



AVIATION ACTIVITIES UPDATE

November 19, 2019

Departures Study – Air Carrier Roundtable

On November 7, City Manager Grace Leung and Airport Working Group President Mel Beale attended a meeting with representatives (either in person or via conference call) of the six major air carriers that serve John Wayne Airport. City consultants David Wilson, Tom Edwards, and Justin Cook of HMMH also participated. The meeting was the fourth of its kind in which the air carriers and Newport Beach representatives met to discuss ongoing work to identify possible improvements to the existing noise abatement departure procedures (NADPs) that could result in less community noise impacts.

The Newport Beach project team has used modeled and actual, measured data to evaluate the effect of reducing aircraft power at various altitudes for the two NADPs used at JWA. Five scenarios were modeled and 1,500 test flights, using four aircraft types, were performed for three of the five scenarios. One air carrier voluntarily conducted all 1,500 test flights. While the original hypothesis of getting aircraft higher, faster would mean less community noise has not been substantiated in all of the scenarios tested, aircraft type is proving to be an important factor. Those with the newer engine technology are measurably quieter. The project team will continue to study various alternatives within the NADPs over the next few months. We are greatly appreciative of the air carrier's willingness to participate in our study.

Delta A220s in Service at JWA

Delta Air Lines recently replaced the aircraft it uses for the air carrier's five daily nonstops from Orange County to Salt Lake City. Delta replaced B717-200 aircraft with A220-100's and our community is realizing the benefits of the A220's higher climb rate and quieter engine technology. During its first flights here, the A220-100 measured five to eight decibels lower than acceptable noise limits at some JWA noise monitoring stations. Mayor Dixon sent a [letter to Delta](#), thanking the air carrier for its leadership in fleet modernization and noting the associated environmental and community-friendly benefits of newer aircraft technology. The Mayor received an email back, thanking her for the kind letter.

Late October Washington, D.C. Visit

On October 29, Mayor Dixon and Council Member Jeff Herdman traveled to Washington, D.C. to meet with elected and appointed officials and staff. City Attorney Aaron Harp, Deputy City Manager Tara Finnigan and the City's lobbyist, Steve Palmer of Van Scoyoc, also attended the meetings.

The City's message focused on four main points:

1. The City strongly supports the preservation of the 1985 Settlement Agreement.
2. Newport Beach needs relief from the concentrated noise created by the FAA's implementation of NextGen.
3. The FAA must expeditiously implement the community noise-related provisions in the FAA Reauthorization Act of 2018, including studying the effects of noise and emissions and identifying the Southern California regional ombudsman. The City would like to see John Wayne Airport selected as one of the six airports where FAA grant funds would be awarded to reduce or mitigate aviation impacts of noise, air quality or water quality.
4. Seeking support for methods to expedite the transition to quieter aircraft as quickly as possible.

Highlights from the meetings:

Congressman Harley Rouda serves on the House Transportation and Infrastructure Committee and is a member of the Quiet Skies Caucus (Caucus), a group of more than 40 House Members who are working to reduce the impact of aircraft noise in their communities. Rep. Rouda and his staff referenced a recent meeting of the Caucus with the new FAA Administrator, Steve Dickson, stressing that the Congressman would continue to do all he could to address noise.

Representative Eleanor Holmes Norton, the delegate from the District of Columbia and co-chair of the Caucus, appreciated learning about the noise concerns of Newport Beach. She discussed a six-page letter the Caucus would be sending to FAA Administrator Dickson, asking for details on the implementation of the noise provisions in the 2018 FAA Reauthorization Act. Her office sent the [final version of the letter](#) the following week.

The meeting with the Federal Aviation Administration included staff from both the Washington, D.C. office, and, via phone, the FAA regional office in El Segundo. The issues discussed included the appointment of the new regional ombudsman and the possibility of flight path dispersion. FAA staff explained that the [regional ombudsman](#) has been appointed, but noted his role is not to address specific departure and arrival requests, as that should be done through local noise roundtables. The grant program to help mitigate the environmental effects of aircraft overflights program has not yet been developed and FAA staff provided direction on who the City should speak to about it. Regarding the potential of flight path dispersal, the FAA reps would consider it, but ideally after the airport, airlines and community groups all agree on proposed changes.

City reps also met with the majority staff director of the Senate Aviation and Space Subcommittee, who was responsible for drafting and negotiating much of the 2018 FAA legislation. The staffer did not foresee Congress taking up legislation on noise until the current bill expires in 2023.

In separate meetings with representatives from the offices of Senator Dianne Feinstein and Senator Kamala Harris, their staff members demonstrated a good understanding of the issues. Senator Harris' staff offered to have their Southern California field rep participate in

local, airport-related meetings. (The City was recently contacted by Senator Feinstein's new Southern California field representative and staff from the City Manager's Office will meet with him later this month.)

It was evident by the trip that Congress, particularly the Quiet Skies Caucus, is exerting pressure on the FAA to more expeditiously implement the provisions of the 2018 FAA Reauthorization bill. The City is reaching out to the new regional ombudsman, and will continue to follow up on the noise provisions of the 2018 FAA bill, pursue opportunities to work with other cities (within Orange County and across the U.S.) on community protections from the impacts of overflights, and advocate for fleet modernization incentives.

Aviation Committee News

The City's Aviation Committee now has four subcommittees to enable members to accomplish hands-on work on projects and programs - Technical Matters / Departures, Government Relations, Communication, and the General Aviation Improvement Program. Subcommittees are required to keep the full committee apprised of any progress made during the regular, monthly Aviation Committee meetings and to bring back any recommendations for full committee review.

The Committee meeting scheduled for Monday, December 16, has been cancelled. The Committee's next meeting will be held on Monday, January 27, 2020, at 5:30 p.m. The proposed meeting schedule for the remainder of 2020 is as follows: February 24, March 23, April 27, May 18, June 22, July 27, August 24, September 28, October 26, November 30.

General Aviation Improvement Program Update

The City has continued to meet with representatives of the companies that intend submit proposals to be one of the full-service, Fixed Base Operators at the airport. We use the time to reinforce Newport Beach's position and concerns and to ask them questions about their businesses and operations. Proposals are due to the County of Orange on December 19.