



# CITY OF NEWPORT BEACH

## CITIZEN'S AVIATION COMMITTEE

### AGENDA

Central Library –Friends Room  
1000 Avocado Avenue

**Monday, September 27, 2010**

**Regular Meeting - 8:00 a.m. to 9:30 a.m.**

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Leslie Daigle – Chair  
Don Webb – Vice Chair

1. CALL THE MEETING TO ORDER (Councilwoman Daigle)
2. SELF-INTRODUCTIONS (2 min)
3. AIR QUALITY STUDY (Dr. Karleen Sudol-Boyle) (45 minutes)
4. JWA UPDATES (Alan Murphy) (10 minutes)
  - i. Anything new on STREL;
  - ii. Any JWA operational updates;
5. OTHER ISSUES (Tom Edwards, Dave Kiff) (10 min)
  - i. STREL Letter to FAA from City
6. PUBLIC COMMENTS ON ITEMS NOT ON THE AGENDA (5 min)
7. SET NEXT MEETING – October 25, 2010
8. ADJOURNMENT



# CITY OF NEWPORT BEACH

## OFFICE OF THE MAYOR

### Mayor

Keith D. Curry

### Mayor Pro Tem

Michael F. Henn

### Council Members

Leslie J. Daigle

Nancy Gardner

Steven Rosansky

Edward D. Selich

Don Webb

September 22, 2010

Mr. William C. Withycombe  
Regional Administrator, Western-Pacific Region  
Federal Aviation Administration  
15000 Aviation Boulevard  
Hawthorne, CA 90250

Dear Mr. Withycombe,

The development and implementation of a new RNAV/RNP procedure at John Wayne Airport (JWA) has proven to be lengthy and complex. However, the purpose of my letter is to assure you that the City of Newport Beach appreciates the time and energy that you and your staff have dedicated to ensuring that the new RNAV/ RNP procedure meets the FAA's operational and safety standards as well as the community's desire for a procedure that mirrors the traditional departure path. The cooperation that the FAA has demonstrated in working with JWA should be commended and the City fully supports the joint efforts of the FAA and JWA.

While we appreciate the FAA's readiness to consider and implement the comments and suggestions of JWA, the City of Newport Beach would also encourage the FAA to independently review the preliminary analysis of Mr. Mestre and Dr. Clarke as well as to coordinate with air carriers operating at JWA to verify that proposed departure procedure attains the desired result. As simulations do not always accurately depict the ultimate flight path, it would be worthwhile to have actual test flights by various air carriers prior to finalizing the departure procedure, especially in light of ongoing community concerns regarding the departure path.

Again thank you to you and your staff and their continued commitment in developing a departure procedure at JWA that is both responsive to community concerns as well as compliant with the FAA's operational and safety standards. Do not hesitate to contact me if you would like to discuss this matter further.

Sincerely,

Keith D. Curry  
Mayor

cc: Supervisor John Moorlach, Second District  
Mr. Alan Murphy, John Wayne Airport  
Mr. Dave Kiff, City of Newport Beach



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Office of the Regional Administrator

P. O Box 92007  
Los Angeles, CA 90009-2007

**AUG 18 2010**

Mr. Alan L. Murphy  
Director, John Wayne Airport  
3160 Airway Avenue  
Costa Mesa, CA 92626-4608

Dear Mr. Murphy:

Thank you for your letter of July 12, 2010, regarding the development and implementation of a new Area Navigation (RNAV)/Required Navigation Performance (RNP) procedure at John Wayne Airport (SNA).

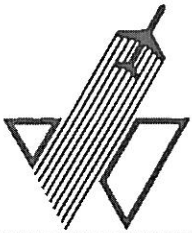
After consulting with Mr. Vince Mestre of Mestre Grave Associates Division of Landrum & Brown and Dr. John-Paul Clarke of the Georgia Institute of Technology, you have submitted a few comments and suggestions regarding the STREL ONE and any future RNAV departure procedure for SNA, which you would like the FAA to consider. Specifically, you want the FAA to consider: (1) retaining the turn location proposed in the STREL ONE; (2) establishing a new waypoint at NMS7S; and (3) moving the DUUKE waypoint to the east.

The FAA concurs with implementing the recommendations contained in your letter. We are currently conducting a review of several weeks of flight track data, both with and without the DUUKE procedure, in order to determine an accurate baseline for implementing the suggested flight path changes. After we have completed a thorough review of the results we will conduct an environmental review.

We appreciate this opportunity to answer your inquiry. If you need further assistance, please contact me or Ms. Lirio Liu, Deputy Regional Administrator, at (310) 725-3550.

Sincerely,

*f* William C. Withycombe  
Regional Administrator



**JOHN WAYNE  
AIRPORT**

Orange County, California

**Alan L. Murphy**  
Airport Director

September 1, 2010

Mr. William C. Withycombe  
Regional Administrator, Western-Pacific Region  
Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009

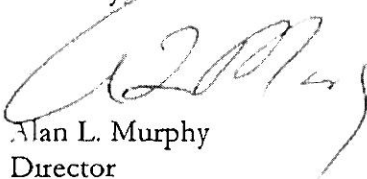
Dear Bill,

We are in receipt of your August 18, 2010 response to my previous letter, dated July 12, 2010, regarding the development and implementation of a new RNAV/RNP procedure at John Wayne Airport (JWA). Thank you for considering our comments and suggestions, and your response.

While we appreciate the FAA's readiness to consider and implement JWA's comments and suggestions, we want to underscore the fact that Mr. Mestre and Dr. Clarke's findings are based on their preliminary analysis and that it is important that the FAA independently review those findings. JWA continues to encourage the FAA to coordinate directly with Mr. Mestre and Dr. Clarke regarding the basis for their preliminary findings, potential uncertainties, and related matters. Further, JWA recommends that the FAA coordinate with air carriers operating at JWA to verify that Mr. Mestre and Dr. Clarke's proposed departure procedure attains the desired result (i.e., avoidance of an early turn that results in aircraft operating east of Newport Back Bay's centerline). As simulations do not always accurately depict the ultimate flight path, it may be worthwhile to have test flights run by various air carriers prior to finalizing the departure procedure, particularly in light of ongoing community sensitivities regarding this matter.

Thank you for your continued assistance in developing a departure procedure that is both responsive to community concerns and compliant with FAA's important operational and safety standards. Please do not hesitate to contact me for assistance in coordinating with the referenced individuals or if you would like to discuss this matter further.

Sincerely,



Alan L. Murphy  
Director

3160 Airway Avenue

Costa Mesa, CA

92626-4608

949.252.5171

949.252.5178 fax

www.ocair.com

cc: Mr. Dave Kiff, City Manager, City of Newport Beach  
Mr. Vince Mestre  
Dr. John Paul Clarke

