

AIRPORT UPDATE

Newport Beach City Council

Planning Session

Monday, January 29, 2018

Recent Information – Part 1 of 3

- **Settlement with the FAA – key issues**
 - Keep to traditional flight corridors
 - Don't use the MetroPlex EA to modify old or design new paths (Diagram A)
 - Additional protections regarding “early turns”
 - STAYY procedure (Diagram B)

Diagram A

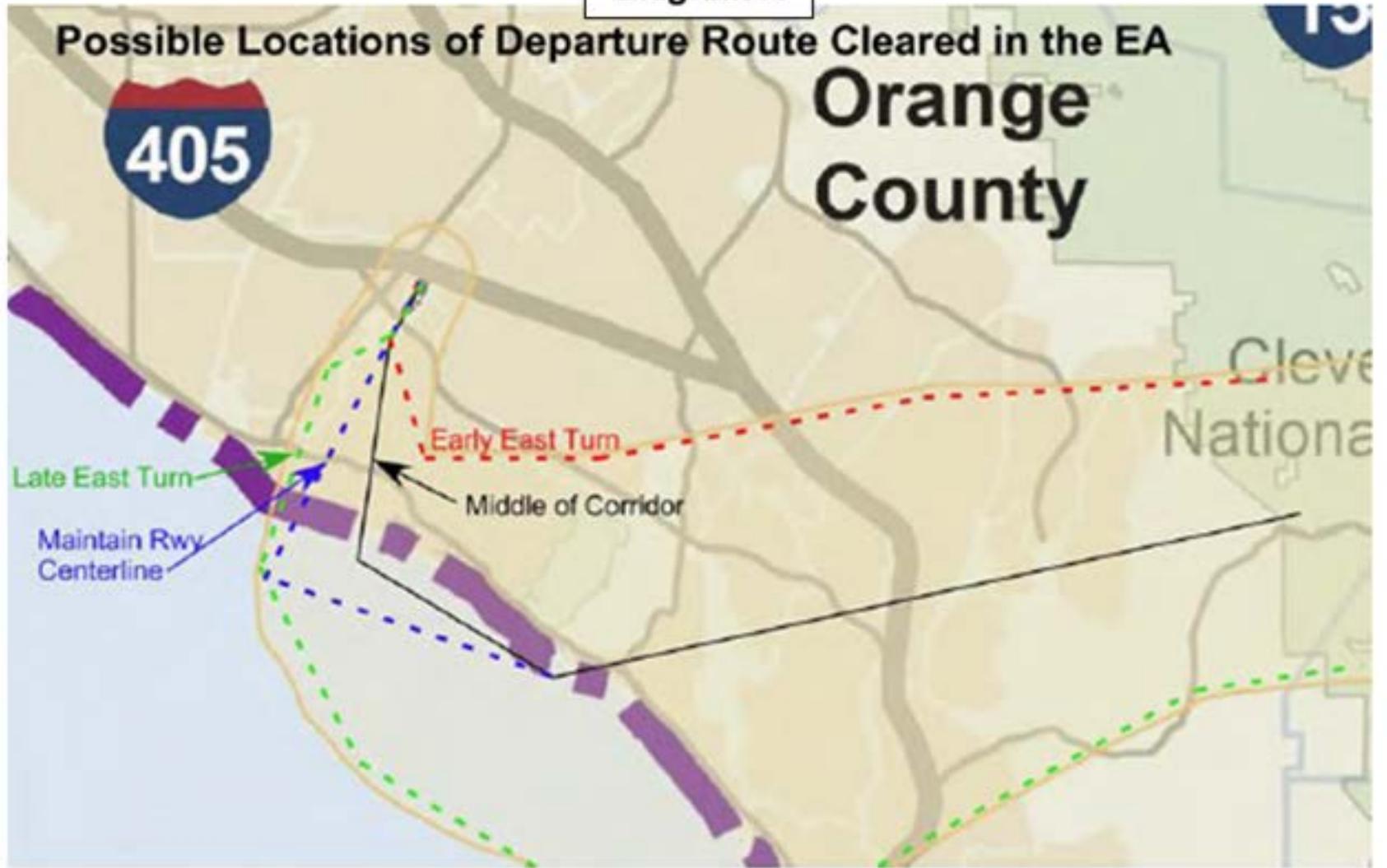
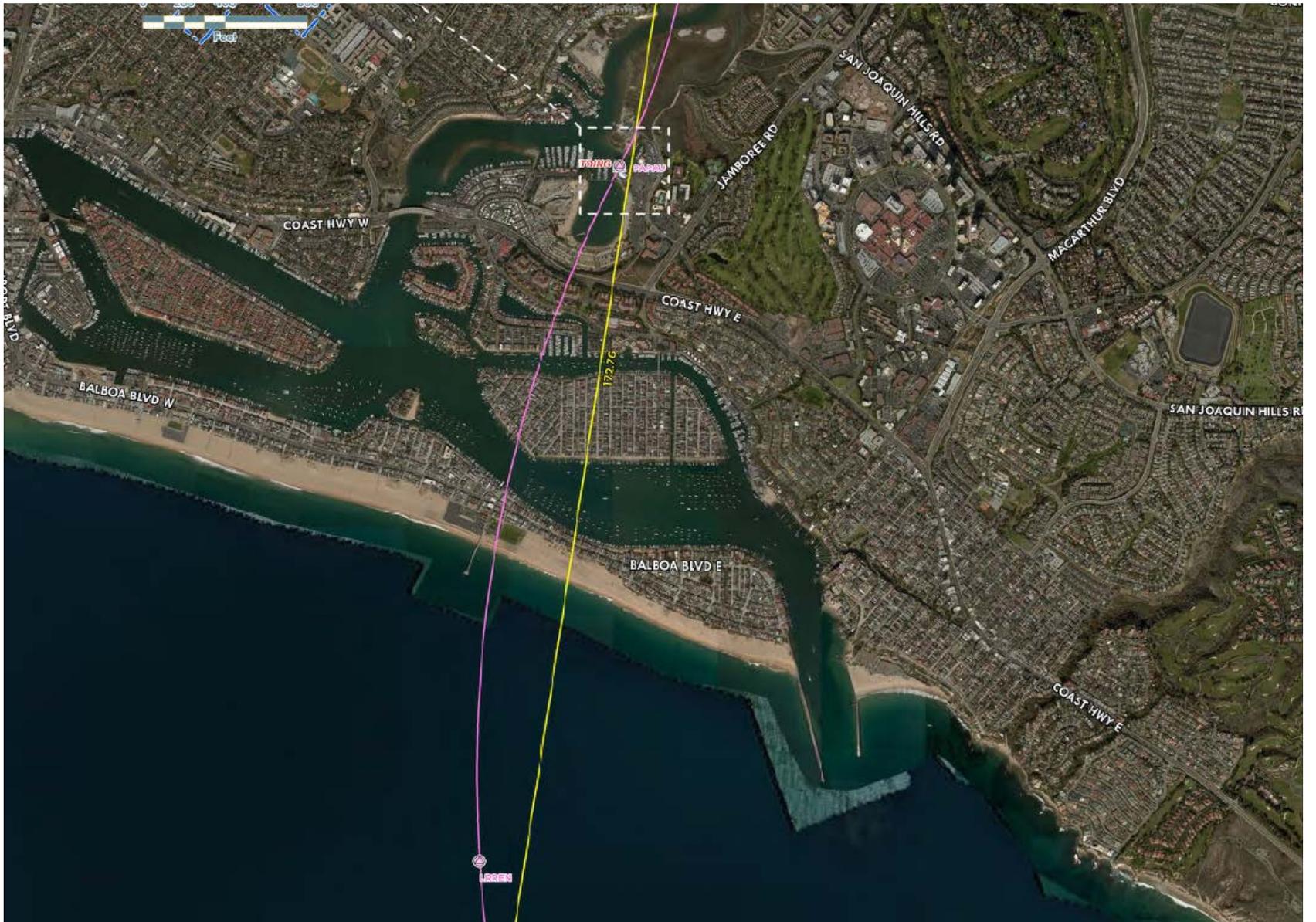


Diagram B





Recent Information – Part 2 of 3

- **Noise Reduction**

- Learning more about effectiveness of current noise monitors
 - HMMH study complete, but report not yet in
- Considering adding our own monitors (2?)
 - These would be non-regulatory
- Departure Procedure Analysis about to begin

Nationwide, there are 2 NADPs

Close-In

1. Cut back the Power
2. Retract (pull in) Flaps

Faster Climb near runway area

Distant

1. Pull in Flaps
2. Cut back the Power

Less steep climb near Runway, can be higher later

Who's Using what NADP now?

Carrier	Type	Close In	Distant
American	737-800		<input checked="" type="checkbox"/>
Southwest	737-700, 800	<input checked="" type="checkbox"/>	
United	A320		<input checked="" type="checkbox"/>
Frontier	A320n	<input checked="" type="checkbox"/>	

What would the **Departure Procedure Analysis** do?

- Review who's doing what now, with what type of plane
- Look at today's and tomorrow's technologies
 - What is the optimal departure for each type of plane, for
 - **Community noise reduction**
 - Safety
 - Fuel efficiency
- Gives us good information to go to the carriers with
 - To advocate for less noise
 - To advocate for less environmental impact
 - To monitor progress in the years to come

Recent Information – Part 3 of 3

- **Advocacy and Assistance**

- Hiring at least two firms

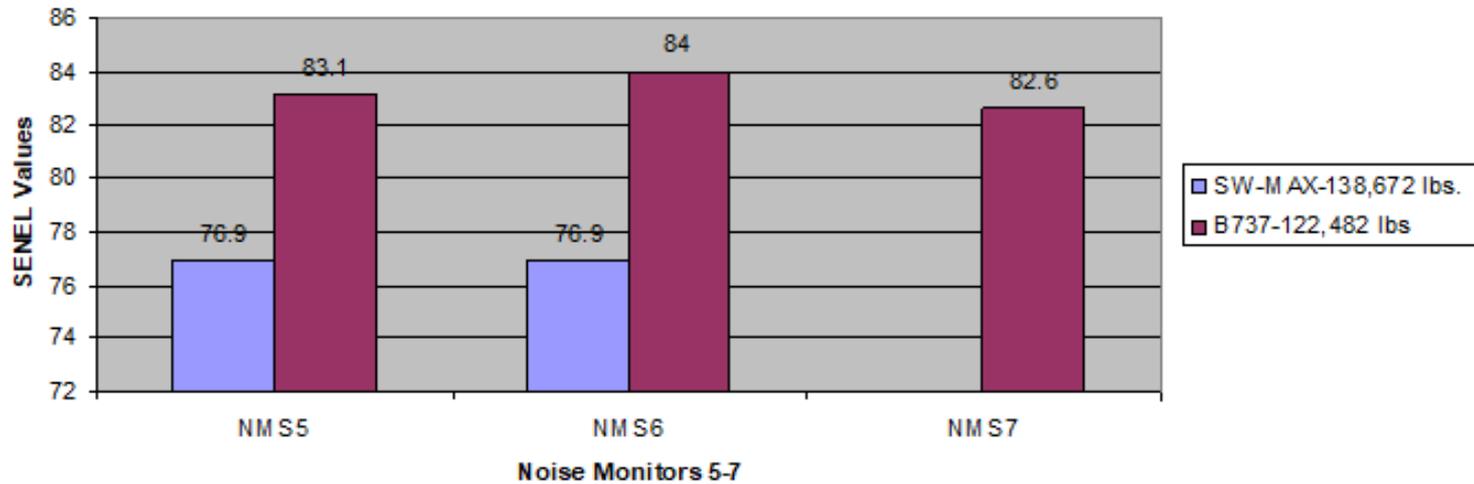
- One in DC, to work with the carriers and FAA there
- One locally, to work with residents, the carriers, and others here

Recent Information – Part 3 of 3

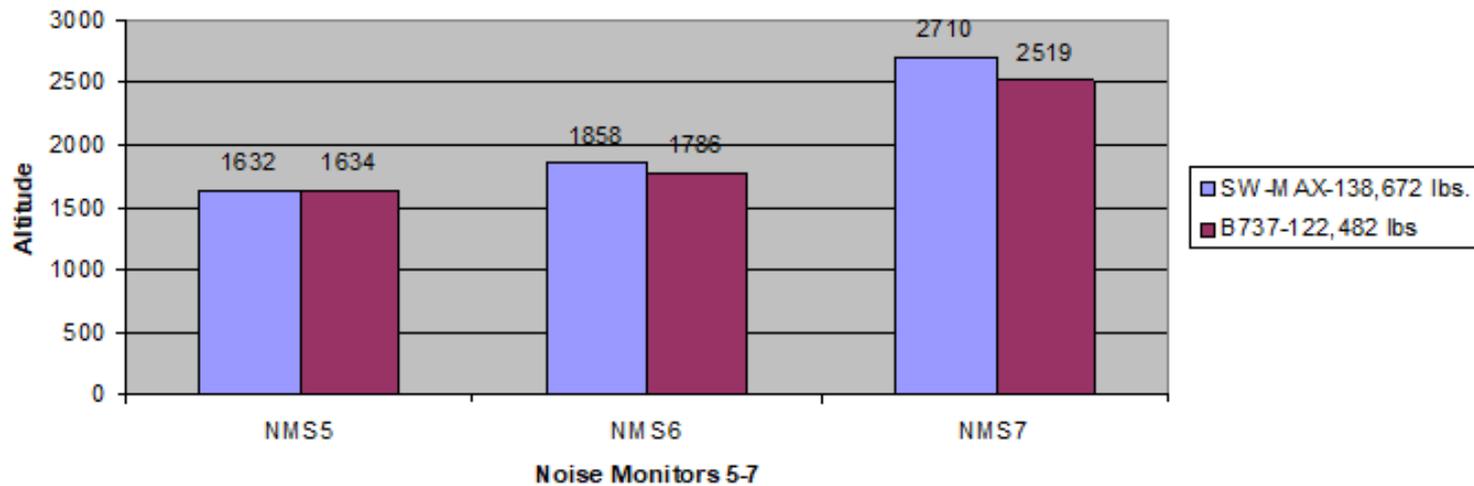
•GOALS:

- Use most community advantageous NADP possible, safe, and legal.
 - Don't add power after NMS #7
 - Stay within traditional routes, stay ON the actual route
- Advocate for the rapid incorporation of better fleet technology, like the **B737-MAX**
- Keep a good dialogue with JWA, the FAA, the carriers
- Provide good data at all times

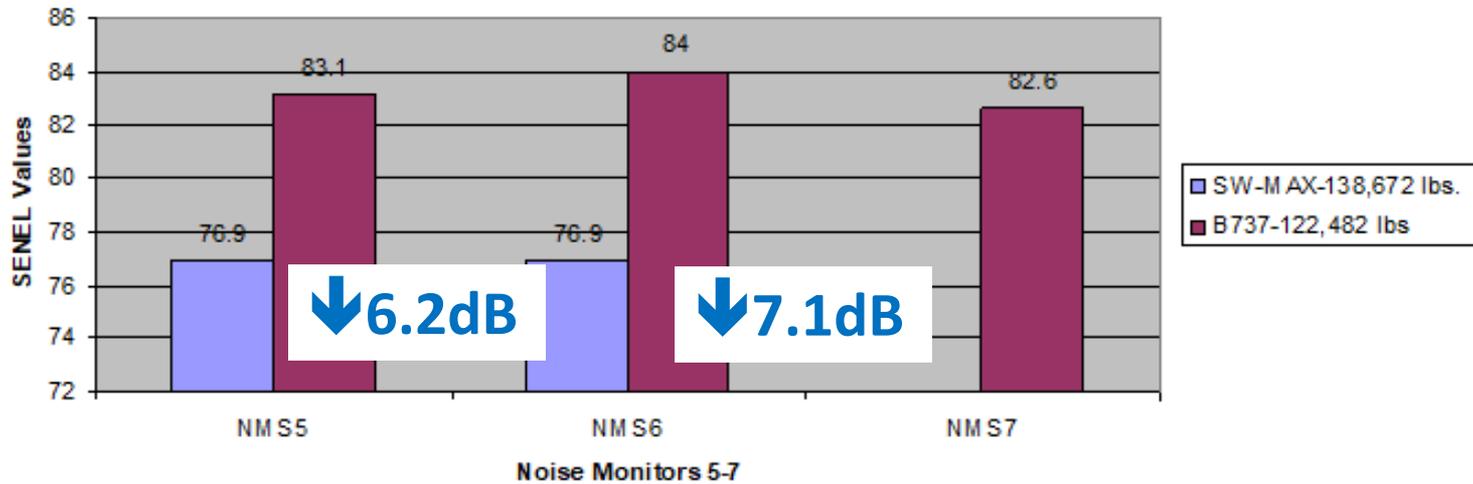
Comparison of Noise 737 MAX vs. 737-700



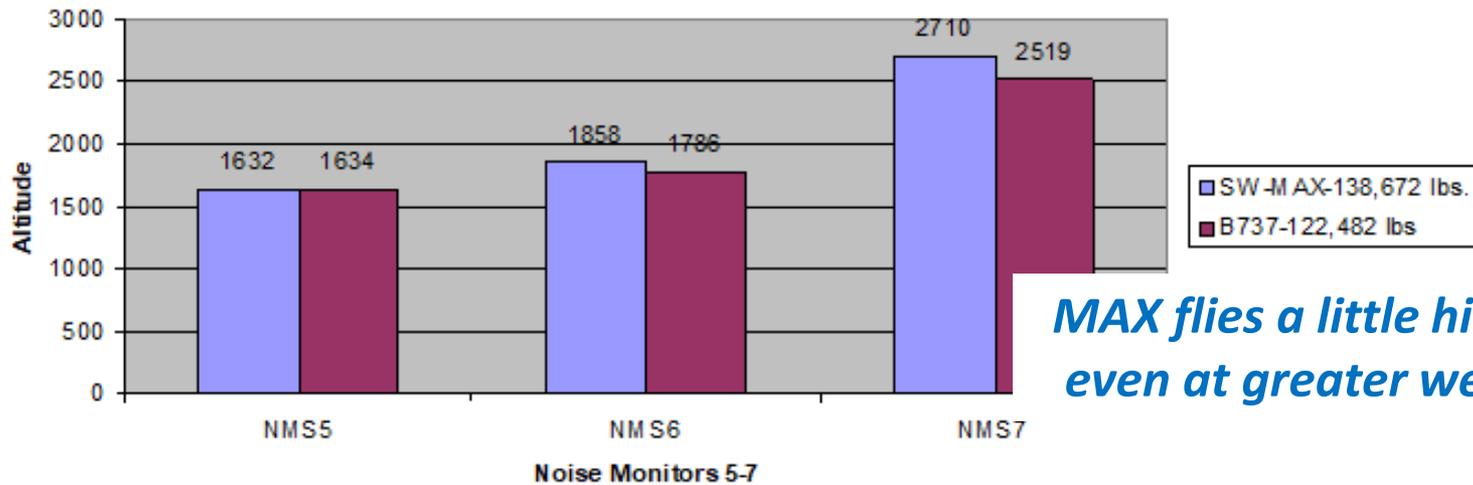
Comparison of 737 MAX and 737-700



Comparison of Noise 737 MAX vs. 737-700



Comparison of 737 MAX and 737-700



MAX flies a little higher, even at greater weight

Contact Information

- Learning more:
 - www.newportbeachca.gov/jwa
 - FAA So Cal MetroPlex site: (use Google)
- Expressing your concerns to the FAA:
 - Website then “TRENDING” then Next Gen Departure Concerns
 - <http://www.newportbeachca.gov/trending/nextgen-departure-concerns>
- JWA Noise and Access Office
 - NoiseInfo@ocair.com or 949-252-5185
- Call or e-mail the City Manager
 - Dkiff@newportbeachca.gov
 - 949-644-3001
- Contact the City Council
 - CityCouncil@newportbeachca.gov

How can you help?

City's Four Goals:

1. Get planes higher, earlier – when still safe
 - **YOU CAN:** Help us advocate to the carriers
2. FINNZ, HHERO, and PIGGN should be flown as precisely as possible.
 - **YOU CAN:** Help us observe planes too far E or W.
3. Avoid adding power after NMS 7 until shoreline
 - **YOU CAN:** Help us advocate to the carriers
4. Work closely with the carriers and the FAA as the STAYY is implemented to ensure success
 - **YOU CAN:** Help us advocate to the carriers