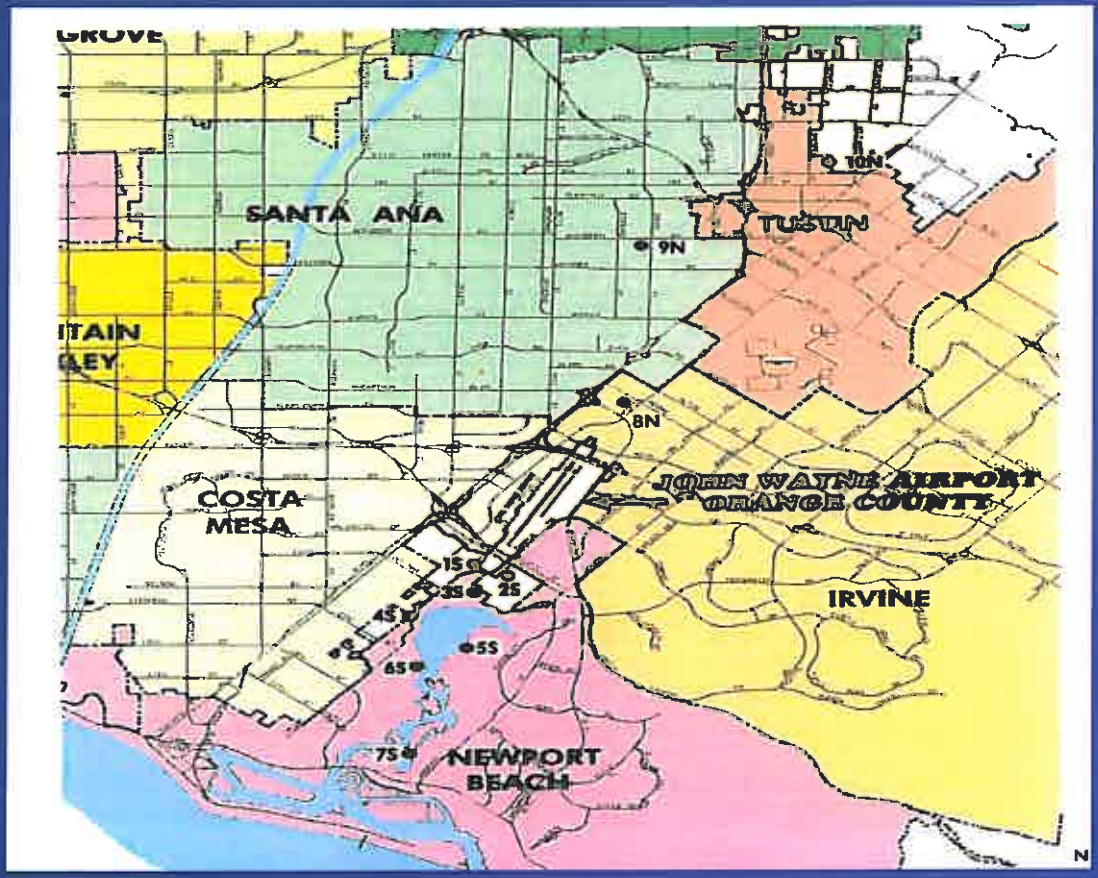
John Wayne Airport

and

NextGen

Geographical Location of Noise Monitors



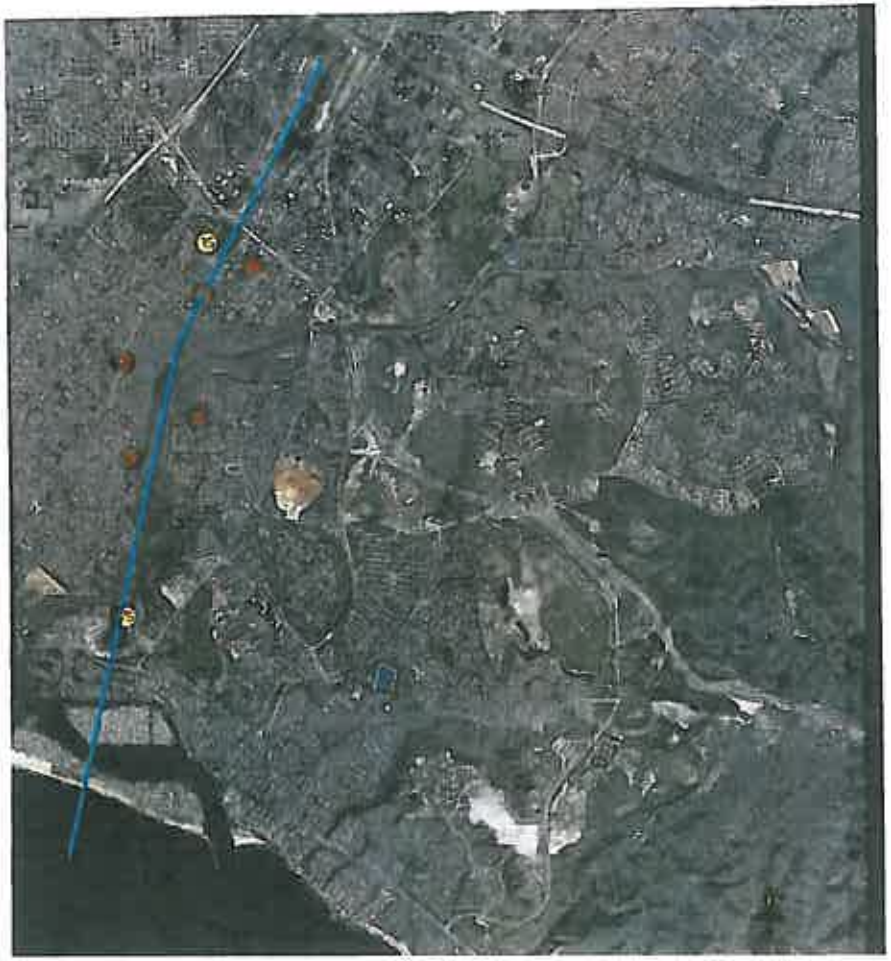
Addresses of Noise Monitors and Single Event Noise

- The previous slide shows the location of the various noise monitors. NMS 1-7 measure noise upon departure. NMS 8-10 are for arrivals. The addresses of the various monitors are as follows:
- **Noise Monitoring Station Locations:**
- NMS-1S Golf Course, 3100 Irvine Avenue, Newport Beach
- NMS-2S 20152 Birch Street, Newport Beach
- NMS-3S 2139 Anniversary Lane, Newport Beach
- NMS-4S 2338 Tustin Avenue, Newport Beach
- NMS-5S 324 ½ Vista Madera, Newport Beach
- NMS-6S 1912 Santiago, Newport Beach
- NMS-7S 1311 Back Bay Drive, Newport Beach
- NMS-8N 17372 Eastman Street, Irvine
- NMS-9N 1300 S Grand Avenue, Santa Ana
- NMS-10N 17952 Beneta Way, Tustin.
- It is the Noise Monitor Stations which measure the single event noise level requirements for the specific class of aircraft and which follow:
- **Maximum SENEL Values – Commercial Airline Operations**

Noise Monitoring Station	Max. SENEL Value - Class **A**	SENEL Value - Class **E**	**Distance**
NMS 1S	101.8 dB	93.5 dB	.4 NM
NMS 2S	101.1 dB	93.0 dB	.4 NM
NMS 3S	100.7 dB	89.7 dB	.7 NM
NMS 4S	94.1 dB	86.0 dB	1.3 NM
NMS 5S	94.6 dB	86.6 dB	1.3 NM
NMS 6S	96.1 dB	86.6 dB	1.8 NM
NMS 7S	93.0 dB	86.0 dB	2.9 NM

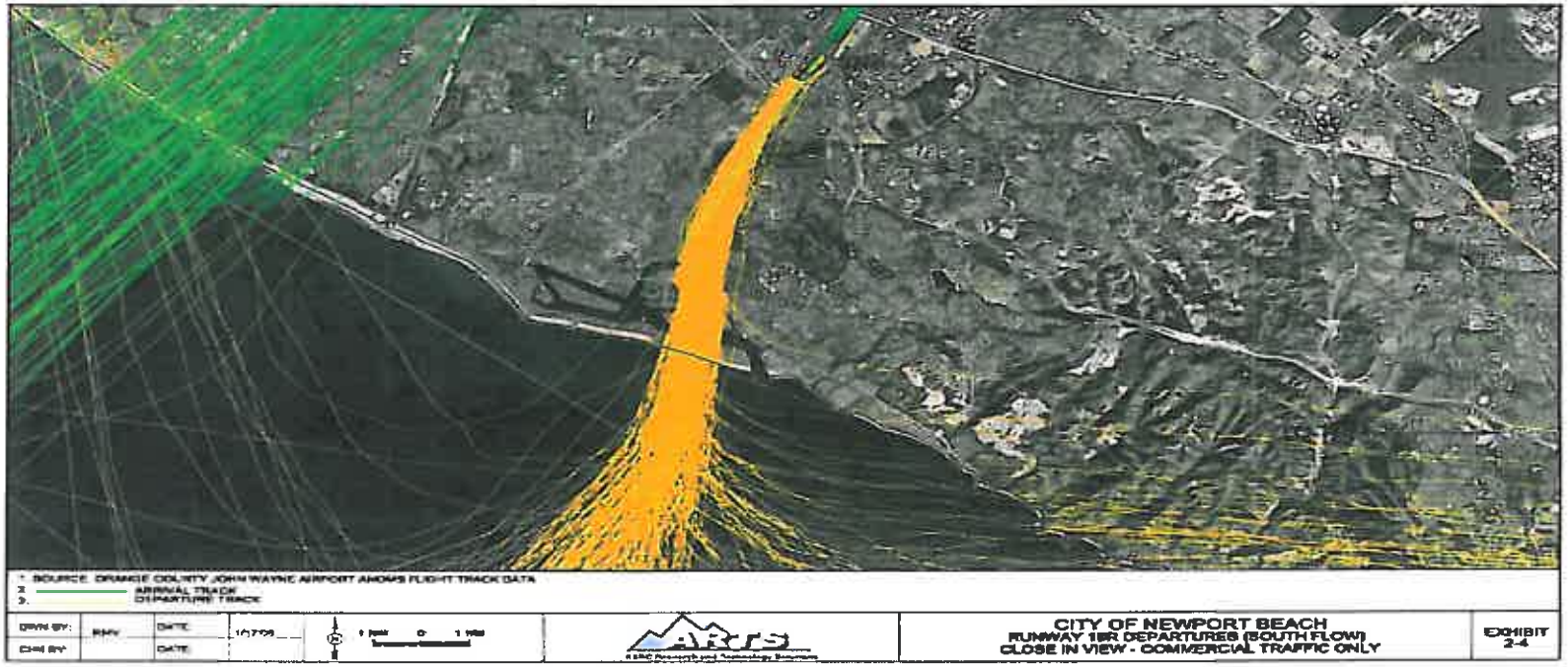
- Generally speaking so long as the Carrier meets the above described noise levels they can depart from JWA.

Historical JWA Ideal Path

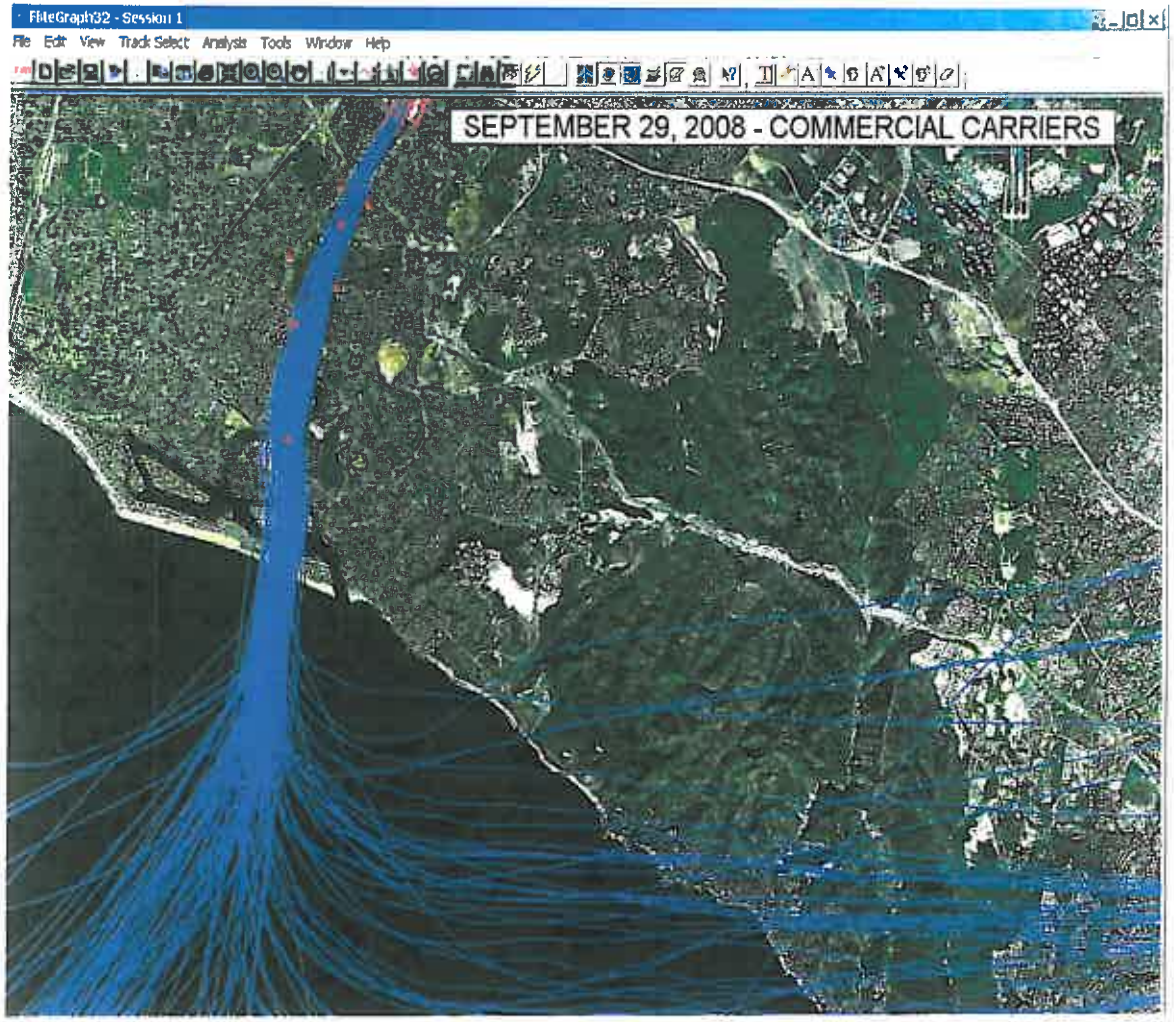


Departures 2008
Departure Procedure was the MUSEL SIX, BACK BAY or CHANNEL ONE Departure

Air Traffic– Close In View South Flow



Departures 2008
All Departures Used Either MUSEL SIX, BACK BAY or CHANNEL ONE



Enter NextGen

- The Next Generation Air Transportation System (NextGen), represents an evolution from a ground based system of air traffic control to a satellite-based system of air traffic management which incorporates the latest technological innovation.

  Goals:
  - Modernize the National Airspace System
  - Addressing- impact of growth
    - *increasing capacity*; efficiency; safety; reduce environmental impacts;
    - Ground tracks procedures are predictable; repeatable
    - Narrows dispersion

NextGen creates the DUUKE

- 9/9/2009-"DUUKE" was the name given to the first RNAV departure procedure designed and implemented for JWA by the FAA not at the request of JWA or the City of Newport Beach;
- Its successor, DUUKE TWO, was implemented on April 8, 2010;
- Flight track data reflected a narrowing of DUUKE ONE/TWO departures but a shift to the east side of Upper Newport Bay (when compared with non-DUUKE ONE/TWO departures);
- As a result of the DUUKE, the City and JWA commented further on the FAA's implementation of the RNAV departures at JWA resulting in the STREL

STREL

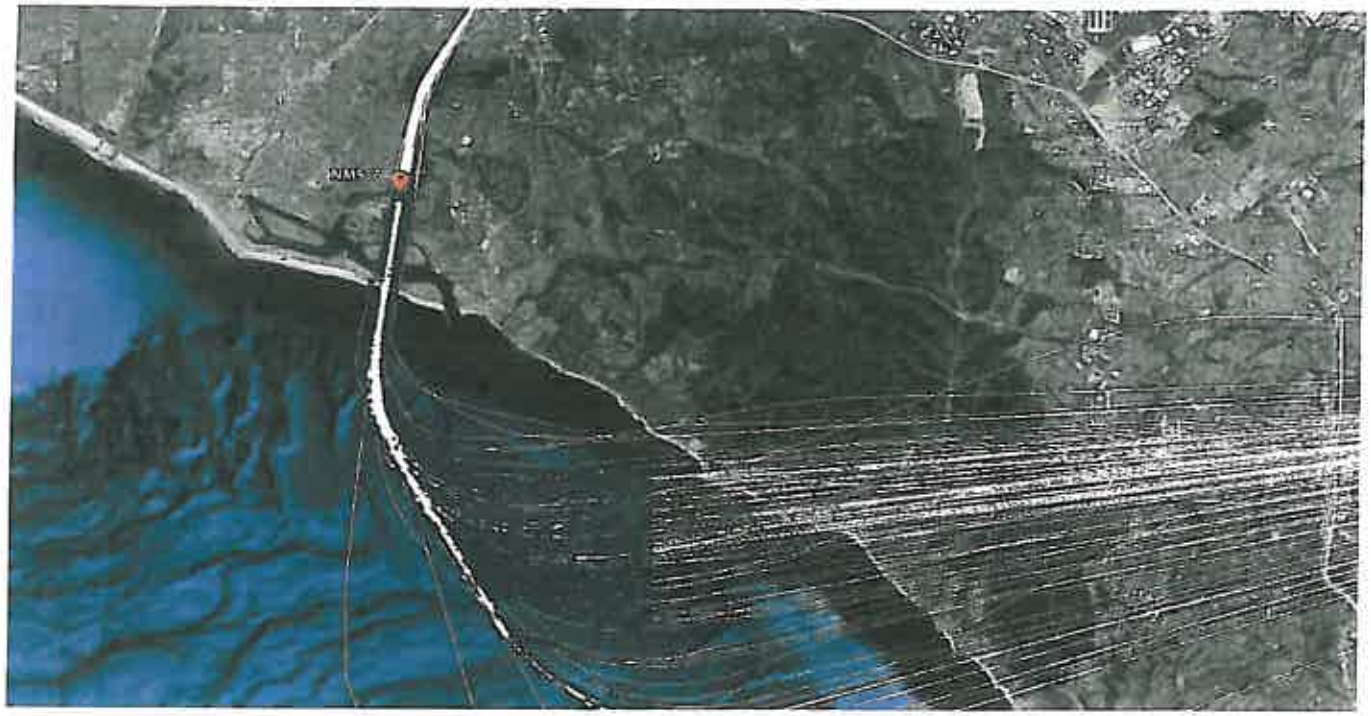
- STREL was implemented on March 10, 2011, replacing DUUKE;
- STREL is used only for departures east of Las Vegas which is approximately half of the commercial departures a day;
- All other commercial aircraft are flying the traditional Standard Instrument Departures (CHANNEL ONE and MUSEL SIX etc.)
- There are no current proposals to change the STREL;
- The STREL has resulted in a narrowing of dispersion (to the consternation of some);
- According to the FAA, its purpose is to center aircraft departures over Newport Bay, however the FAA notes that while implementation of an RNAV procedure should reduce the dispersion or "fanning" of tracks, it will not result in a single track down the exact center of Newport Bay.

STREL Departures Week of March 11-17, 2011

All Commercial Departures Week of March 11-17, 2011

ADS-B Commercial Carriers, Non-STREL
September 22-29, 2011

ADS-B, Commercial Carriers, STREL
September 22-29, 2011



The Future and RAWLZ

- The FAA has proposed RAWLZ for departures for commercial flights west of Las Vegas;
- RAWLZ is currently under development;
- City Retains GE/Navarus for input on RAWLZ

Questions and Comments

- For Further information contact City Manager Dave Kiff: dkiff@newportbeachca.gov