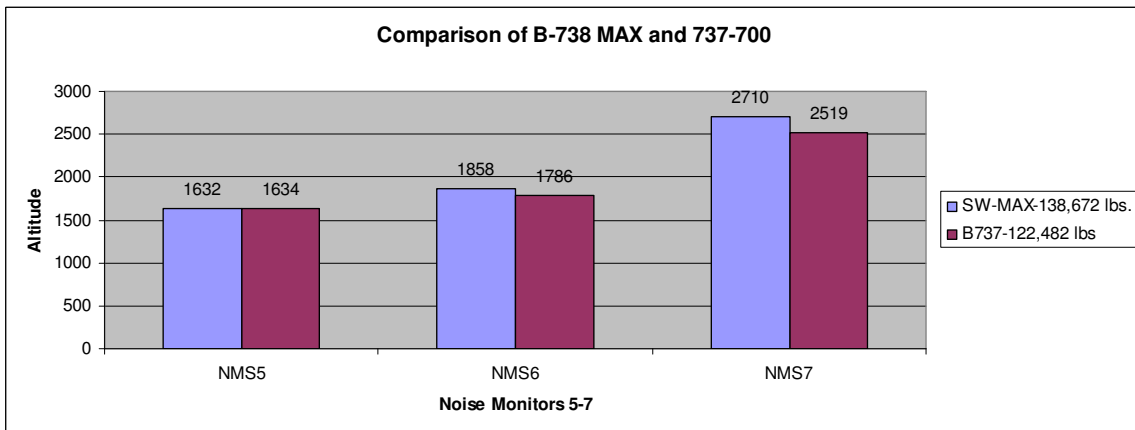
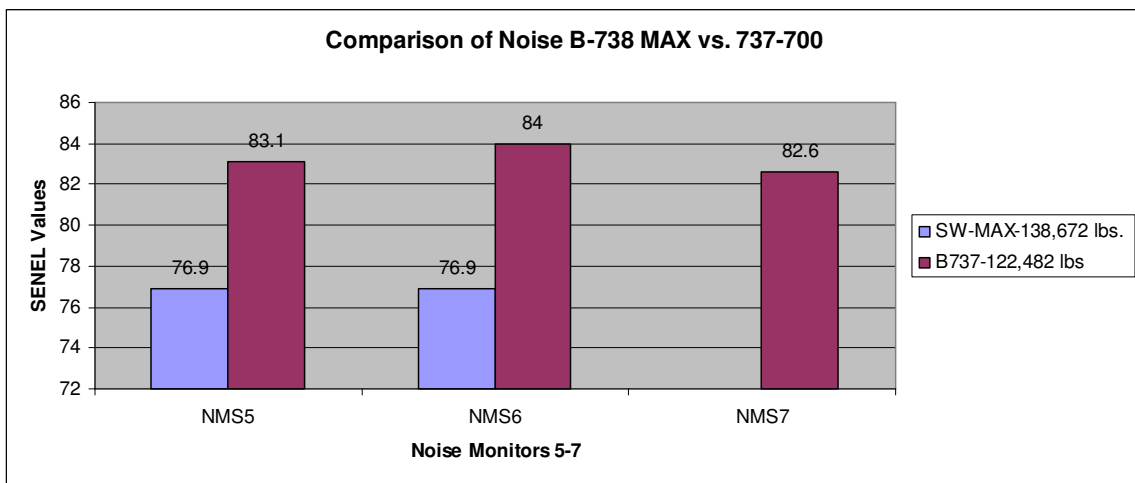
⁷ It is expected that the MAX would normally operate at 143 passengers.

Comparisons of the Flights



Perhaps just as encouraging is the comparison of the heavier MAX and the lighter B-737-700 data shown earlier⁸ in this update as demonstrated below. However, it remains to be seen if and when the MAX may be fully utilized at JWA and how it might depart on a day to day basis.

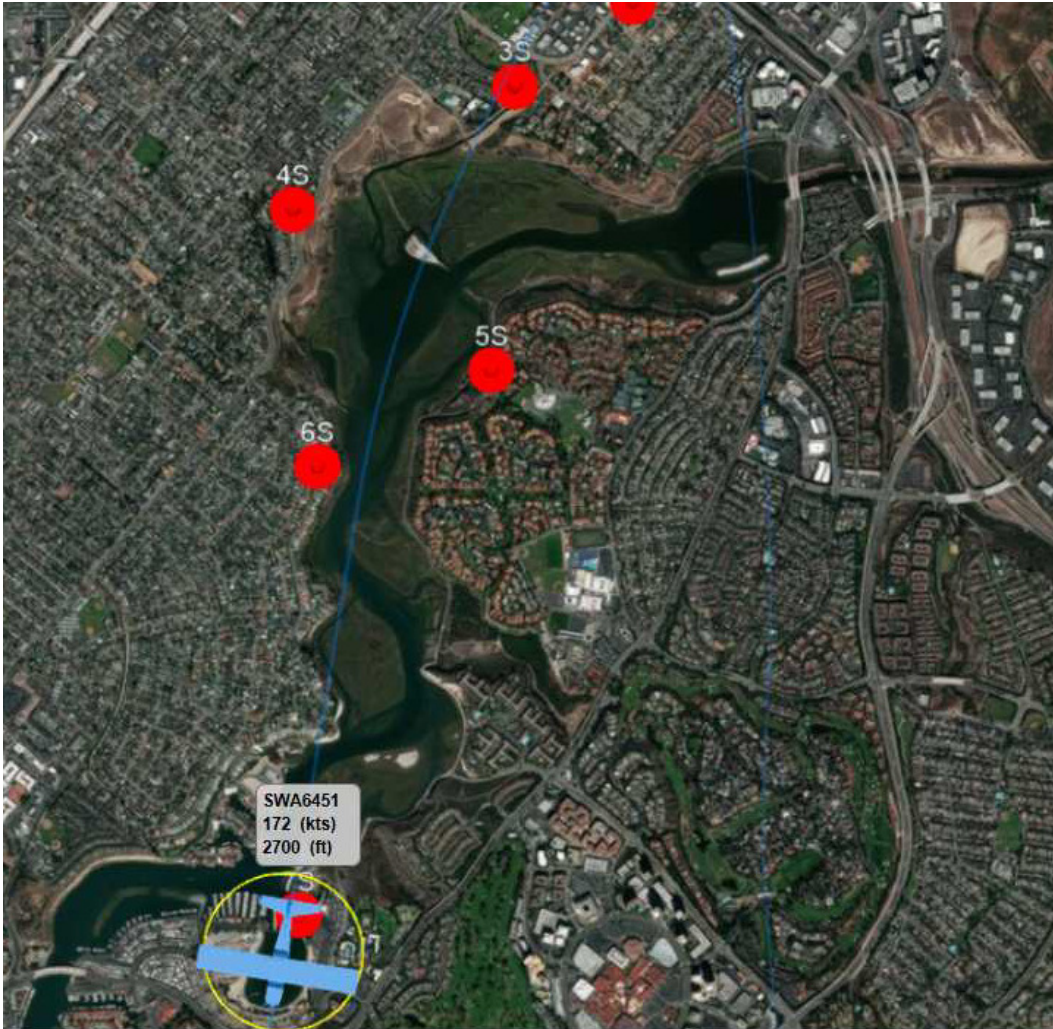
Aircraft	Weight	Altitude	SENEL NMS 5	NMS6	NMS7
SWest MAX	138,672	1632	76.9	76.9	Did not register
		1858			
		2710			
B-737	122,482	1634	83.1	84.0	82.6
		1786			
		2519			



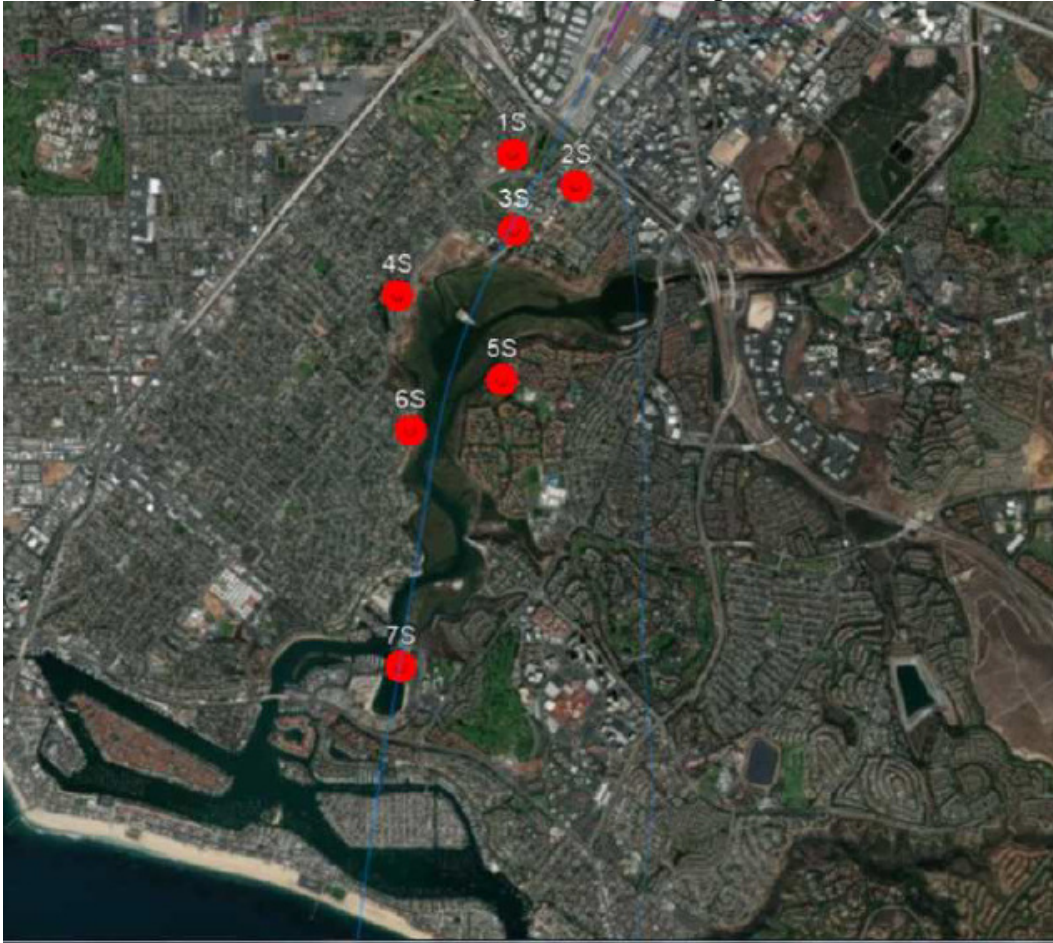
⁸ The B-737 data are averages.

Finally the track of the B-738 MAX on December 24

Close in View



Wide Angle View of the Departure



JWA- 2017

Airline passenger traffic at John Wayne Airport decreased by -0.7% in 2017 vs. 2016 as the airport served 10,423,573 passengers in 2017.

In 2017 the Average Daily Departures (ADDs) also decreased vs. 2016. In 2017 the ADDs were 124.48 vs. 126.74 for 2016.

As for the decrease in international service, Southwest Airlines had reduced frequencies in some Mexico markets, and discontinued Mexico City. January-March 2018, Southwest will reduce its Cabo San Lucas service from 7 flights per week to 5 flights per week, so we may see another slight decrease in early 2018.

Some in the community have asked about the decrease in commuter aircraft. Regarding what the industry considers “commuters”, a majority of these operations are now operating the Embraer 175 aircraft, which is configured with 76 seats. As you may know, the Access Plan defines "commuter" as 70 seats or less, and gross takeoff weight

of not more than 90,000 lbs. Currently, United Express operates the CRJ700, which is configured with 70 seats, in addition to the E175 aircraft. Delta Connection is operating the CRJ900 (76 seats) and the E175. Alaska/Horizon is operating the DASH-8 and E175, both 76 seats.

Long Beach to Hawaii

Hawaiian Airlines is scheduled to begin service from LGB to Honolulu as of June 1, according to a company announcement. News of planned addition of Hawaiian Airlines to the ranks of carriers serving LGB comes about a year and a half after Southwest Airlines began service between Long Beach and Oakland. Southwest has since added flights connecting LGB to Sacramento, Las Vegas and Denver. Hawaiian Airlines is now poised to be the fifth airline serving LGB. JetBlue Airways Corp., American Airlines and Delta Air Lines also fly in and out of Long Beach.

Long Beach-2017

In 2017 Long Beach Airport saw an increase of +33% in passenger traffic as compared to 2016. The airport served 3.78 MAP for the year. At the month-end, Long Beach Airport had all 50 Air Carrier flight slots allocated to Jet Blue (35). Southwest (6), Delta (4), American (3), FedEx (1) and UPS (1). One Commuter Carrier is allocated to American and 24 Commuter Carrier slots remain available for allocation.

Ontario

Ontario International Airport (ONT) posted robust gains in both passenger and cargo volumes in November, continuing its run of steady month-over-month increases since its transition to local control a year ago. The total number of inbound and outbound customers who traveled through ONT last month rose to more than 410,000, an increase of 8.5% over November 2016. For the first 11 months of the year, ONT welcomed 4.1 million customers, 6.8% more than the same period in 2016.

LAX

LAX passenger figures for November showed an increase of +4.46% for the month over the same period last year. For the first eleven months of the year at 77.46 MAP, LAX is +4.61% versus the same period for 2016.

Questions about the Airport or Operations

This is a friendly reminder that if you have any questions about John Wayne Airport and its departures and/or operations do not hesitate to contact the City. In addition, the City is willing to go to various locations in the City to observe airport operations. Regarding any questions, the City will try and get you an answer or response as quickly as possible. If you wish to lodge a complaint about noise with the FAA, the City's link on its website is:

<http://www.newportbeachca.gov/trending/nextgen-departure-concerns>