

JUNE –JULY 2018

Update- All things Aviation:



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

City Newsletter and the Continuing Effort to Keep Residents Informed

Recently the City distributed to all of residents of the City a comprehensive Newsletter to inform the residents about the history of the airport issue; the role of City; the County and FAA as well as what the City is doing in trying to address the issues related to the impacts of the airport on the community. You should have received the Newsletter in the mail but if you failed for some reason to have received the Newsletter, you may access it on the City's website.

One highlight from the Newsletter that is produced here and demonstrates what the City is currently doing is:

“...To put it simply, we [the City] are interested in researching what is the quietest, least-polluting and safest departure possible out of JWA. Once our research is done, we want to go to the air carriers, the airport, and the FAA with what we've found. Right now, we're also opening doors and building relationships with key airline representatives to make sure our “ask” is heard once we're ready to make it. Without exception, all four of the major carriers (American, Alaska, United and Southwest) have been willing to at least discuss this with us....”

If after reading the Newsletter you have additional questions that you feel were not answered or if perhaps you have questions about flight tracks over your community, do not hesitate to contact the City Manager's office.

Why are aircraft adding power in the vicinity of the Coast Highway, prior to reaching the coastline?

The question set forth above has been asked repeatedly by people in the community in recent weeks and months. But it is a question that the community has asked for years, going back to the 2006-7 time frame. Accordingly the City had the exact issue looked at in the 2008 ARTS Study which you can also view on the City's website. The answer is: "A phenomenon has been observed where aircraft are adding power in the vicinity of the Coast Highway and Balboa Island. This results in an increase in the amount of noise being generated in this area. This phenomenon is most likely occurring due to the fact that many aircraft are reaching an altitude of 3,000 feet in this vicinity. The noise abatement procedure ends at 3,000 feet. Therefore, when aircraft attain an altitude of 3,000 feet, they retract flaps and apply full takeoff power in order to 'clean-up' (the airframe) and depart from the airport vicinity."

Moreover and just as important, the Noise Abatement Departure Procedure (NADP) utilized at airports around the nation, not just John Wayne Airport sets forth for the NADP per the FAA Advisory Circular 91-53A as follows:

91-53A reads as follows for both NADP-1 and 2:

"...(6) Maintain the speed and thrust criteria as described in subparagraph 6 a(3) through 6a(5) to 3,000 feet AFE¹ (Above field elevation) or above, or until the airplane has been fully transitioned to the en route climb configuration (whichever occurs first), then transition to normal en route climb procedures...."

¹ AFE is above field elevation. This also raises the question of what occurs if the planes were to gain altitude quicker. Would that mean that they would apply power sooner rather than later?

Presentation of the Noise Abatement Departure Procedure on Video

For those of you who would like to take the time, there is an excellent presentation of the noise abatement departure procedure as it is being flown by Southwest Airlines on a flight from John Wayne Airport to Denver, CO.

You can view it at YouTube:

<https://www.youtube.com/watch?v=jtTLRuVXUeg>

And for those of you who seek further information regarding the Noise Abatement Departure Procedure (NADP) there is also a more technical example which can also be viewed on you tube at: <https://www.youtube.com/watch?v=WVVtuJu9hQo>

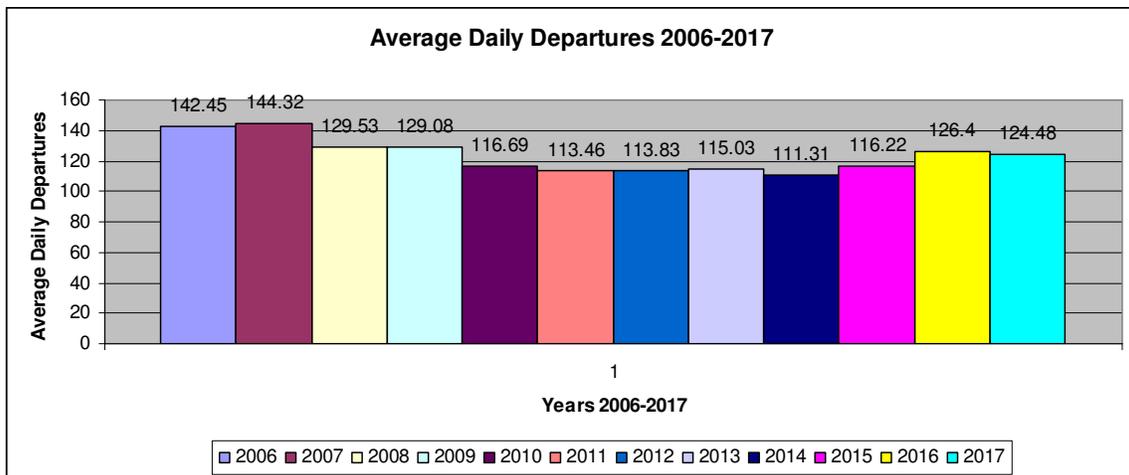
JWA- Passenger Statistics-first 6 Months of the Year

Airline passenger traffic at John Wayne Airport increased in June 2018 as compared with June 2017. In June 2018, the Airport served 950,834 passengers, an increase of 5.4% when compared with the June 2017 passenger traffic count of 902,059. The foregoing brings the passenger count for the first six (6) months to 5.24 MAP.

The Average Daily Departures (ADDs) for June 2018 were 132.53 ADDs vs. 128.08 ADDs for June of 2017. For the first six (6) months the ADDs were 124.77.

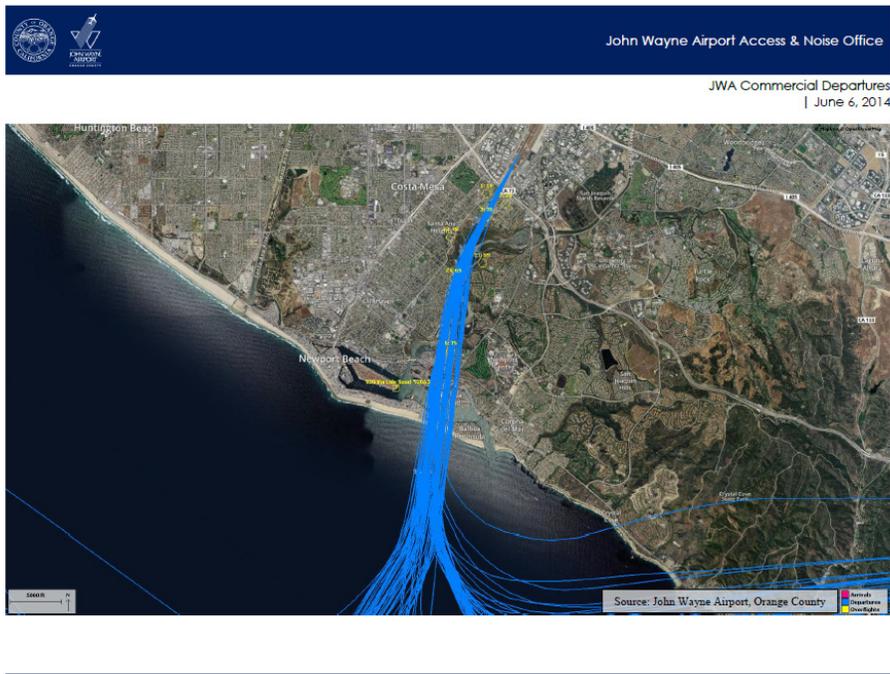
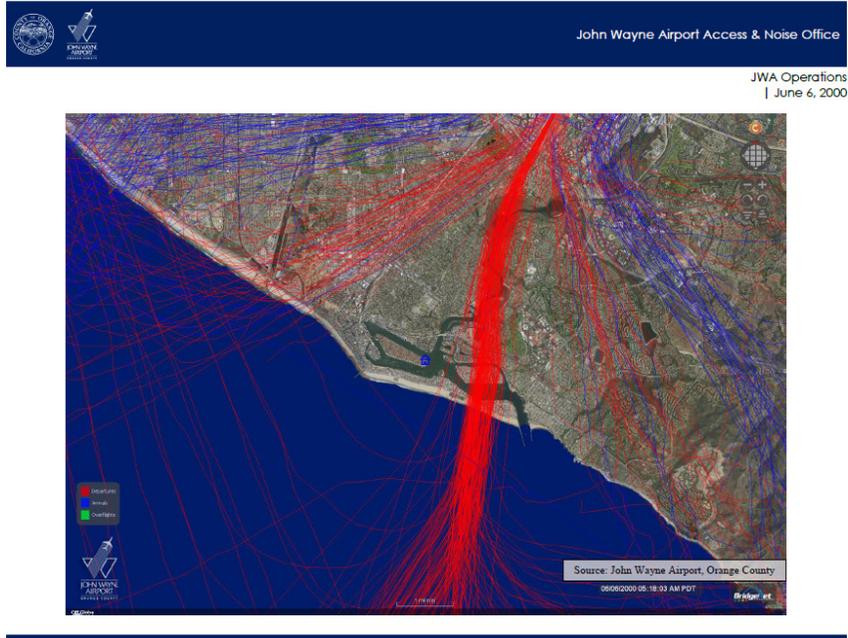
The top three airlines in June 2018 based on passenger count were Southwest Airlines (340,378), American Airlines (159,525) and United Airlines (149,144).

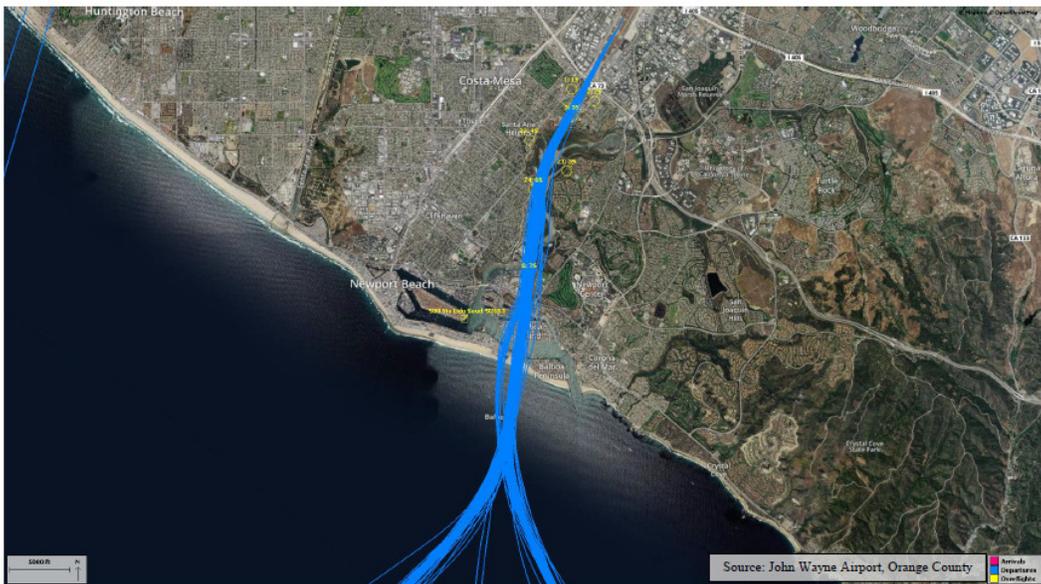
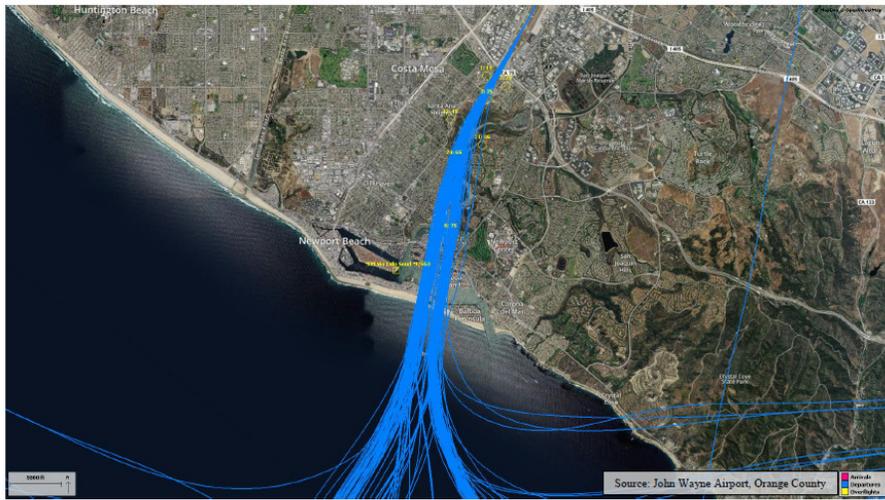
Because people have asked how the number of Average Daily Departures has fared over the years, you will find below a chart representing the Average Daily Departures of Commercial departures for 2006-2017:



An Historical Overview of Flight Paths 2000-2018

Because the City receives numerous requests for particular flight paths as planes depart from JWA, below is an historical comparison of flight paths.

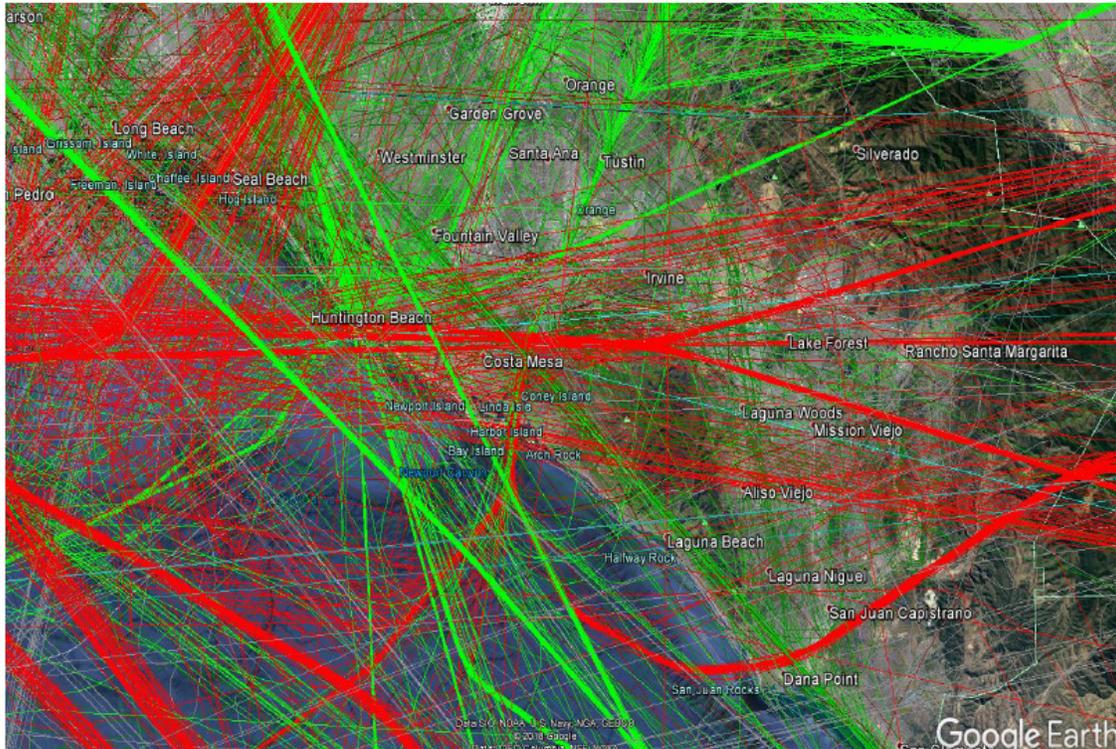




*A Snapshot of Air traffic in the Southern California Region²
JWA Arrival and Departures on one Day*



All Airports in the Region



² Compliments of the FAA and the Airport Working Group. The day in question is 6/21/2018.

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 with you. 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>