

SETTLEMENT AGREEMENT
City of Newport Beach and County of Orange v. FAA

The United States of America, acting through the Federal Aviation Administration (“FAA”), the City of Newport Beach (“City”), and the County of Orange (“County”) (collectively, “the Parties”) enter into this Settlement Agreement (“Agreement”), by and through their undersigned representatives, to resolve the disputes outlined below and pertaining to FAA’s Southern California Metroplex (“SoCal Metroplex”) project which replaces dozens of existing conventional air traffic control procedures with new satellite-based procedures at twenty-one airports in Southern California.

Litigation

On or about October 27, 2016, the City filed a petition for review challenging the FAA’s Finding of No Significant Impact and Record of Decision (“FONSI/ROD”) for the SoCal Metroplex project under 49 U.S.C. § 46110 in the United States Court of Appeals for the Ninth Circuit, which petition was subsequently consolidated with related petitions and transferred to the United States Court of Appeals for the District of Columbia Circuit, Case No. 17-1008.

On or about November 14, 2016, the County filed a petition for review challenging the FAA’s FONSI/ROD for the SoCal Metroplex project under 49 U.S.C. § 46110 in the United States Court of Appeals for the Ninth Circuit, which petition was subsequently transferred to the United States Court of Appeals for the District of Columbia Circuit as Case No. 17-1009 and consolidated with related petitions under Case No. 16-1366.

The Parties have reached an agreement to settle and stipulate to the dismissal of Case Nos. 17-1008 and 17-1009.

Agreement

NOW, THEREFORE, in consideration of the mutual covenants and other consideration described herein, the Parties agree it is in the interest of the public and civil aviation to AGREE as follows:

I. Complete Settlement of all Claims

The Parties agree that this Agreement upon execution shall resolve all claims by the City and the County that have been brought, or could have been brought, in *City of Newport Beach v. FAA*, No. 17-1008 (D.C. Cir.) and *County of Orange v. FAA*, No. 17-1009 (D.C. Cir.).

Within 30 days of this Agreement’s execution, the City shall move to dismiss with prejudice its petition for review filed in Case No. 17-1008. Also within 30 days of this Agreement’s execution, the County shall move to dismiss with prejudice its action to intervene in Case No. 17-1008 and its petition filed in Case No. 17-1009, both of which are pending in the United States Court of Appeals for the District of Columbia Circuit.

II. Terms

The Parties expressly agree to the following terms:

1. As part of the SoCal Metroplex Project, FAA designed standard instrument flight procedures for aircraft arriving and departing John Wayne Airport that would meet the purpose and need for the proposed action as described in the Final Environmental Assessment for the Southern California Metroplex Project. The SoCal Metroplex procedures were designed for aircraft that could utilize performance based navigation technology.
2. The FAA's implementation of the SoCal Metroplex project procedures at John Wayne Airport shall not preempt and shall not be interpreted or otherwise construed in a manner that would in any way jeopardize the continued successful operation and implementation of, or otherwise affect/conflict with, the terms of the John Wayne Airport Settlement Agreement entered into by the parties in *County of Orange et al v. Air California/ City of Newport Beach v. County of Orange* (Case No. CV 85-1542 TJH (MCx) (C.D. CA 2014), as amended ("Settlement Agreement"), including the Noise Abatement Departure Profiles as described in FAA Advisory Circular 91-53A, utilized to comply with the Settlement Agreement. However, the Parties understand and recognize that the FAA is not and never was a party to the Settlement Agreement. Nothing in this paragraph should be construed as binding the FAA to that Settlement Agreement or creating additional FAA obligations under it.
3. The FAA's implementation of the SoCal Metroplex Project procedures at John Wayne Airport did not require changes to the design of the airport flight paths in a manner that could affect or conflict with the County's General Aviation Noise Ordinance (County of Orange Ordinance 2-1-30.1 et seq.).
4. The FAA has implemented the procedures described in the environmental assessment and FONSI/ROD for the SoCal Metroplex project. After the effective date of this Agreement, any modifications to the standard instrument departures PIGGN, HHERO, FINZZ, HAWWC (propeller aircraft only), HOBOW, MIKAA, PLZZA and the standard terminal arrivals DSNEE, OHSEA, ROOBY, TILLT, as well as any other new proposed procedures and required navigation performance Z Approaches for Runways 02L and 20R would be subject to separate environmental review under the National Environmental Policy Act ("NEPA").
5. The PIGGN, HHERO and FINZZ procedures, depicted in Exhibit A, were designed, in part, to allow aircraft to fly as closely as possible: (i) near the middle of Newport Bay, (ii) between John Wayne Airport noise monitors 1 through 6, and (iii) crossing over the airport's noise monitor 7. After the effective date of this Agreement, the FAA shall not rely on the adopted environmental assessment for any modifications to the PIGGN, HHERO, or FINZZ or to create any new departure procedure(s) at John Wayne Airport.

6. At the request of the City, with input from John Wayne Airport and the County, FAA designed the STAYY, which is a curved required navigation performance departure procedure for aircraft departing John Wayne Airport Runway 20R. This procedure was designed using criteria in compliance with FAA Order 8260.19H, paragraph 4-6-3(c).
 - A. Incorporated by reference and attached hereto is Exhibit B, which depicts the proposed initial design for the STAYY procedure.
 - B. Implementation of the proposed STAYY standard instrument departure procedure (“SID”) from John Wayne Airport is subject to FAA compliance with and evaluation under NEPA, 42 U.S.C. 4321 et seq. and any other required environmental analysis, including but not limited to the National Historic Preservation Act, Clean Air Act, and Section 4(f) of the Department of Transportation Act. Nothing in this Agreement should be construed to commit FAA to a specific outcome of the NEPA environmental review process or require FAA to make any specific decision based on the NEPA environmental review process.
 - C. Implementation of the STAYY SID procedure from John Wayne Airport is subject to FAA’s safety risk management analysis. Nothing in this Agreement should be construed to commit FAA to a specific outcome under FAA’s safety risk management analysis.
 - D. Implementation of the STAYY SID procedure from John Wayne Airport is subject to flight evaluation (Flight Check). Nothing in this Agreement should be construed to commit FAA to a specific outcome under FAA’s flight evaluation analysis.
 - E. If the conditions in B, C and D are satisfied, FAA shall: (i) implement the STAYY procedure from John Wayne Airport as shown in Exhibit B, as soon as practicable; (ii) within 60 days of implementation, evaluate whether aircraft are flying the STAYY procedure as designed; and (iii) if necessary and consistent with FAA policies and requirements, make adjustments to the STAYY procedure to ensure aircraft fly the procedure as designed and depicted in Exhibit B.
 - F. If the conditions in B, C or D are not satisfied, the FAA agrees to meet and discuss with John Wayne Airport, the County and the City possible alternatives to the STAYY procedure pursuant to paragraph 9, below.
 - G. The implementation and aircraft operational use of the STAYY procedure from John Wayne Airport will take place under normal air traffic conditions permitting its use. Aircraft operational use of the STAYY procedure is subject to safety and operational restrictions and potential conflicts, including, but not limited to events, other air traffic, weather, and emergencies.
7. The Parties agree and understand that FAA must be able to vector aircraft in controlled airspace for safety, separation, air traffic control operational efficiency, sequencing, or other air traffic control purposes. The Parties understand that individual aircrew performance requirements are set forth in FAA Order 8260.58A, U.S. Standard for PBN Instrument Procedure Design, and FAA Advisory Circular 90-100A, Change 2, Terminal

and En Route Area Navigation (“RNAV”) Operations and vectors may be requested to meet those requirements.

8. To the maximum extent practicable, the FAA agrees that aircraft departing from John Wayne Airport using PIGGN, HHERO, FINZZ, or STAYY (if approved and implemented) shall not be vectored until passing abeam of the STREL waypoint or any other waypoint at that location in the future, unless such vectoring is consistent with the factors and circumstances described in paragraph 7 above. Consistent with paragraph 25 of this Agreement, the parties agree and understand that in the event that the United States Court of Appeals for the District of Columbia Circuit issues an order vacating or otherwise invalidating the FAA’s implementation of the Southern California Metroplex project resulting in termination of PIGGN, HHERO, and/or FINZZ, the provisions of this paragraph regarding PIGGN, HHERO and/or FINZZ will be null and void. All remaining portions shall nevertheless remain valid and enforceable to the extent they can be given effect without the invalid portion. Further, the Parties agree to negotiate in good faith for a proper amendment to this Agreement in the event any provision hereof is declared illegal, invalid or unenforceable, and if reasonably practicable, to replace any provision which is determined to be illegal, invalid or unenforceable.
9. If the FAA determines that modifications to PIGGN, HHERO, FINZZ, or STAYY (if approved and implemented) flight path for departures that fly over Newport Beach, as depicted in Exhibits A and B, are necessary and subject to environmental review under NEPA, the FAA shall follow all required processes, including but not limited to FAA Order 7100.41 (Performance Based Navigation Implementation Process), FAA Order 1050.1 (Environmental Impacts: Policies and Procedures), FAA Air Traffic Organization Community Involvement Plan, and the FAA Community Involvement Manual. Per paragraph 11 and 12 below, FAA agrees to meet with the John Wayne Airport representatives, the County and the City, on an as-needed basis, to discuss, provide input, review and comment on any proposed modifications to the PIGGN SID, HHERO SID, FINZZ SID, or STAYY SID (if approved and implemented) flight path for departures that fly over Newport Beach, as depicted in Exhibits A and B that require or result in preparation of an environmental assessment or environmental impact statement under NEPA.
10. For four calendar quarters after the effective date of this Agreement, the FAA shall provide to John Wayne Airport for public dissemination, with a copy to the City and the County, quarterly reports that show separately the flight tracks and any aircraft deviations for each of the PIGGN, HHERO, FINZZ and STAYY (if approved and implemented) procedures for one consecutive week of each month of the calendar quarter along with aircraft altitude information at the first turn, Noise Monitor No. 7 and the STREL waypoint for PIGGN, HHERO and FINZZ procedures and at the BIKKL, PAPAU and LRREN waypoints for the STAYY procedure (if approved and implemented), all as noted/depicted in Exhibit C. The quarterly reports shall be provided within ten days of the end of the applicable calendar quarter. A sample of the flight track and altitude information to be provided is attached hereto as Exhibit D.

11. FAA agrees to meet with John Wayne Airport representatives, the County and the City together on an as-needed basis, either in person or by phone to discuss results of the ongoing monitoring referenced in paragraph 10 above and to address any issues and concerns of the affected communities.
12. This Agreement shall remain in effect concerning each separate procedure until such time as the NEPA process is completed after the FAA proposes future modifications to the STAYY (if approved and implemented), PIGGN, HHERO or FINZZ flight path or new RNAV procedures at John Wayne Airport that require or result in preparation of an environmental assessment or environmental impact statement. If the Agreement were to terminate as to one or more revised or changed procedures, it will nevertheless remain in effect concerning the remaining unmodified procedures. Nothing in this Agreement shall prohibit the County or City from submitting comments or presenting testimony upon any future environmental documentation that may be prepared by the FAA or from challenging any action by the FAA that may be inconsistent with the terms of this Agreement. Nothing in this Agreement shall be construed as expanding the FAA's obligations or duties under NEPA.

Standard Agreement provisions to follow, including:

13. **Notices.** All notices required under this Agreement shall be in writing, and may be given either personally or by registered or certified mail (return receipt requested) or facsimile. Any Party may at any time, by giving ten days' written notice to the other Party, designate any other person or address in substitution of the address to which such notice shall be given. Such notice shall be given to the Parties at their addresses set forth below:

Parties to identify those to receive future notifications

City Attorney, City of Newport Beach
100 Civic Center Drive
Newport Beach, CA 92660

City Manager, City of Newport Beach
100 Civic Center Drive
Newport Beach, CA 92660

County Counsel
Office of the County Counsel
333 W. Santa Ana Blvd., Suite 400
Santa Ana, CA 92701

Airport Director, John Wayne Airport
County of Orange
John Wayne Airport
Eddie Martin Administration Building
3160 Airway Avenue

Costa Mesa, CA 92626

Regional Administrator, Western-Pacific Region
Federal Aviation Administration
15000 Aviation Blvd
Lawndale, CA 90261

14. **Enforcement.** If one of the Parties alleges a breach of the terms or conditions of this Agreement, the Party alleging a breach must notify the other Parties in writing prior to filing any legal action regarding this Agreement. For purposes of this paragraph, the City and the County agree to send written notice to the FAA Office of Regional Counsel, Western Pacific Region. For purposes of this paragraph, the FAA agrees to send written notice to the Newport Beach City Attorney and the Office of County Counsel, County of Orange. Upon receipt of such written notice, the Parties shall confer and, as soon as possible, try to resolve the alleged breach. The Parties agree to attempt to resolve any such issues in good faith. Should those attempts be unsuccessful, the Parties agree to engage voluntarily in mediation overseen by the FAA's Office of Dispute Resolution for Acquisitions ("ODRA"). *See* 14 C.F.R. §17.3(q) (defining ODRA and its authority to provide dispute resolution services). The Parties understand that mediation may be terminated by any Party or the mediator at any time. If the Parties cannot settle the entirety of the dispute via mediation, all unsettled elements shall be resolved via the enforcement provision stated below.

The Parties reserve the right to judicially enforce any terms or provisions of this Agreement. An action to enforce this Agreement must be brought and pursued in Federal court and shall be governed by and construed in accordance with Federal law.

Nothing in this Agreement shall be construed to limit the rights of either the City of Newport Beach or Orange County to seek appropriate relief in federal court, including but not limited to injunctive relief, as a result of any future final agency action taken by the FAA.

15. **Own Costs.** Each Party shall bear its own costs, including any attorneys' fees, in connection with this Agreement and the litigation giving rise to this Agreement.
16. **Authority.** The representatives of each Party hereby certify that he or she is duly authorized to enter into the Agreement. The City and the County represent that each has the full authority to perform all of the acts and obligations it has agreed to perform under the terms of this Agreement.

The United States, acting through the Department of Justice and the FAA, represents that the FAA has the full authority to perform all of the acts and obligations it and the United States of America has agreed to perform under the terms of this Agreement. Nothing in this Agreement shall be construed to require any action in violation of the Anti-Deficiency Act, 31 U.S.C. § 1341.

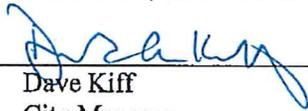
17. **Copies and Counterparts.** It is contemplated that this Agreement may be executed in counterparts, each of which shall be deemed an original, and all of which together constitute one and the same document. Facsimiles, hard copies, and scanned electronic copies of signatures, including scanned electronic copies sent by email shall constitute acceptable, binding signatures for purposes of this Agreement.
18. **Defense of this Agreement.** The Parties agree to vigorously and actively defend this Agreement and all terms embodied herein as fair and reasonable and to vigorously and actively defend the same against any challenge by any individual or entity. The Parties further agree not to undermine directly or indirectly this Agreement or any terms set forth therein for so long as this Agreement remains in effect.
19. **Modification.** This Agreement may be supplemented or modified only by the mutual agreement of the Parties. No supplement, amendment, or modification of this Agreement shall be binding unless it is in writing and signed by all duly authorized representatives of each Party.
20. **Successors or Assigns.** This Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors, transferees, licensees, agents, heirs, and assigns.
21. **Precedent.** Nothing in this Agreement shall constitute an admission concerning any allegation, claim, or defense at issue in *City of Newport Beach v. FAA*, No. 17-1008 (D.C. Cir.), *County of Orange v. FAA*, No. 17-1009 (D.C. Cir.), or related cases. This Agreement has no precedential effect as to any other dispute between the Parties or any dispute between either the City, the FAA, and any third party or the County, the FAA, and any third party. This Agreement is made in light of the unique circumstances of this case and the uncertainty of the specific matters resolved hereby. Nothing herein shall be construed to be an admission of liability or as an interpretation of the validity or terms or provisions of any other instruments or contracts.
22. **City Release.** Upon the entry of the Agreement, Petitioner City of Newport Beach and all its heirs, administrators, representatives, attorneys, successors, and assigns, hereby release, waive, acquit, and forever discharge the FAA and all its respective officers, employees, and agents from, and are hereby forever barred and precluded from prosecuting, any and all claims, causes of action, and/or requests for relief asserted in *City of Newport Beach v. FAA*, No. 17-1008 (D.C. Cir.), as well as any and all claims, causes of action, and/or requests for relief, whether or not made, against any Party that could have been raised in those matters, with the exception of proceedings to enforce this Agreement.
23. **County Release.** Upon the entry of the Agreement, Petitioner County of Orange and all its heirs, administrators, representatives, attorneys, successors, and assigns, hereby release, waive, acquit, and forever discharge the FAA and all its respective officers, employees, and agents from, and are hereby forever barred and precluded from prosecuting, any and all claims, causes of action, and/or requests for relief asserted as an intervenor in Case No. 17-1008 or as a Petitioner in *County of Orange v. FAA*, No. 17-1009 (D.C. Cir.), as well as any and all claims, causes of action, and/or requests for relief, whether or not made,

against any Party that could have been raised in those matters, with the exception of proceedings to enforce this Agreement.

24. **No Third Party Rights.** This Agreement is not intended to create, and does not create, any third-party beneficiary rights, confer upon any non-party a right to enforce or sue for an alleged breach of the Agreement, or generate any other kind of right or privilege for any person, group, or entity other than the Parties.
25. **Severable.** If any provision of this Agreement is rendered or declared illegal for any reason, or shall be held invalid or unenforceable, the remainder of this Agreement shall not be effected thereby, but shall be enforced to the greatest extent permitted by applicable Federal law. The Parties agree to negotiate in good faith for a proper amendment to this Agreement in the event any provision hereof is declared illegal, invalid or unenforceable, and if reasonably practicable, to replace any provision which is determined to be illegal, invalid or unenforceable.
26. **Effective Date.** This Agreement shall become effective upon the date the last party executes this Agreement.

Date: 1/9, 2018

CITY MANAGER, CITY OF NEWPORT BEACH

By: 
Dave Kiff
City Manager

ATTEST

By: 
Leilani Brown
City Clerk

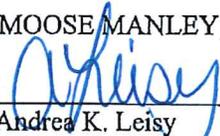
Date: 1/9, 2018

CITY ATTORNEY, CITY OF NEWPORT BEACH

By: 
Aaron Harp
City Attorney

Date: 1/10, 2018

REMY MOOSE MANLEY, LLP

By: 
Andrea K. Leisy
Counsel for City of Newport Beach



Date: January 9, 2018

COUNTY COUNSEL, COUNTY OF ORANGE

By: Jack W. Golden
Jack W. Golden
Senior Assistant County Counsel

Date: JANUARY 9 2018

COUNTY OF ORANGE

By: Frank Kim
Frank Kim
County Executive Officer

Date: _____, 2018

FEDERAL AVIATION ADMINISTRATION

By: _____
Maurice Hoffman
Acting Director, Airspace Services, AJV-1

Date: _____, 2018

UNITED STATES DEPARTMENT OF JUSTICE

By: _____
Lane McFadden
Attorney, Env't & Nat. Res. Division

Date: _____, 2018

COUNTY COUNSEL, COUNTY OF ORANGE

By: _____

Jack W. Golden
Senior Assistant County Counsel

Date: _____, 2018

COUNTY OF ORANGE

By: _____

Frank Kim
County Executive Officer

Date: JAN 17, 2018

FEDERAL AVIATION ADMINISTRATION

By: Maurice Hoffman

Maurice Hoffman
Acting Director, Airspace Services, AJV-1

Date: _____, 2018

UNITED STATES DEPARTMENT OF JUSTICE

By: _____

Lane McFadden
Attorney, Env't & Nat. Res. Division

Date: _____, 2018

COUNTY COUNSEL, COUNTY OF ORANGE

By: _____

Jack W. Golden
Senior Assistant County Counsel

Date: _____, 2018

COUNTY OF ORANGE

By: _____

Frank Kim
County Executive Officer

Date: _____, 2018

FEDERAL AVIATION ADMINISTRATION

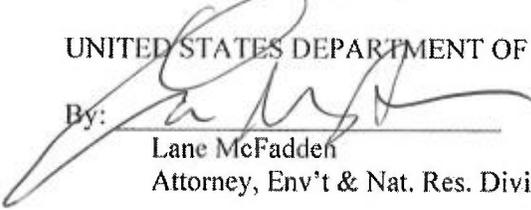
By: _____

Maurice Hoffman
Acting Director, Airspace Services, AJV-1

Date: 1/19/2018, 2018

UNITED STATES DEPARTMENT OF JUSTICE

By: _____


Lane McFadden
Attorney, Env't & Nat. Res. Division

(HHERO2.HHERO) 17285

HHERO TWO DEPARTURE (RNAV)

EXHIBIT A

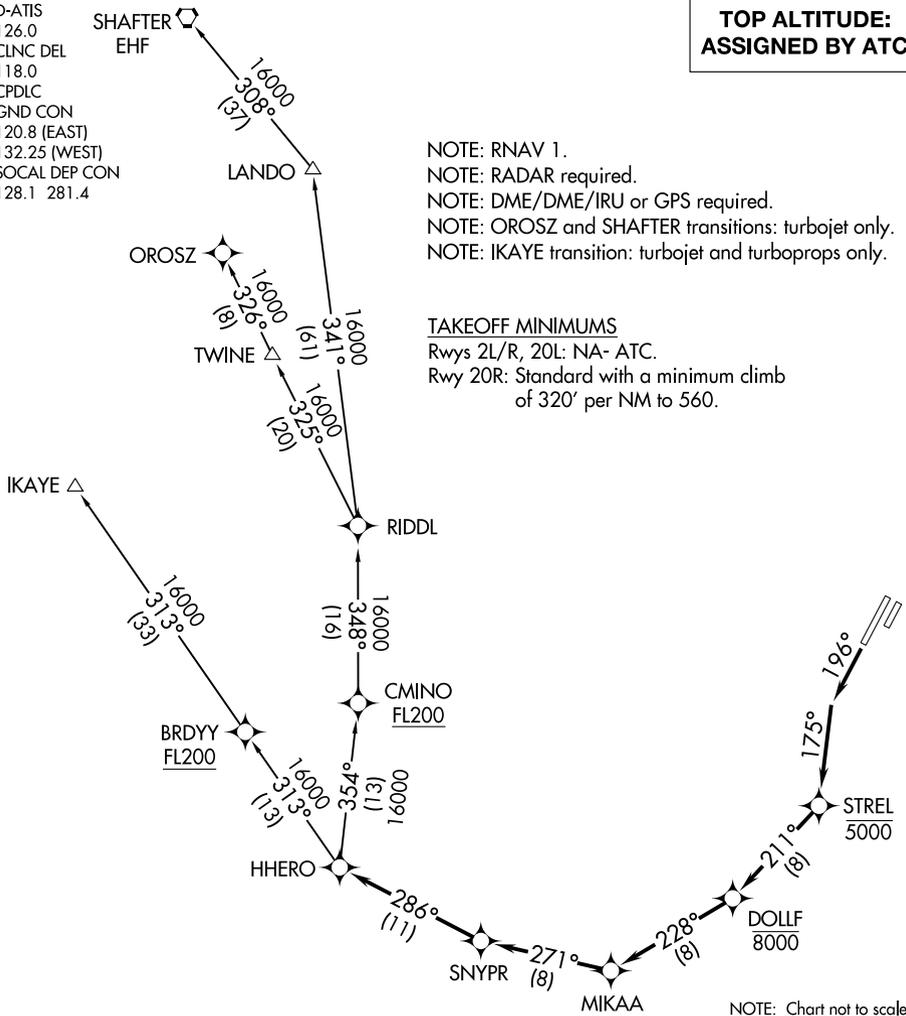
JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)
AL-377 (FAA)
SANTA ANA, CALIFORNIA

D-ATIS
126.0
CLNC DEL
118.0
CPDLC
GND CON
120.8 (EAST)
132.25 (WEST)
SOCAL DEP CON
128.1 281.4

**TOP ALTITUDE:
ASSIGNED BY ATC**

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: OROSZ and SHAFTER transitions: turbojet only.
NOTE: IKAYE transition: turbojet and turboprops only.

TAKEOFF MINIMUMS
Rwys 2L/R, 20L: NA- ATC.
Rwy 20R: Standard with a minimum climb
of 320' per NM to 560.



NOTE: Chart not to scale.

SW-3, 09 NOV 2017 to 07 DEC 2017

SW-3, 09 NOV 2017 to 07 DEC 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb heading 196° to intercept course 175° to cross STREL at or below 5000, then on track 211° to cross DOLLF at or below 8000, then on depicted route to HHERO, thence. . . .

. . . (transition). Maintain altitude assigned by ATC. Expect filed altitude 10 minutes after departure.

- IKAYE TRANSITION (HHERO2.IKAYE)
- OROSZ TRANSITION (HHERO2.OROSZ)
- SHAFTER TRANSITION (HHERO2.EHF)

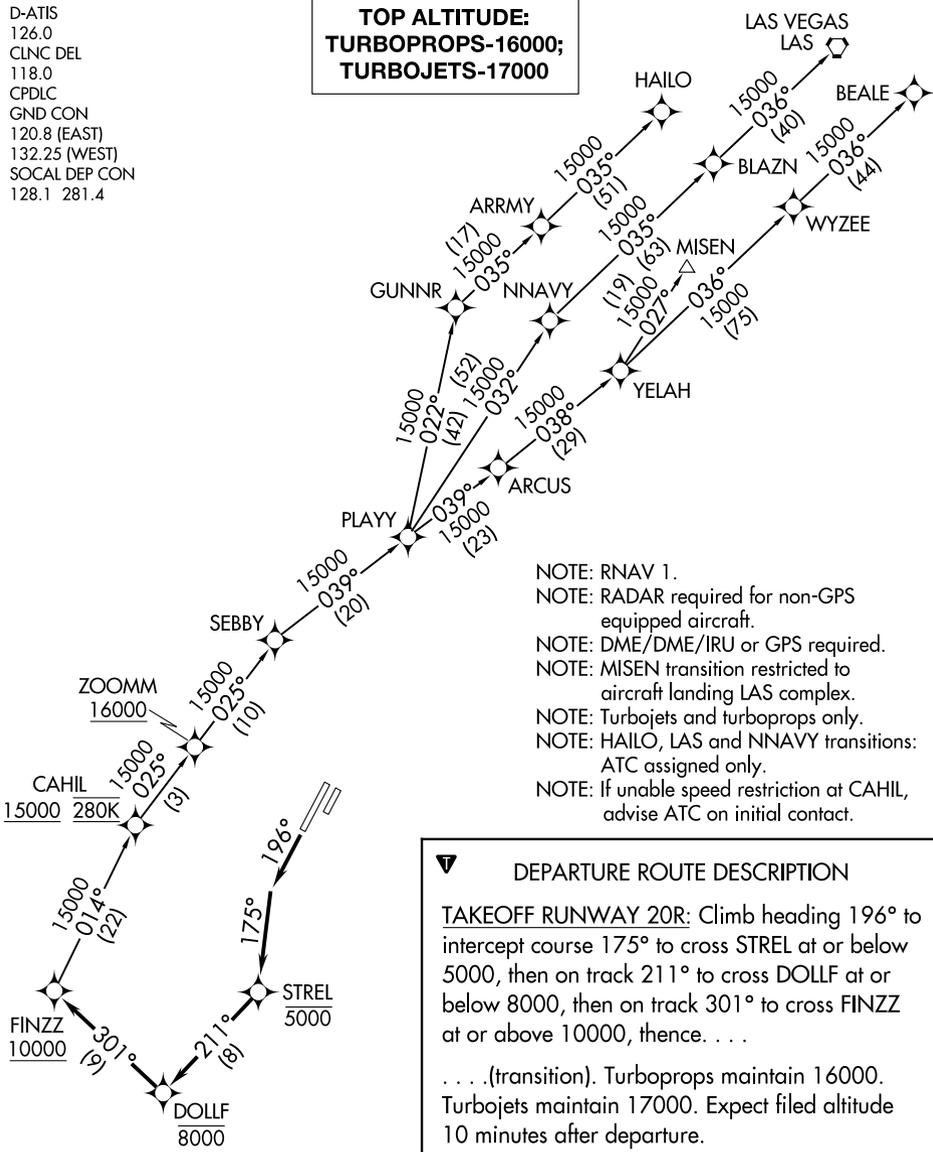
HHERO TWO DEPARTURE (RNAV)
(HHERO2.HHERO) 12OCT17

SANTA ANA, CALIFORNIA
JOHN WAYNE AIRPORT-ORANGE COUNTY (SNA)

FINZZ ONE DEPARTURE (RNAV)

D-ATIS
126.0
CLNC DEL
118.0
CPDLC
GND CON
120.8 (EAST)
132.25 (WEST)
SOCAL DEP CON
128.1 281.4

**TOP ALTITUDE:
TURBOPROPS-16000;
TURBOJETS-17000**



- NOTE: RNAV 1.
- NOTE: RADAR required for non-GPS equipped aircraft.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: MISEN transition restricted to aircraft landing LAS complex.
- NOTE: Turbojets and turboprops only.
- NOTE: HAILO, LAS and NNAVY transitions: ATC assigned only.
- NOTE: If unable speed restriction at CAHIL, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20R: Climb heading 196° to intercept course 175° to cross STREL at or below 5000, then on track 211° to cross DOLLF at or below 8000, then on track 301° to cross FINZZ at or above 10000, thence. . . .

. . . (transition). Turboprops maintain 16000. Turbojets maintain 17000. Expect filed altitude 10 minutes after departure.

BEALE TRANSITION (FINZZ1.BEALE)

HAILO TRANSITION (FINZZ1.HAILO)

LAS VEGAS TRANSITION (FINZZ1.LAS)

MISEN TRANSITION (FINZZ1.MISEN)

NNAVY TRANSITION (FINZZ1.NNAVY)

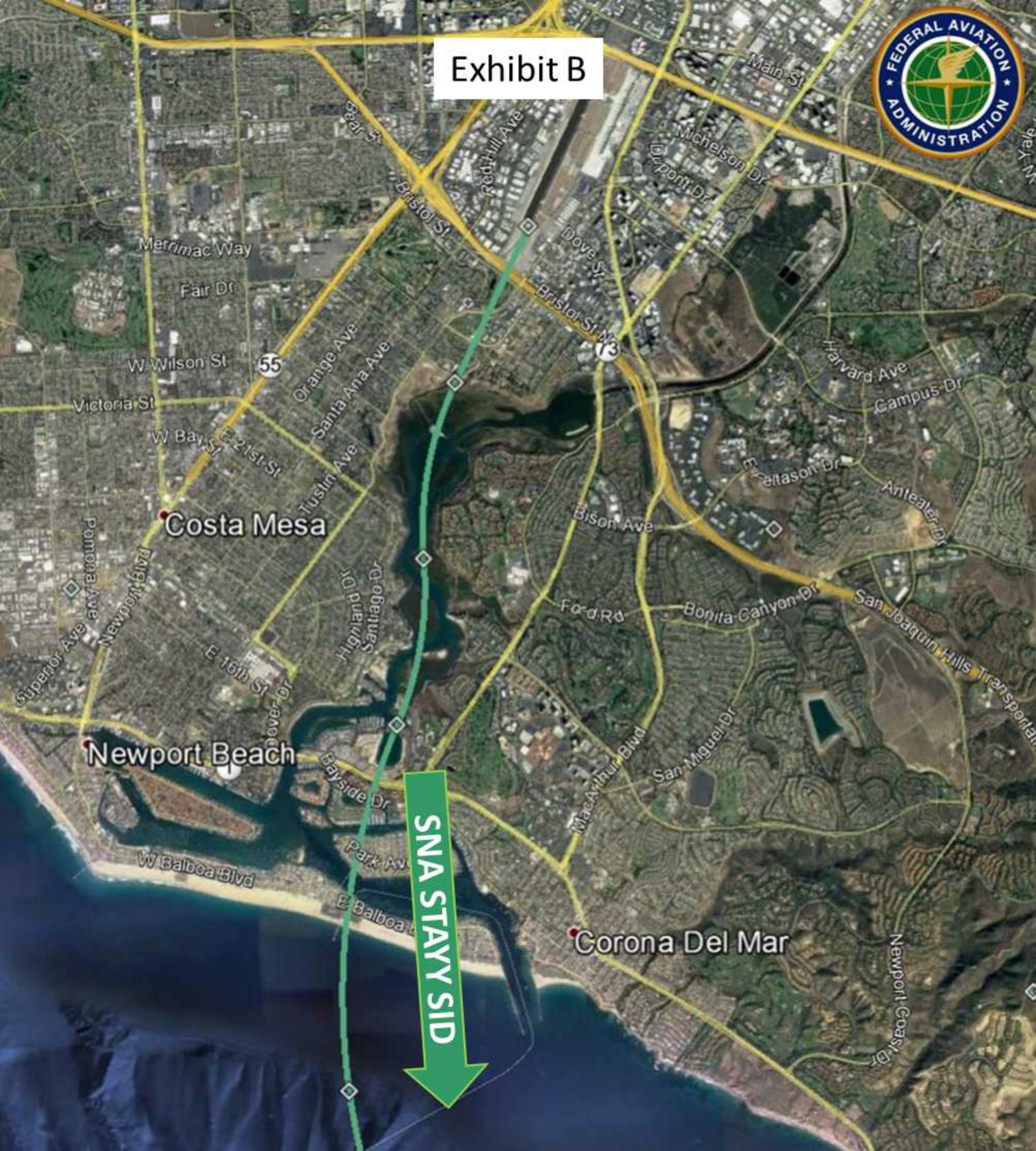
TAKEOFF MINIMUMS
Rwy 20R: Standard with a minimum climb of 320' per NM to 560.

NOTE: Chart not to scale.

SW-3, 09 NOV 2017 to 07 DEC 2017

SW-3, 09 NOV 2017 to 07 DEC 2017

Exhibit B



Costa Mesa

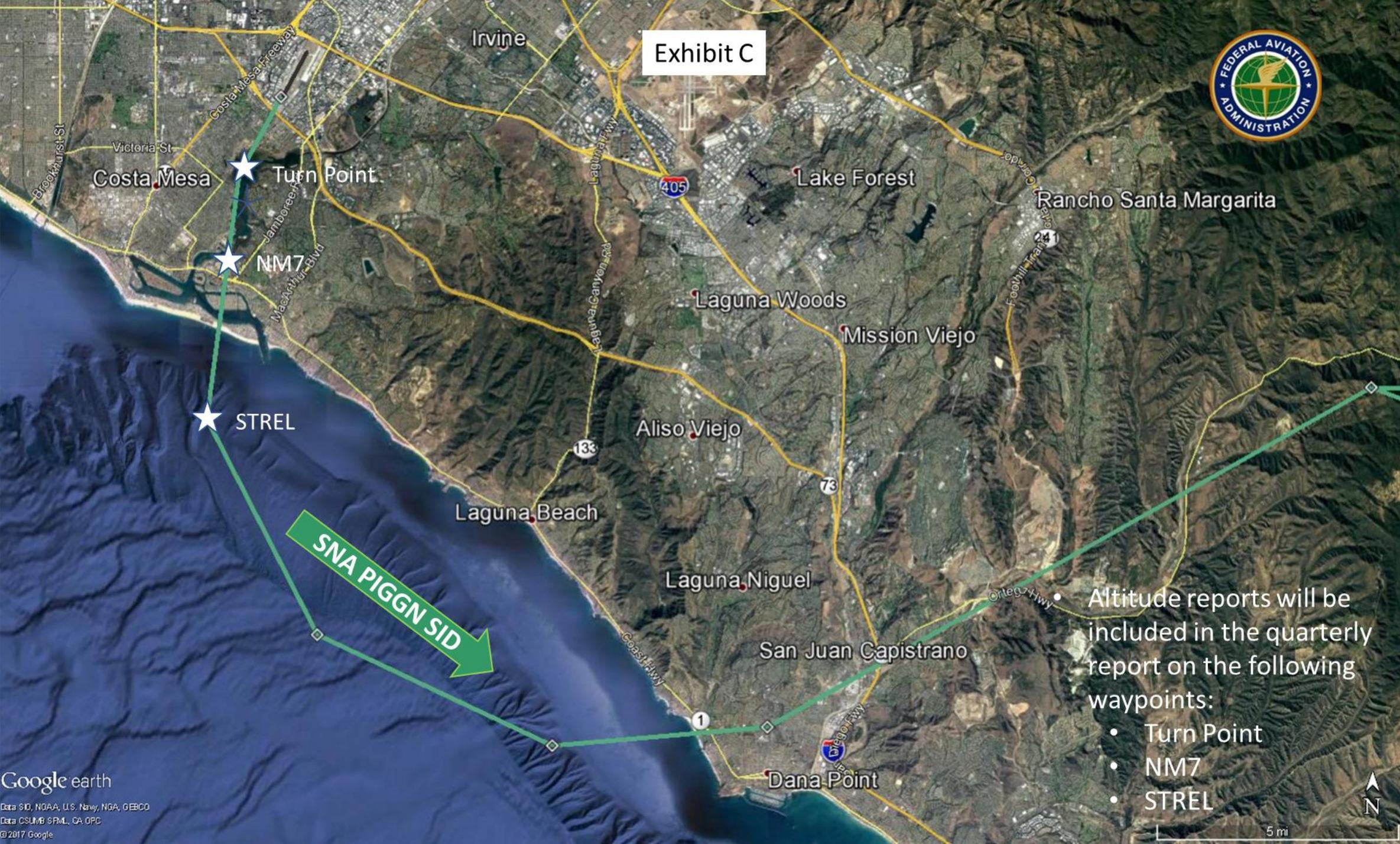
Newport Beach

Corona Del Mar

SNA STAYY SID



Exhibit C

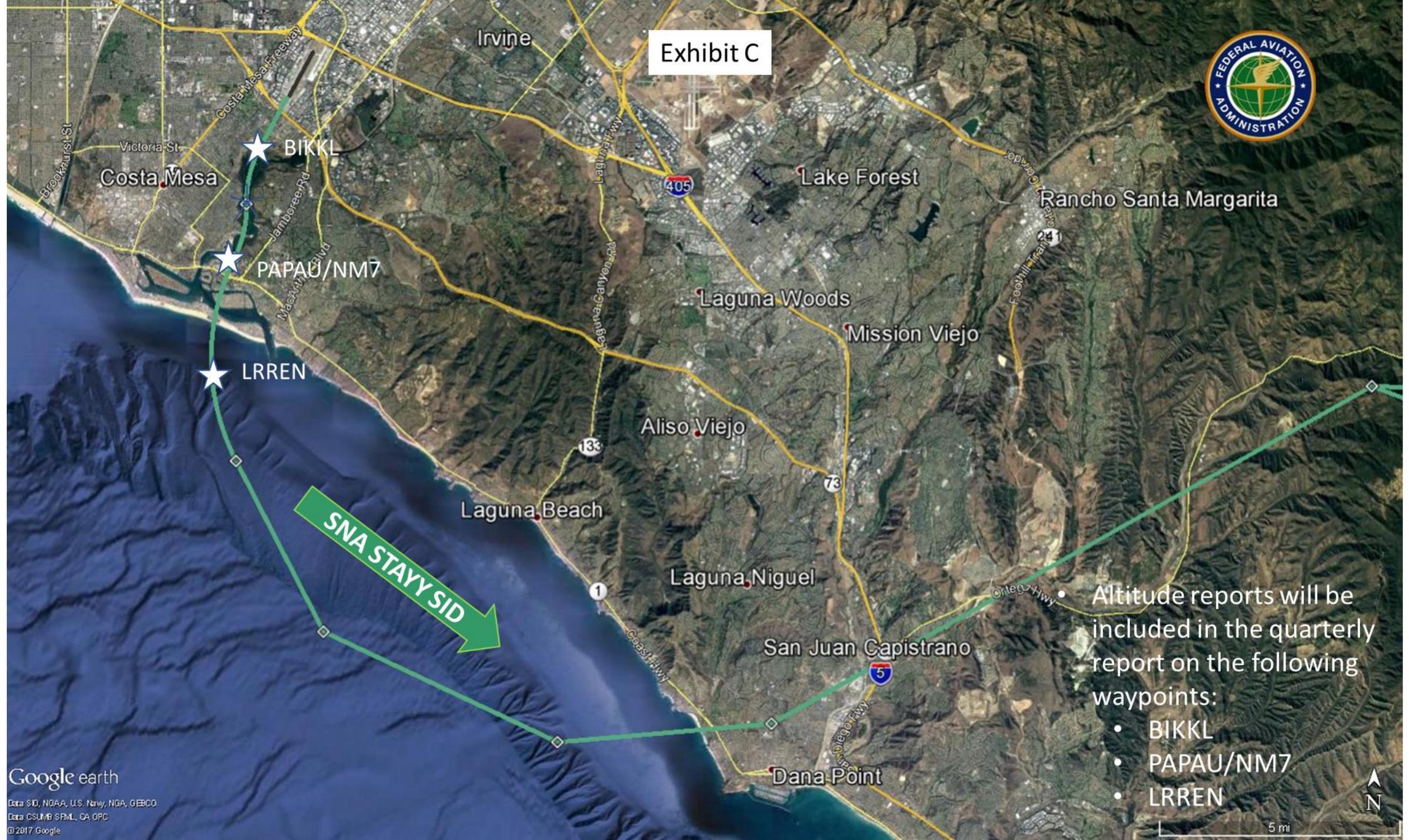


Altitude reports will be included in the quarterly report on the following waypoints:

- Turn Point
- NM7
- STREL



Exhibit C

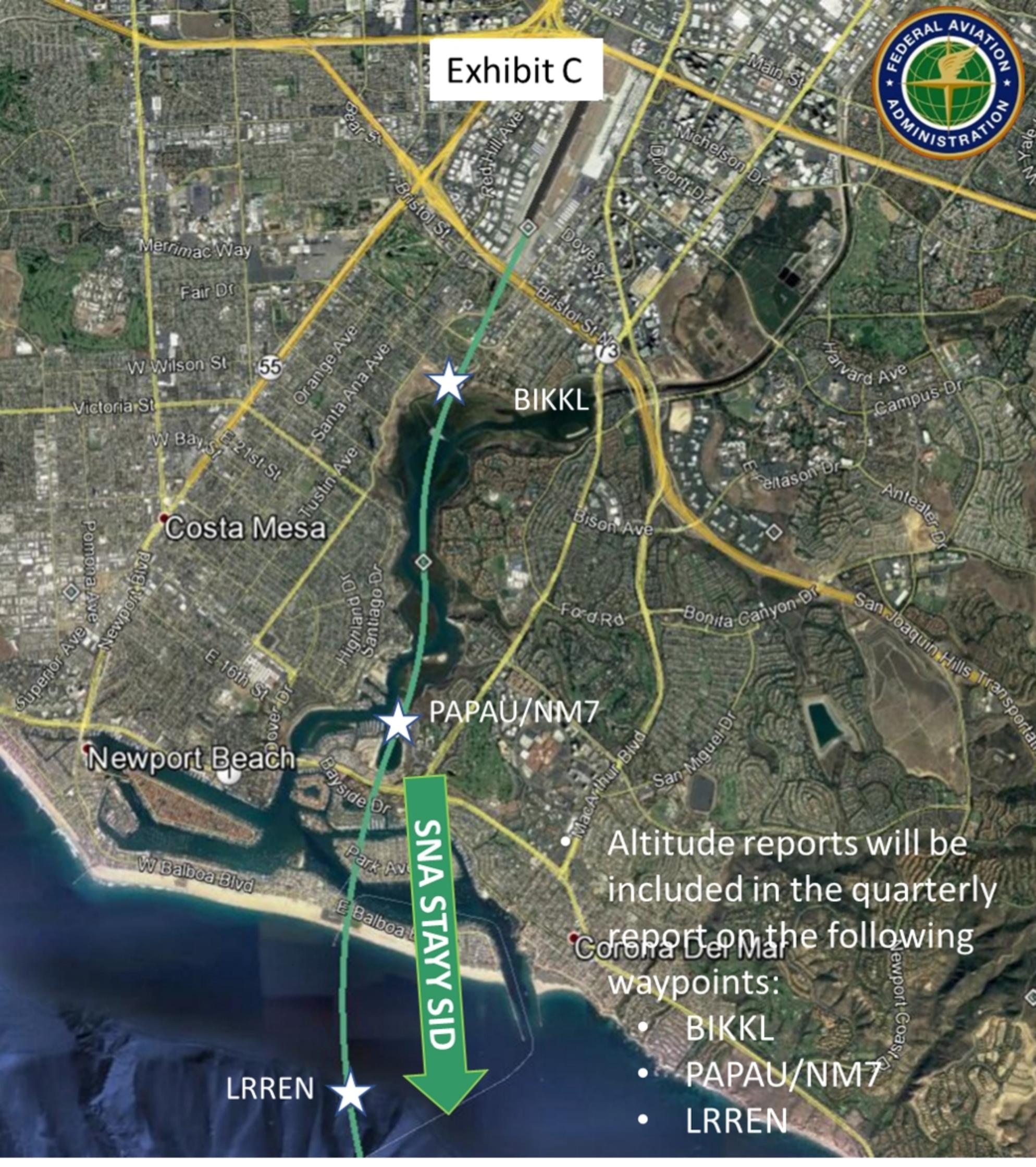


Altitude reports will be included in the quarterly report on the following waypoints:

- BIKKL
- PAPAU/NM7
- LRREN



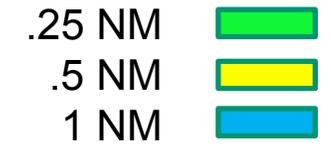
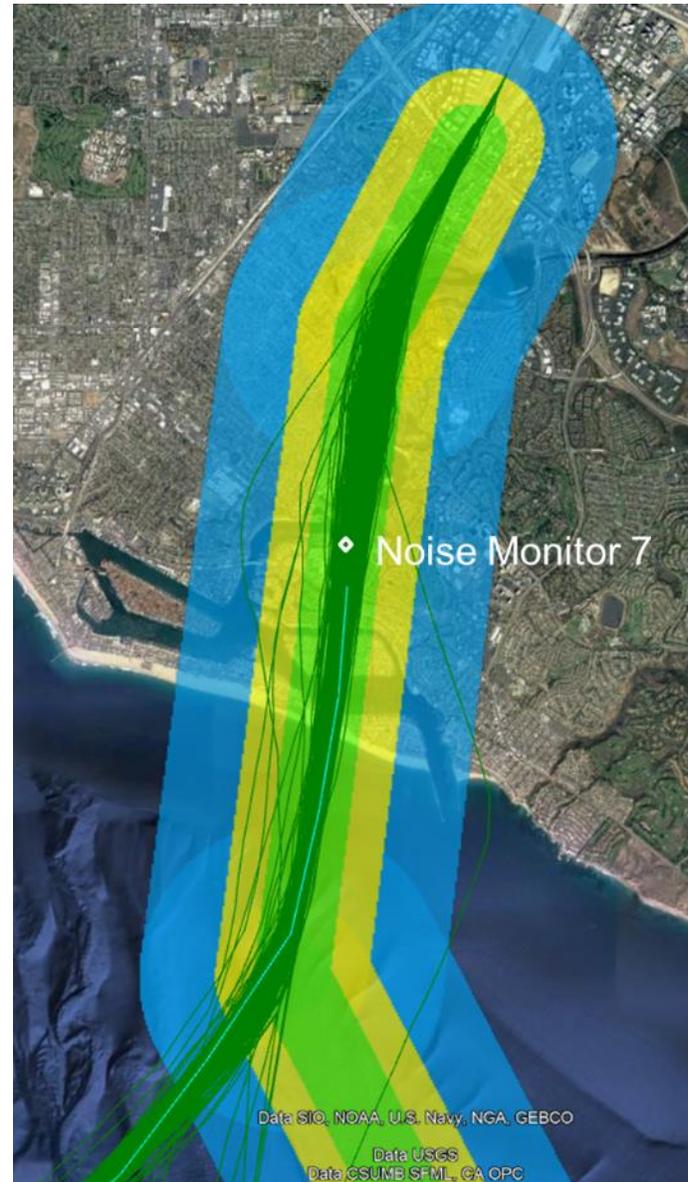
Exhibit C



Altitude reports will be included in the quarterly report on the following waypoints:

- BIKKL
- PAPAU/NM7
- LRREN

SNA HHERO SID RNAV Tracks



SNA PIGGN SID RNAV Tracks



SNA FINZZ SID RNAV Tracks



Exhibit D
Example Altitude Reporting

Turn Point

		Average Altitude 1,609	
Local Date	Local Time	Aircraft Identification	Altitude
10/09/2017	07:01:24	DAL800	A319 2,152
07:02:08	SWA1788	B737	1,725
07:02:36	UAL1611	B737	1,567
07:03:42	SWA1435	B737	2,021
07:04:46	AA1040	B738	1,793
07:05:55	AS519	B738	1,919
07:07:41	SWA1636	B737	1,715
07:09:01	UAL1535	B738	1,511
07:10:08	AA1925	B738	1,700
07:11:29	SWA1693	B737	1,542
07:13:00	UAL462	B738	1,595
07:13:38	DAL1678	B712	1,856
07:18:26	AA1269	B738	1,730
08:01:19	SWA1098	B737	1,500
07:30:34	CPZ5830	E755	1,670
07:38:22	SWA1775	B737	1,619
07:52:36	SWA210	B737	1,550
10:57:07	DAL810	B712	1,660
11:00:40	SWA1616	B737	1,667
11:06:44	SWA947	B737	1,600
11:10:55	N550WW	CLF5	2,737
11:12:58	UAL1616	B738	1,564
11:16:29	UAL1923	B737	1,458
11:18:04	AA12525	B738	1,477
11:19:50	UAL1402	A320	1,300
11:21:14	SWA4720	B737	1,528
11:23:04	MMNBB	FA7X	2,633
11:24:50	SWA1770	B737	1,622
11:32:18	AS521	B738	1,524
11:35:12	EJA363	E55P	2,343
11:36:45	DAL2442	B737	1,415
11:40:00	UAL1240	B738	1,540
11:51:18	SKW3373	E75L	1,549
11:53:38	FF1262	A320	1,586
12:04:04	AA12389	B738	1,520
12:10:09	N789QS	CL35	1,587
12:11:51	SWA6507	B737	1,589
12:28:36	AA12642	B738	1,528
12:34:14	SWA630	B737	1,535
12:39:25	SWA4885	B737	1,600
12:42:40	SKW4897	E75L	1,511
12:47:23	SWA4205	B737	1,426
13:06:24	SWA4935	B737	1,471
13:10:14	AA1248	B738	1,643
13:24:26	SWA1799	B737	1,678
13:27:33	N717NB	C560	2,298
13:29:55	N422TG	C510	1,445
13:36:11	N280LT	GALX	1,400
13:37:06	DAL1653	B737	1,511
13:45:18	NA0KJ	GLF4	1,414
13:47:59	AA1278	B738	1,392
13:50:40	UAL2426	B738	1,211
13:53:54	N53753	PRM1	1,646
14:03:45	CPZ5766	E755	1,400
14:04:48	SWA6572	B737	1,337
14:10:34	UAL1712	B737	1,388
14:14:51	N437MC	CL60	1,600
14:19:15	AS513	B738	1,647
14:22:03	UAL2096	B737	1,359
14:23:28	DAL1757	B737	1,614
14:25:01	QXE2798	E75L	1,400
14:26:23	N15PQ	C525	3,011
14:28:30	SWA1762	B737	1,348
14:31:38	DAL1377	A319	1,699
14:33:32	N70VM	C25B	2,515
14:36:56	UAL1638	B738	1,510
14:38:12	SWA4231	B737	1,440
14:39:22	N577JM	E55P	1,499
14:43:31	SWA247	B737	1,527
14:49:08	WJA1755	B737	1,441
14:54:00	SWA949	B737	1,400
14:59:19	KAM45	GLF4	2,076
15:02:40	SWA1517	B737	1,435
15:04:59	SWA655	B737	1,400
15:11:35	AA1599	B738	1,592
15:15:44	SWA5041	B737	1,500
15:22:19	AA1163	B738	1,498
15:26:30	UAL349	B738	1,943
15:40:33	RDN404	CL60	1,804
15:46:01	EJA265	F2TH	1,424
15:49:00	AS507	B737	1,721
16:01:00	UAL809	B738	1,461
16:02:20	SWA4261	B737	1,400
16:21:31	AF2	B752	1,700
16:28:50	SWA4443	B737	1,383
16:30:25	AS525	B738	1,488
16:33:06	LXJ580	CL30	1,559
16:34:25	AA12548	B738	1,361
16:38:21	SKW4930	E75L	1,435
16:39:52	SWA363	B737	1,373
16:41:15	SWA4232	B737	1,377
16:46:06	SKW3375	E75L	1,292
16:49:55	SWA4227	B737	1,568
16:51:40	N511TP	C510	1,689
16:57:30	AA1119	B738	1,510
17:00:01	CPZ5799	E755	1,353
17:03:51	UAL1653	B737	1,276
17:08:06	UAL538	B738	1,402
17:19:27	SKW3411	E75L	1,455
17:30:07	DCM7286	C56X	1,570
17:31:59	DAL668	B712	1,553
17:33:49	AS4231	B738	1,416
17:36:59	SWA6511	B737	1,634
17:39:12	AA12572	B738	1,356
17:42:09	SWA6083	B737	1,524
17:52:25	EJA782	CL35	1,000
18:06:44	UAL529	B738	1,200
18:12:25	UAL440	B738	1,128
18:15:26	SWA1846	B737	1,321
18:54:31	SWA951	B737	1,540
19:00:48	DAL2365	B712	1,526
19:02:57	SWA4047	B737	1,642
19:12:28	CPZ5794	E755	1,505
19:14:41	AS565	B738	1,885
19:19:45	FDX2369	A306	1,860
19:23:17	N689HP	F2TH	1,522
19:25:18	SWA1798	B737	1,828
19:27:35	EJA741	CL35	1,795
19:30:07	UPS913	B752	1,868
19:35:51	SWA856	B737	1,603
19:37:48	AA12389	B738	1,672
19:42:46	SWA4733	B737	1,629
19:45:50	AS505	B738	1,500
20:07:42	SWA4900	B737	1,589
20:09:19	SKW4931	E75L	1,900
20:12:24	SKW5873	E75L	1,778
20:14:05	SWA4388	B737	1,789
20:15:36	SWA6085	B737	1,716
20:39:56	RDN375	CL60	1,907
20:59:58	UAL1658	B737	1,523
21:01:15	SKW3377	E75L	1,546
21:02:45	SKW3413	E75L	1,704
21:05:52	SWA4641	B737	1,669
21:07:44	SWA565	B737	2,022
21:08:58	SWA4450	B737	1,669
21:38:05	FF1266	A320	1,935
21:39:37	SWA4895	B737	1,634

Noise Monitor 7

		Average Altitude 2,405	
Local Date	Local Time	Aircraft Identification	Altitude
10/09/2017	07:01:59	DAL800	A319 2,987
07:02:44	SWA1788	B737	2,504
07:03:25	UAL1611	B737	2,256
07:04:16	SWA1435	B737	2,678
07:05:15	AA1040	B738	2,345
07:06:24	AS519	B738	2,458
07:07:51	SWA1636	B737	2,259
07:09:30	UAL1535	B738	2,045
07:10:35	AA1925	B738	2,169
07:12:04	SWA1693	B737	2,319
07:13:29	UAL462	B738	2,164
07:14:33	DAL1678	B712	2,545
07:18:54	AA1269	B738	2,192
07:31:09	CPZ5830	E755	2,460
07:38:58	SWA1775	B737	2,423
07:53:11	SWA210	B737	2,214
08:01:54	SWA1098	B737	2,164
10:57:41	DAL810	B712	2,400
11:01:17	SWA1616	B737	2,466
11:07:18	SWA947	B737	2,400
11:11:18	N550WW	CLF5	4,366
11:13:21	UAL1616	B738	2,099
11:16:55	UAL1923	B737	2,017
11:18:17	AA12525	B738	1,961
11:20:17	UAL1402	A320	1,600
11:21:46	SWA4720	B737	2,329
11:23:52	MMNBB	FA7X	3,280
11:25:28	SWA1770	B737	2,329
11:32:44	AS521	B738	1,891
11:35:38	EJA363	E55P	3,468
11:37:18	DAL2442	B737	2,192
11:40:29	UAL1240	B738	2,072
11:51:57	SKW3373	E75L	2,200
11:54:07	FF1262	A320	1,928
12:04:28	AA12389	B738	2,004
12:10:33	N789QS	CL35	2,681
12:12:25	SWA6507	B737	2,350
12:29:03	AA12642	B738	2,156
12:34:47	SWA630	B737	2,222
12:39:55	SWA4885	B737	2,303
12:43:20	SKW4897	E75L	2,182
12:47:57	SWA4205	B737	2,251
13:06:58	SWA4935	B737	2,139
13:10:42	AA1248	B738	2,141
13:25:50	SWA1799	B737	2,366
13:27:47	N717NB	C560	3,291
13:30:24	N422TG	C510	2,505
13:36:33	N280LT	GALX	2,392
13:37:35	DAL1653	B737	2,287
13:45:41	NA0KJ	GLF4	2,069
13:48:26	AA1278	B738	1,837
13:51:05	UAL2426	B738	1,688
13:54:20	N53753	PRM1	2,420
14:04:22	CPZ5766	E755	2,241
14:05:21	SWA6572	B737	2,167
14:11:01	UAL1712	B737	2,160
14:15:14	N437MC	CL60	2,538
14:19:42	AS513	B738	2,213
14:22:27	UAL2096	B737	1,912
14:24:58	DAL1757	B737	2,044
14:25:35	QXE2798	E75L	1,932
14:26:55	N15PQ	C525	5,358
14:29:03	SWA1762	B737	1,132
14:32:13	DAL1377	A319	2,855
14:34:00	N70VM	C25B	4,612
14:37:22	UAL1638	B738	1,890
14:39:40	SWA4231	B737	2,289
14:39:48	N577JM	E55P	2,936
14:44:08	SWA247	B737	2,136
14:49:56	WJA1755	B737	2,375
14:54:34	SWA949	B737	2,112
14:59:45	KAM45	GLF4	2,885
15:03:16	SWA1517	B737	2,314
15:05:04	SWA655	B737	2,153
15:12:03	AA1599	B738	2,139
15:16:17	SWA5041	B737	2,254
15:22:47	AA1163	B738	2,000
15:26:58	UAL349	B738	1,800
15:40:56	RDN404	CL60	2,717
15:46:28	EJA265	F2TH	2,459
15:49:24	AS507	B737	2,466
16:01:29	UAL809	B738	2,080
16:02:54	SWA4261	B737	2,200
16:21:58	AF2	B752	2,180
16:28:27	SWA4443	B737	2,456
16:30:51	AS525	B738	1,946
16:33:36	LXJ580	CL30	2,367
16:34:54	AA12548	B738	1,857
16:38:52	SKW4930	E75L	2,200
16:40:26	SWA363	B737	2,315
16:41:50	SWA4232	B737	2,338
16:46:41	SKW3375	E75L	2,051
16:50:30	SWA4227	B737	2,388
16:52:12	N511TP	C510	3,163
16:57:25	AA1119	B738	2,030
17:00:36	CPZ5799	E755	2,251
17:04:15	UAL1653	B737	2,361
17:08:31	UAL538	B738	2,004
17:20:03	SKW3411	E75L	2,305
17:30:35	DCM7286	C56X	2,430
17:32:31	DAL668	B712	2,276
17:34:16	AS4231	B738	1,897
17:37:37	SWA6511	B737	2,442
17:39:38	AA12572	B738	1,928
17:42:45	SWA6083	B737	2,500
17:52:50	EJA782	CL35	2,069
18:07:11	UAL529	B738	2,122
18:12:49	UAL440	B738	1,785
18:16:03	SWA1846	B737	2,222
18:55:07	SWA951	B737	2,517
19:01:22	DAL2365	B712	2,407
19:03:34	SWA4047	B737	2,615
19:13:04	CPZ5794	E755	2,620
19:15:06	AS565	B738	2,549
19:20:21	FDX2369	A306	3,014
19:23:42	N689HP	F2TH	3,016
19:26:18	SWA1798	B737	2,806
19:27:59	EJA741	CL35	2,732
19:30:39	UPS913	B752	2,291
19:36:27	SWA856	B737	2,481
19:38:15	AA12389	B738	2,163
19:43:23	SWA4733	B737	2,632
19:46:17	AS505	B738	2,024
20:08:			