

## DECEMBER UPDATE: All Things Aviation



“He must be exempt from the curfew.”

If you’d like additional information, please contact the Newport Beach City Manager’s Office.

### **John Wayne Airport General Aviation Improvement Program City’s Comments**

As noted in the Fall Aviation Update, John Wayne Airport is proposing to modernize its general aviation facilities and took its first step with the release of its Draft Environmental Impact Report (“EIR”) 627. Many of you have had questions and concerns about the project.

The City has been aware of and began tracking this proposal as early as March 2017. City representatives attended the initial project scoping meeting on April 12, 2017 and also provided a detailed comment letter concerning the Notice of Preparation of the (NOP) for the John Wayne Airport (JWA) General Aviation Improvement Program (GAIP). This item was also a subject of the April 2017 Aviation Update by the City as well as a subject of discussion before the City’s Aviation Committee and

community groups. The issues of noise and air quality were key items for discussion and comment.

Moreover, when the actual draft environmental report for the GAIP was released in September 2018, the City began its detailed review of the document; attended the public briefing regarding the document on September 26; briefed community groups on the Draft EIR on numerous occasions including, but not limited to, a discussion of the document at the City Aviation Committee Meeting on November 4; and met with County JWA staff and consultant and with representatives of our city's citizen aviation groups on November 14. The foregoing resulted in the City's detailed comments on the Draft EIR, which you can access at: <https://www.newportbeachca.gov/home/showdocument?id=62384>.

The City of Costa Mesa also filed comments to the draft EIR which can be viewed at: <https://www.costamesaca.gov/home/showdocument?id=35460>.

### **Questions Concerning the Project**

A couple of general questions have been raised in the discussion concerning the EIR.

Q. Can you briefly describe the alternatives pursuant to the GAIP?

A. Pursuant to the GAIP there are a number of alternatives<sup>1</sup>. While the document goes into a detailed analysis of the same, the alternatives discussed as possibilities are:

Four (4) final layouts have been presented to the County for consideration. The alternatives are defined below by the number and location of FBOs<sup>2</sup>. They are:

1. Proposed Project – Two (2) Full Service FBOs (Northwest and Northeast)
2. Alternative 1 – Three (3) Full Service FBOs (Northwest, Northeast, and Southeast)
3. Alternative 2 – Two (2) Full Service FBOs (Northeast and Southeast)

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<sup>1</sup> See Appendix B of the GAIP for a more thorough explanation; the above is providing a general overview only. Under the GAIP, there are no proposed changes to the existing airfield runways, passenger terminal complex, fuel storage facilities, or to Martin Aviation/Lyon Air Museum.

<sup>2</sup> *Full Service Fixed Base Operator (FBO)* – A commercial business that provides a wide range of aeronautical and support services to general aviation pilots, flight crews, and passengers. There are currently two (2) full service FBOs with conventional *community hangars* at JWA and both facilities are located on the east side of the airfield.

4. Alternative 3 – Maintain Existing General Aviation Facilities to FAA Standards

- a. Widening the taxiway object free area (TOFA) along Taxiway A/Realign the Vehicle Service Road
- b. Modify the existing Southeast FBO to mitigate obstacles affecting navigable airspace
- c. Remove 31 tie-down spaces from the Runway Protection Zone.

Q. Are there currently General Aviation Jets<sup>3</sup> (GA/Jets) departing from JWA?

A. Yes.

Q. Approximately how many GA/Jets depart per day?

A. Based upon the reports from JWA for the second quarter of 2018 for the previous twelve (12) month period there were an average of 48.67 General Aviation Jet Departures (GAJD).

Q. Are GA/Jets subject to a curfew?

A. Yes. It is a noise based curfew and is spelled out as follows:

No person shall operate any general aviation aircraft at night<sup>4</sup> at John Wayne Airport if it generates a SENEL level at any of the following respective noise monitoring stations, either on takeoff or landing, which is greater than the following SENEL values at each Noise Monitoring Station (“NMS”) is:

- NMS 1S 87.5 dB;
- NMS 2S 87.6 dB;
- NMS 3S 86.7 dB;
- NMS 4S 86.7 dB;
- NMS 5S 86.7 dB;
- NMS 6S 86.7 dB;
- NMS 7S 86.7 dB.

Q. Are GA/Jets currently operating at the airport during nighttime hours?

A. Yes;

Q. How many currently operate during the nighttime hours?

A. Figures were computed for one week during each of the quarters in 2017. Below is the *weekly average* for GA jet departures and arrivals during

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<sup>3</sup> Not to be confused with commercial jet operations.

<sup>4</sup> At night is defined as: between the hours of 10:00 p.m. and 7:00 a.m. (8:00 a.m. on Sundays) (local time), as measured at any John Wayne Airport noise monitoring station, and arrivals between the hours of 11:00 p.m. and 7:00 a.m. (8:00 a.m. on Sundays) (local time), as measured at any John Wayne Airport noise monitoring station.

the nighttime hours for the operation type; Departures MON-SAT 10 PM to 7 AM, SUN 10 PM to 8 AM, and Arrivals MON-SAT 11 PM to 7 AM, SUN 11 PM to 8 AM. Based upon the foregoing, the estimated average nighttime general aviation jet operations was a total of 12 *per week*, which consisted of 5 arrivals and 7 departures on average for the week's time period.

Q. Assume for the moment that the County chose not to go through with the currently proposed GAIP, would that remove the GA/Jets from operation at the airport?

A. No. According to DEIR 627, the number of GA/Jets operations would increase, irrespective of the adoption of the DEIR 627. The DEIR projects an additional 4+ GAJDs over what would occur irrespective of an adoption of the DEIR. The actual projected GAJDs without any project in 2026 is 52.46 GAJDs<sup>5</sup>. If there is an adoption of alternative No. 1 the project GAJDs in 2026 is 55.34 GAJDs and if alternative No. 2 were adopted the number of GAJDs for GA/Jets would be 56 GAJDs.

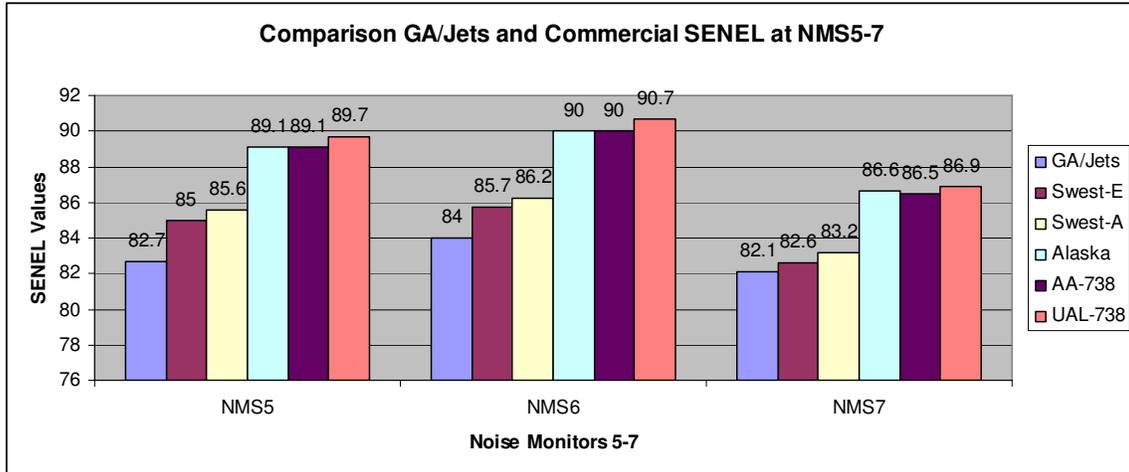
Q. Could you provide a comparison of the GA/Jets Measured Average Single Event Noise Exposure Levels and the Commercial Measured Average Single Event Noise Exposure Levels?

A. Yes. See below, this is just one quarter's comparison and an arbitrary comparison of the GA/Jets and some of the commercial carriers at Noise Monitors 5-7. For a complete review of the same, see the JWA Airport Website which contains a history of noise for each quarter. (A chart of the comparisons follows as well.)

Carrier Noise Monitors Readings at NMS5-7			
	NMS5	NMS6	NMS7
GA/Jets	82.7dB	84.0dB	82.1dB
SWest-E	85.0dB	85.7dB	82.6dB
SWest-A-737	85.6dB	86.2dB	83.2dB
Alaska 737	89.1dB	90.0dB	86.6dB
AA-738	89.1dB	90.0dB	86.5dB
UAL-738	89.7dB	90.7dB	86.9dB

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<sup>5</sup> These are projections or forecasts only. You can check the math and the document yourself by reviewing the Appendix to the Draft EIR, at Appendix H, Table 15, Page 69; <https://www.ocair.com/deir627>



Q: What is the next step in the environmental process review?

A: The County is required to respond to the comments submitted by the various parties and entities. At that point the matter, the environmental document, will be put before the Orange County Board of Supervisors for review and/or potential action.

### JWA Monthly Statistics

Airline passenger traffic at John Wayne Airport decreased in October 2018 as compared with October 2017. In October 2018, the Airport served 907,191 passengers, a decrease of 2.5% when compared with the October 2017 passenger traffic count of 930,911. Commercial aircraft operations decreased 1.4% and commuter aircraft operations increased 331.0% when compared with October 2017 levels. In October of 2018 there were 132.89 Average Daily Departures (ADD) vs. 131.68 ADDs for October of 2017. The airport currently appears to be on course for service of approximately 10.5 MAP in 2018. The JWA Settlement Agreement allows 10.8 MAP<sup>6</sup>. As noted above there was large increase in commuter operations, which are the Class E departures for the purpose of the JWA Settlement Agreement (lower noise thresholds). By way of an example in the last quarterly report, second quarter of 2018, for JWA, the number of Class E departures, which includes commuter operations equated to 43.09 ADDs.

When comparing the current operations at the airport to those in the past a

<sup>6</sup> A perfunctory review of airports in the region show increases in contrast to the current decreases at JWA.

breakdown of the number of ADDs and Class E<sup>7</sup> ADDs is appropriate. In 2017 there were 123.62 ADDs for the year of which 39.73 were Class E; in 2016 there were a total of 124.70 ADDS of which 45.80 were Class E.

*So Who Controls What?*

Many have questioned when it comes to noise abatement, who actually is in control. Generally speaking, the Federal Government has the authority and responsibility to control aircraft noise by the regulation of source emissions, by flight operational procedures, and by management of the air traffic control system and navigable airspace in ways that minimize noise impact on residential areas, consistent with the highest standards of safety. Airport Proprietors are primarily responsible for planning and implementing action designed to reduce the effect of noise on residents of the surrounding area. Such actions include optimal site location, improvements in airport design, *noise abatement ground procedures*, land acquisition, and restrictions on airport use that are reasonable, non-arbitrary and do not unjustly discriminate against any user, impede the federal interest in safety and management of the air navigation system, or unreasonably interfere with interstate or foreign commerce. While airports can mitigate through different measures, any change is subject to the Airport Noise and Capacity Act<sup>8</sup> (ANCA) of 1990 whereby actions can not be taken that further limit or restrict airport access. Currently at JWA, what is enforceable is grandfathered pursuant to ANCA, anything else is purely voluntary. Meanwhile State and Local Governments and Planning Agencies are to provide for land use planning and development, zoning, and housing regulation that will limit the uses of land near airports to purposes compatible with airport operations. The entire subject is extremely complex with major legal and political implications. For an extensive statement of the foregoing you are directed to the City's A-17, Airport Policy which you can access on-line at:

<https://www.newportbeachca.gov/home/showdocument?id=20996>

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<sup>7</sup> Class E departures are the quieter of the departures.

<sup>8</sup> 49 U.S.C. 47521 *et seq.*

## **HMMH Study Now Available Online**

As discussed in the City's July Newsletter as well as on the City's website, Harris, Miller, Miller and Hanson (HMMH) is assisting the City of Newport Beach in assessing community noise associated with Noise Abatement Departure Profile (NADP) procedures for various airlines and aircraft operating at John Wayne Airport (JWA). Initially HMMH utilized the Federal Aviation Administration's (FAA) Aviation Environmental Design Tool 2d (AEDT) to model Sound Exposure Level (SEL) contours and compared measured noise levels at JWA Noise Monitoring Stations (NMS) 5s, 6s, and 7s. NMS 5s is located at 324 ½ Vista Madera, NMS 6s is located at 1912 Santiago, and NMS 7s is located at 1311 Back Bay Drive in the City of Newport Beach, California. Flight track and aircraft identification data as well as noise data was obtained from JWA for four (4) months, October 2017 through January 2018. Included in the noise data is the aircraft Gross Takeoff Weight (GTOW) as besides the type of aircraft the GTOW of each flight determines the noise generated by a particular aircraft. HMMH used the GTOW data to determine the average GTOW by airline and by aircraft type in this analysis. The analysis focused on the Boeing 737-700, Boeing 737-800, Boeing 737-800 MAX, Airbus A319, and Airbus A320. Once all of the information was obtained it was incorporated into the standard NADP profile for each aircraft type to obtain representative modeled results. The results of initial part of the study by HMMH has provided a solid foundation or base line for the next phase of their analysis.

The second part of the study is to reach out to the airlines and obtain their particular flight settings and then incorporate the same into the model. The goal of this task will be to determine whether improvements are possible to NADP 1 or NADP 2 to further reduce noise levels modeled at NMS 5s, 6s, and 7s and to achieve the optimal noise mitigation outcome. Prior to proceeding with additional modeling with reduced flap and thrust settings, or a combination of the two to achieve optimal noise mitigation the input of the airline representatives will be considered. The study is now on the City's website at:

<https://www.newportbeachca.gov/home/showdocument?id=62372>

*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:

<https://www.newportbeachca.gov/government/departments/city-manager/john-wayne-airport/nextgen>