



CITY OF NEWPORT BEACH

The City of Newport Beach (City) remains committed to preserving the quality of life in our community and one of our top priorities, year after year, is the effort to limit the impacts of John Wayne Airport on Newport Beach neighborhoods. There are several strong, citizen-led groups that work with us. Together, we endeavor to have widespread community awareness of, and a unified stand toward, mitigating the impacts the airport has on our city. So we're reaching out to provide you with information about the airport and the work currently being done to address noise concerns related to the flights that depart directly over Newport Beach.

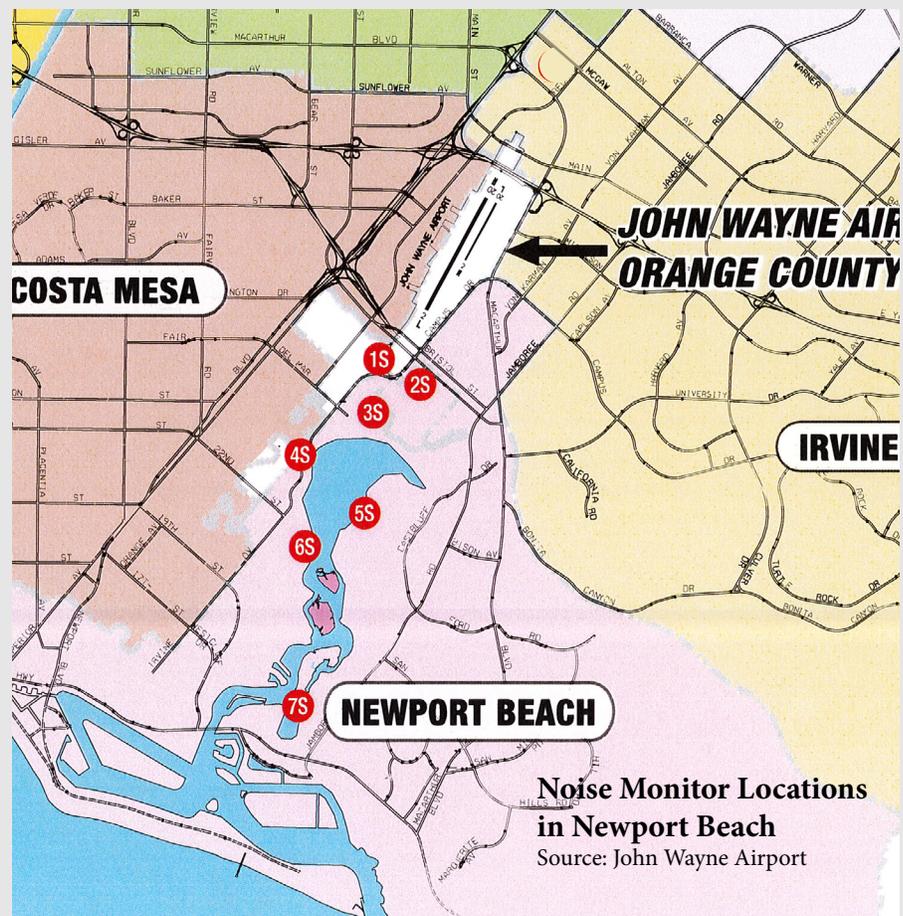
Background Information

Here are the key terms and elements you will need to know to navigate through this subject.

John Wayne Airport (JWA) - is owned and operated by the County of Orange (County), and is not within Newport Beach city limits. However, it directly impacts our community.

Federal Aviation Administration (FAA) - has sole authority over U.S. air space and thus controls all commercial flight paths and procedures (more on those later).

1985 JWA Settlement Agreement (1985 Agreement) - is a legal document that has been amended over time. Four parties are signatories to the agreement - the City, the County, Stop Polluting Our Newport (SPON), and the Airport Working Group (AWG).



The 1985 Agreement is extremely important to our community's quality of life and it is unique in the United States. This agreement, among other things:

- Establishes day and night noise limits and locations for seven noise monitors on the JWA departure path. (Shown in graphic on previous page) Planes must depart in a manner that does not exceed the established limits at these monitors.
- Sets forth a curfew. The curfew prohibits major air carriers from scheduling takeoffs before 7 a.m. (8 a.m. on Sundays) and after 10 p.m. A different curfew applies to general aviation, and is noise-based. "GA" planes can depart before 7 a.m. if they meet nighttime noise limits.

- Sets forth caps on passengers and the loudest flights. JWA currently handles about 10.5 million annual passengers and about 126 commercial carrier departures per day. Under the 1985 Agreement, the current cap on annual passengers is 10.8 million, but is permitted to grow to 11.8 million beginning in January 2021. The agreement also limits the number of Class A or noisiest aircraft that can fly out in any one day. It doesn't limit the total number of commercial flights, provided that the cap on total annual passengers is not exceeded.

NextGen - The FAA created the Next Generation Air Transportation System (NextGen) to improve the safety and efficiency of the national airspace system. Utilizing cockpit-based, advanced GPS technology, NextGen prescribes

specific flight paths (the direction the plane flies), essentially creating "freeways" of arrivals and departures. The FAA began implementing the program nationwide about three years ago and at JWA beginning in early 2017. The result is that departing flights now follow more concentrated paths. The City sued the FAA in advance of NextGen's rollout here, arguing that the environmental assessment was inadequate. This litigation was settled earlier this year.

Departure Procedures – While NextGen dictates where the plane flies, the FAA also reviews procedures for how a plane takes off. The two noise abatement departure procedures (NADPs) used at JWA were finalized in 1995 and are used nationwide.



What We're Hearing from Residents

Now that NextGen has been implemented, residents under or close to the departure paths tell us they can see or hear differences in flight patterns. The concerns raised include:

- NextGen may have adversely impacted parts of the community in terms of noise. The pain is more concentrated than it was previously. The revised paths may have changed noise impacts in areas like the east and west sides of the Upper Newport Bay, Balboa Peninsula Point, Balboa Island, Irvine Terrace, and other neighborhoods.
- Some residents wished there was greater use of the steeper-ascent takeoff.
- There is a concern about planes turning east once they are offshore, suggesting that some turns are too early and raise noise levels in Corona del Mar and parts of Newport Coast. (The 2018 Settlement Agreement with the FAA partially limited these "early turns.")
- Residents on the Balboa Peninsula and Balboa Island have been concerned that some planes may be adding power after crossing the final Noise Monitor (#7) at Newport Dunes.
- Residents have expressed concern about how these changes may have increased localized air pollution associated with plane exhaust.

What the City is Currently Doing

To put it simply, we 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.

It's important for you to know more about the Noise Abatement Departure Procedures (Shown in graphic on next page):

- **NADP-1** climbs more steeply, earlier, but can result in a lower altitude later in the departure. It is currently used at JWA by Delta, Southwest and Frontier.
- **NADP-2** is a more gradual climb, but can result in a higher altitude later in the departure. It is currently used at JWA by Alaska, American and United.

Air carriers are still permitted to make their own modest adjustments within the parameters of the NADPs. They will often do so depending on plane type (such as Boeing 737-800 versus an Airbus 320). Remember that the "Orange County Departure" (steep take off, then a cutback) is not required at JWA. All that is required is that planes depart in a manner that does not exceed the noise limits. As aircraft and engine technology advances, the newer planes can legally fly NADP-2 and not exceed the noise limits. We're seeing that now at JWA.

Many have suggested that most of Newport Beach would benefit from all planes using NADP-1, or even some improvement on NADP-1. This may be correct, but the City believes this idea needs some data to back it up. As a result, we hired a consulting firm, HMMH, to perform the following work:

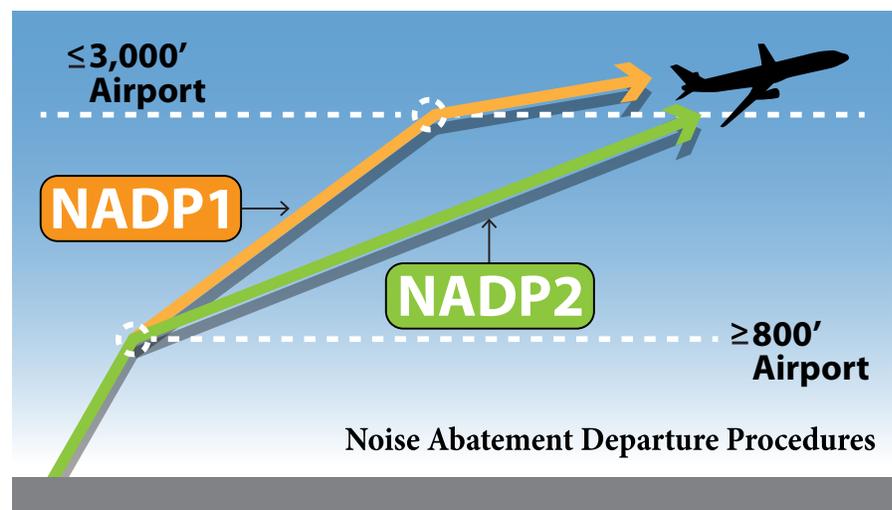
Phase 1 – Track all JWA departures for four months and show noise impacts by carrier, plane type and takeoff weight. Use the FAA’s advanced noise-modeling device to model the same flights to see if noise generated by a particular plane and carrier is greater or lesser than the model for the particular plane would predict.

Phase 2 - Start comparing. Is one carrier doing something with its chosen procedure that another could use to reduce noise? Could a carrier that today is using NADP-2 create a smaller noise profile by using NADP-1?

Phase 3 – Given what we know from Phases 1 and 2, is there an “improved” NADP-1 or a completely new NADP that could be implemented that takes the best of NADP-1 and NADP-2 to reduce noise in more of the community? If so, we’ll meet with the air carriers to discuss.

In addition to HMMH, we brought on two other firms to advise us.

Dynamic Strategy Group helps us coordinate our messages, along with making sure community members can engage on this issue where appropriate. Buchanan, Ingersoll, and Rooney works with us in Washington, D.C. to ensure that members of Congress and the FAA are aware of our community’s concerns and our requests.



The Timeline

By Fall 2018, we should have the HMMH data we need. Then we go to the air carriers. Those conversations could take place in October or November 2018. It’s not unreasonable to think that news here could come soon. A caveat to that is if we real-time test a departure procedure that doesn’t exist today. These real-time tests could involve active noise monitoring as flights go out of JWA in sequential order, using variations on the departure procedures at essentially similar takeoff weights and plane types.

If an entirely new departure procedure is recommended, the implementation there would take some time (remember that the two existing NADPs are used nationwide). Were we to offer a good substitute NADP, the FAA will want to study and review it, to see how it would impact other airports.

Some Common Questions and Answers

Q: Does this mean we're all done talking about NextGen and flight paths (i.e. where planes fly)?

A: Not entirely. A new path is already being used by Southwest for about 10 to 12 of its daily flights. The route is called the STAYY, and has two turns in the Upper Bay and crosses over Balboa Island and the Peninsula slightly more westward than other paths. The FAA can always adjust paths due to safety concerns, and it may direct more carriers onto the STAYY path. The City will always follow any changes with you, our residents.

Q: Can the noise monitoring stations' limits be lowered, given that plane technology has advanced?

A: No. Federal law now prohibits it. In 1990, Congress passed the Airport Noise and Capacity Act, which generally said that no locality can adopt or change laws which further limit or restrict access to an airport. The offset Congress placed in this law was that all carriers had to use quieter, "Stage 3" aircraft by a date certain. Airplanes from JWA are now well into even newer, "Stage 4" technologies.

Q: I heard the City might be putting in more noise monitors?

A: Possibly, but it's important to know that: (1) Any new noise monitor is NOT regulatory. Under Federal law, the monitor or data collected cannot be used to regulate any aspect of a departing plane. And, the 1985 Agreement set the number of, and locations for, the existing monitors. (2) The farther one places a noise monitor away from the airport (say on Balboa Island or the Peninsula), the less airport-related noise it can accurately discern. Ambient noise, like vehicle traffic, can overwhelm a monitor, making the data nearly meaningless.

Q: What can be done about pollution from airplanes?

A: It's difficult to know if anything can be done. About eight years ago, the City hired a scientist to do a pollution analysis, and she concluded that more robust studies were needed. She also noted that at that time, our area complied with Federal standards for ambient air quality. At the same time, science generally seems to assert that planes at 3,000' or above have better dispersion of pollution. We know that we need to look at this further. Advanced engine technologies will help, as newer engines seem to be both more fuel-efficient and less polluting.

Q: What happened to the Old JWA Takeoff we're so familiar with?

A: The steeply angled takeoff followed by the power cutback was the only way an older-model plane, like the MD-80, could get out of JWA in the 1990s while keeping within the noise limits set by the 1985 Agreement. Today, the MD-80 is long gone from JWA fleets. With newer, lighter planes with quieter engines, some carriers can stay below the noise monitoring stations' limits using a more subtle / less steep noise abatement takeoff (such as NADP-2).

Q: Can I expect positive news beyond this?

A: We think so. Carriers have been moving to quieter, more fuel-efficient (and less pollutant-emitting) planes and engines. A plane like the Boeing 737-MAX has a more powerful but quieter engine, and can rise more rapidly in the sky so that it reaches a less-noisy altitude earlier. Airbus has a similar plane (the A320neo). Frontier Airlines already flies at least one A320neo out of JWA daily, and its noise footprint is remarkably smaller than today's older planes. American, Southwest and United all have orders in for more MAXes.



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City Website	www.newportbeachca.gov/jwa
City Aviation Committee Web Page	www.newportbeachca.gov/aviation

FAA's NextGen Web Page	www.faa.gov/nextgen/
JWA Access and Noise Office Web Page	www.ocair.com/aboutjwa/accessandnoise/

Community Organizations

Airport Working Group	www.awgoc.org
Citizens Against Airport Noise and Pollution SPON/AirFair	www.facebook.com/CAANP www.jwairfair.com

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