

AUGUST 2017 Update- All things Aviation:



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

Noise Abatement Departure Procedures at JWA

The community has often commented about the departures at John Wayne Airport and how any changes affect the sound on the ground. The so called “cut back procedures” have long been a subject of discussion and complaints by residents. Accordingly set forth below is a discussion of the departure procedures at the airport, followed by a current breakdown of procedures by airline and equipment.

Initially FAA Advisory Circular (AC) 91-53A, published in 1993¹, established guidelines for Noise Abatement Departure Profiles (“NADP”). The AC is general, and defines guidelines and minimum operating parameters for airlines to use in developing operating procedures. It does not detail exact, aircraft type-specific procedures due to their complexity. It is also important to note that so long as commercial carriers meet the noise monitor standards at the seven (7) noise monitor stations, they may depart and are in full compliance with the JWA Settlement Agreement.

¹ The AC was developed in part as a result of operations at JWA.

The AC establishes the following distinct NADPs. First there is the Close in Noise Abatement Departure Procedure (NADP) and the second is the Distant NADP.

The main difference between the two procedures is the point of power reduction and flap retraction. The Close in procedure calls for thrust reduction followed by flap retraction allowing for an initial faster climb in close proximity to the runway environment. The Distant procedure calls for flap reduction followed by thrust reduction. Aircraft are lower in the initial portion of the procedure, but are higher in the distant portion of the procedure as compared to aircraft using the Close In procedure. AC 91-53A provides general guidance for these two procedures. For modern, high-performance jet aircraft (such as the A320, B757, and B717) the difference in noise between a Close-In and Distant NADP is minimal. Ultimately, airlines develop their own procedures according to their operations specifications for each individual aircraft. This is especially true at JWA since airlines have to adhere to the single event noise restrictions at the various monitors in the areas.

On the following page, you will find a table which breaks down the departure procedures currently in use at JWA.

John Wayne Airport Departure Procedures			
Air Carrier		NADPI - Close In	NADP2 - Distant
Alaska			
	B734/737/738		✓
American			
	A319/320/321		✓
	B738		✓
	B752		✓
Compass			
	E175	✓	
Delta			
	A319/320	✓	
	B712	✓	
	B737/738	✓	
	B752	✓	
FedEx			
	A306	✓	
Frontier			
	A319/320/32N/321	✓	
Horizon			
	DH8 (Q400)		✓
	E175		✓
SkyWest			
	CRJ7/9	✓	
	E175	✓	
Southwest			
	B737/738	✓	
United			
	A319/320		✓
	B737/738		✓
UPS			
	A306	✓	
	B752		✓
Westjet			
	B736/737		✓

VOLANS Flight Tracker System at JWA

JWA has recently updated the VOLANS Flight Tracker System at the airport. There were a few stumbles along the way but it appears now that most of the hick-ups have been corrected. In addition, you can also now access the system on your mobile device by using your web browser and navigating to the JWA website at ocair.com and then click on the VOLANS Flight Tracking viewing icon.

Metroplex Review and Update

The following is a review once again of the Metroplex and it is put into context as a result of recent questions. Some of the following has been previously distributed but it is important to trying to understand the process. As part of the Metroplex Project, the FAA, unilaterally, implemented a Southern California Metroplex project which made changes to over twenty (20+) airports in the Southern California region and which ultimately resulted in litigation by both the City of Newport Beach and the County of Orange² with the FAA over the results of the environmental analysis conducted by the FAA and among other things, the unilateral implementation by the FAA of three (3) new departure procedures at JWA.

After completing an environmental assessment, the FAA made three (3) changes to departures at John Wayne Airport. The three changes were PIGGN (about half of the flights from the airport), for flights east of Las Vegas; FINZZ and HHERO for flights west of Las Vegas. PIGGN was introduced on or about March 2, 2017. The FAA monitored the flight paths and conducted a post-implementation review of the PIGGN. As the FAA had identified a slight shift of traffic to the east away from Noise Monitor 7, the FAA determined that a correction was in order and accordingly made a change, to the PIGGN departure only, on or about May 25, 2017 and in fact the May 25 change moved the flights to the west. In addition, the FAA implemented the FINZZ and HHERO changes on or about April 27, 2017, which remain as initially implemented.

The City has been monitoring the Metroplex project and its implementation closely. But you should be aware that:

- This is part of the FAA's nationwide effort, and the *FAA has complete control over the airspace;*

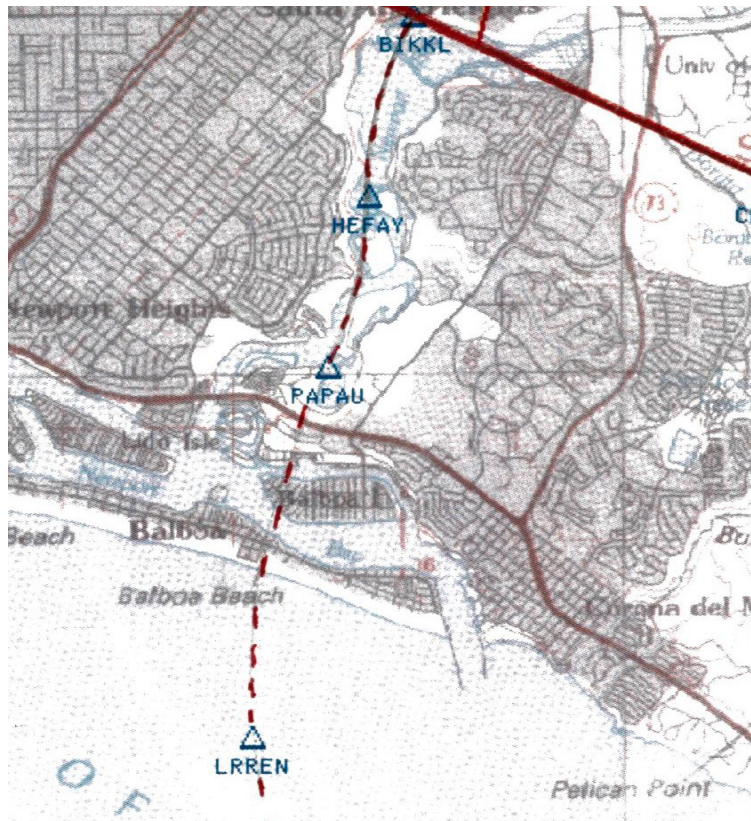
² The litigation is still on going.

- Both the County and the City are in litigation with the FAA over the Metroplex environmental assessment;
- The City has found the FAA to be responsive to the City’s concerns and open to a dialogue with the City, and the City communicates with the FAA regularly;
- The City believes that the departure tracks can be improved, to better split the “Narrows” and still pass directly cross over NMS #7 (*see diagram below*);
- The City works on the departure issue regularly – often daily – and it’s a top priority for both the City and the County;
- The FAA takes time to change alignments, and everyone’s patience is very much appreciated; there is no guarantee that the FAA will change any of the alignments as they ultimately control the airspace, not the City and not the airport;
- Being patient still means that the City is happy to go over your specific concerns and talk with you at any time about what you are hearing and seeing.



FAA Introduces an Additional Departure Procedure

However, separate and apart of the foregoing, the FAA has announced the potential development and implementation of the STAYY procedure for some of the departures from the airport. The FAA's stated reasons for the procedure are that through environmental analysis and community outreach, it had determined that there was a public need for implementation of a more precise departure procedure, in order to reduce the impact of noise levels from aircraft departing the airport, which negatively impacts the communities in the immediate departure corridor of the airport. A more precise ground track is proposed with the desire of making the procedure environmentally friendly for the communities along the departure corridor and guide aircraft over water following the bay out to open water instead of over populated areas. To the extent that the procedure will ever be implemented by the FAA and/or utilized by the carriers is not able to be determined at this time³. Here is a diagram as released by the FAA:



³ STAYY is scheduled for publication 12/7/17. For more information you may go to: https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&tab=coordination&nasrId=SNA#searchResultsTop; or the City's updated website.

Update to City Website

The City has recently updated its website with an extensive discussion of including but not limited to: The NextGen Project; Major departures from the airport; current litigation with the FAA; Noise Abatement Departure Procedure; Aircraft Emissions; Common Questions about NextGen and JWA; the FAA's recently proposed "two turn" departure procedure, known as the STAYYY; background on JWA; the JWA Settlement Agreement; and other related items. To see the full discussion go to the following: <http://www.newportbeachca.gov/trending/projects-issues/john-wayne-airport>

JWA- July 2017

Airline passenger traffic at John Wayne Airport increased in July 2017 as compared with July 2016. In July 2017, the Airport served 919,223 passengers, an increase of +1.7% when compared with the July 2016 passenger traffic count of 903,955. Commercial aircraft operations decreased -0.9% and commuter aircraft operations decreased -60.8% when compared with July 2016 levels. In July the Average Daily Departures (ADDs) were 125.84 vs. 128 for July of 2016 as there were 134 less commercial and commuter operations for the month.

The Curfew

There have recently been numerous questions about the curfew, including but not limited to exemptions from the curfew as a result of weather, mechanical issues and the like.

An easy way to organize your thinking about the curfew is as follows: 1. Is the plane General Aviation (GA) or Commercial Aviation (Commercial)? Why, because there are different standards for each. 2. Did GA operate in conformity with the noise levels as established by the JWA Ordinance? If they did there is no violation. 3. Did the Commercial operate after hours? If so, was the Commercial carrier granted an exemption? And if granted an exemption did it depart within the one-half hour time frame allowable? If not granted an exemption, they operated in violation of the

Curfew.

General Aviation vs. Commercial Operations

Initially it is necessary to discuss the difference in the curfew in general terms for both commercial and general aviation. The JWA noise ordinance differentiates between general aviation (GA) and commercial operations (Commercial). The General Aviation Noise Ordinance (GANO) also implements curfews and scheduled departure time prohibitions for commercial operations. GANO states:

Departures. *No commercial aircraft* may engage in regularly scheduled commercial operations at SNA between the hours of 10:00 p.m. and 7:00 a.m. (8:00 a.m. on Sundays). Further, Commercial airlines are prohibited to *schedule* departure times for any flight originating at SNA prior to 6:45 a.m. or after 9:45 p.m. Monday through Saturday; or before 7:45 a.m. or after 9:45 p.m. on Sunday.

Arrivals. *No commercial aircraft* may engage in regularly scheduled commercial operations at SNA between the hours of 11:00 p.m. and 7:00 a.m. (8:00 a.m. on Sundays).⁴

The GANO also establishes curfews for GA operations and states that no GA aircraft may engage in nighttime operations that exceed the SENEL values specified in the *table below* **at** any of the ten respective noise monitoring stations. Nighttime operations, for the purposes of this section of the GANO, are considered to be between the hours of 10:00 p.m. and 7:00 a.m. (8:00 a.m. on Sundays) for departures and between the hours of 11:00 p.m. and 7:00 a.m. (8:00 a.m. on Sundays) for arrivals.

Table of Maximum SENEL Values - Nighttime GA Operations

Noise Monitoring Station Max. SENEL Value:

NMS 1S 87.5 dB -- Golf Course, 3100 Irvine Avenue, Newport Beach

NMS 2S 87.6 dB -- 20152 Birch Street, Newport Beach

NMS 3S 86.7 dB -- 2139 Anniversary Lane, Newport Beach

NMS 4S 86.7 dB -- 2338 Tustin Avenue, Newport Beach

NMS 5S 86.7 dB -- 324 1/2 Vista Madera, Newport Beach

NMS 6S 86.7 dB -- 1912 Santiago, Newport Beach

NMS 7S 86.7 dB -- 1311 Back Bay Drive, Newport Beach

⁴ See also Sec. 2.34 of the JWA Access Plan.

NMS 8N 86.9 dB -- 17372 Eastman Street, Irvine

NMS 9N 86.9 dB -- 1300 S Grand Avenue, Santa Ana

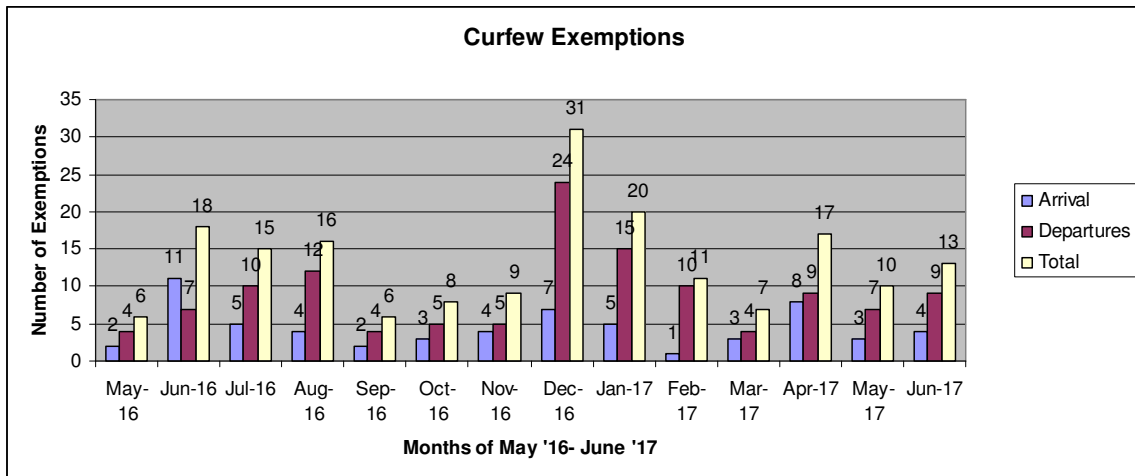
NMS 10N 86.9 dB -- 17952 Beneta Way, Tustin

So long as the aircraft is GA, and it does not exceed the noise limits as set forth above it can operate during the nighttime hours. If it does not operate within the allowable noise limits it can not operate during the curfew period.

Commercial Carriers

Commercial Carriers as set forth in the JWA ordinance; the JWA Access Plan as well as affirmed in the JWA Settlement Agreement can not operate during the nighttime hours as spelled out above. However commercial carriers can operate beyond the permitted operating hours upon an approved “carrier curfew extension request”. This request is granted by the Operations division due to *air traffic control issues, weather, mechanical problems*, or an *emergency* substantially beyond the control of the operator. While the policy as expressed on the JWA website has historically stated 20 minutes, the airport may actually grant an exemption for up to 30 minutes as a result of *air traffic control issues, weather, mechanical problems*, or an *emergency* substantially beyond the control of the operator. The thirty minute exemption appears in the JWA Access Plan, and has been in effect for at least the last 30+ years.⁵

Below and on the next page please find a breakdown of the exemptions granted over the last 14 months at the airport:



⁵ See the John Wayne Airport Access Plan, Sec. 8.5.2.

	16-May	16-Jun	16-Jul	16-Aug	16-Sep	16-Oct	16-Nov	16-Dec	17-Jan	17-Feb	17-Mar
Arrival	2	11	5	4	2	3	4	7	5	1	3
Departures	4	7	10	12	4	5	5	24	15	10	4
Total	6	18	15	16	6	8	9	31	20	11	7

	17-April	17-May	17- June
Arrival	8	3	4
Departure	9	7	9
Total	17	10	13

City of Phoenix/FAA/NextGen

Nearly three years after the Federal Aviation Administration (FAA) changed the flight paths at Phoenix Sky Harbor International Airport without notifying the community, the U.S. Court of Appeals for the District of Columbia Circuit has ruled in favor of the City of Phoenix and the neighborhoods. In June 2014, the City of Phoenix filed a lawsuit on behalf of all Phoenix neighborhoods, which was followed by a suit brought by several historic Phoenix neighborhoods. The court joined the two lawsuits together. On August 29, 2017, the court issued an unprecedented opinion and a judgment that the FAA violated federal law when implementing the new flight paths in September 2014. The order indicates that the FAA will need to return to the routes in place prior to September 2014 until it conducts a new environmental process. Attorneys for the City of Phoenix are studying the decision to understand the process moving forward regarding what changes will be made and when. In the Court’s written opinion, it agreed with the City and Neighborhoods’ argument that the FAA approval of the new flight routes in September 2014 was “arbitrary and capricious” and violated the National Historic Preservation Act, the National Environmental Policy Act, and the Department of Transportation Act.

Airports in the Region

Long Beach

In June, Long Beach Airport saw an increase of +25% in passenger traffic as compared to June of 2016. For the first six months of the year, the airport is +47% ahead of last year.

Ontario

In July of 2017, the airport showed an increase of +9.23% over July of 2016 and is +6.83% ahead of last year for the first seven months of the year having served 2.4 MAP for the first seven months of the year.

LAX

LAX passenger figures for July showed an increase of +3.64% for the month over last year. For the year at 48.8 MAP, LAX is +4.92% versus the same period for 2016.

The Last Ten Years -A Big Change in the Airline Industry

According to the Boyd Consulting Group, the last ten years has seen four, soon to be five, fewer airline systems. At the same time there are approximately 13% fewer airline flights with 2.6% more seats. Meanwhile the average size aircraft has gone up over 18%. To view the entire discussion see:

<http://aviationplanning.com/monday-flash-2-2-2/>