



CITY OF NEWPORT BEACH AVIATION COMMITTEE AGENDA

Community Room, 100 Civic Center Drive, Newport Beach, CA 92660

Monday, July 15, 2024 - 5:00 PM

Aviation Committee Members:

Councilmember, Noah Blom, Chair
Councilmember Lauren Kleiman, Vice Chair

Jeffrey Cole - District 6
Jeff Herdman - SPON Representative
Julie Johnson - CAANP Representative
Anthony Khoury - AWG Representative
Stephen Livingston - General Aviation
Hugh Logan - District 7
Sharon Ray - District 2
Ron Rubino - District 4
Jack Stranberg - Member At Large
Drew Teicheira - District 1
Cameron Verdi - District 5
Vacant - Newport Coast Representative
Vacant - District 3

Staff Members:

Tara Finnigan, Assistant City Manager
Jennifer Biddle, Executive Assistant to the City Manager

The Aviation Committee meeting is subject to the Ralph M. Brown Act. Among other things, the Brown Act requires that the Aviation Committee agenda be posted at least seventy-two (72) hours in advance of each regular meeting and that the public be allowed to comment on agenda items before the Committee and items not on the agenda but are within the subject matter jurisdiction of the Aviation Committee. The Chair may limit public comments to a reasonable amount of time, generally three (3) minutes per person.

The public can submit questions and comments in writing for the Aviation Committee to consider by sending them by email to Aviation@newportbeachca.gov by Monday, July 15 at 10 a.m. to give the Aviation Committee time to consider your comments. All emails will be made part of the record.

The City of Newport Beach's goal is to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you will need special assistance beyond what is normally provided, we will attempt to accommodate you in every reasonable manner. Please contact Jennifer Biddle, Executive Assistant to the City Manager, at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible at (949) 644-3001 or jbiddle@newportbeachca.gov.

NOTICE REGARDING PRESENTATIONS REQUIRING USE OF CITY EQUIPMENT

Any presentation requiring the use of the City of Newport Beach's equipment must be submitted to the City Manager's Office 24 hours prior to the scheduled meeting.

I. CALL MEETING TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

[Draft Minutes - October 16, 2023](#)

[Additional Material Received Comments on the 10-16-2023 Draft Minutes](#)

[Submitted by Jim Mosher 01-22-2024](#)

[Draft Minutes - January 22, 2024](#)

[Additional Materials Received Comments on Items III., IV, IVB & V Submitted by Jim Mosher 05-13-2024](#)

[Draft Minutes - May 13, 2024 Special Meeting](#)

[Additional Materials Received Comments on Items III., IV.A, IV.B, IV.C & V Submitted by Jim Mosher 07-15-2024](#)

IV. CURRENT BUSINESS

A. Oral Reports

1. Report from County of Orange - Nick Anas, Chief of Staff for Orange County Supervisor Katrina Foley, will provide an update on County airport-related matters.
2. Chair's Report - Chair Noah Blom will provide an update on the City's aviation related activities.
3. Air Carrier/Industry Update - Committee Member Jack Stranberg will provide information about air carrier fleet transition and related industry updates.
4. Federal Legislative Update - Zac Commins, Carpi & Clay, will provide an update on the implementation of the 2024 Federal Aviation Administration Reauthorization Act and the Fiscal Year 2025 Appropriations bill.
5. Airport Working Group (AWG) Update - Committee Member Anthony Khoury will provide an update on AWG's activities.
6. Still Protecting Our Newport (SPON) Update - Committee Member Jeff Herdman will provide an update on SPON's activities.
7. Community Forum Ad Hoc Committee Update - Committee Member Ron Rubino will share the ideas and information discussed at the Ad Hoc Committee's initial planning meeting.

B. John Wayne Airport (JWA) Altitude/Noise Correlation Analysis Presentation

1. Kyle Gorny, Access/Noise Specialist II, John Wayne Airport, will present the results of JWA's study.

C. Appoint Aviation Committee Member to Attend John Wayne Airport's Quarterly Noise Meetings

1. Approve the appointment of one Aviation Committee member to attend John Wayne Airport's Quarterly Noise Meetings and report back to the full committee at its quarterly meetings on relevant actions taken. The assignment would expire on May 1, 2025.

[Staff Report](#)

V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Public comments are invited on non-agenda items generally considered to be within the subject matter jurisdiction of the Aviation Committee. Speakers must limit comments to three (3) minutes. Before speaking, we invite, but do not require, you to state your name for the record. The Aviation Committee has the discretion to extend or shorten the speakers' time limit on non-agenda items, provided the time limit adjustment is applied equally to all speakers. As a courtesy, please turn cell phones off or set them in the silent mode.

VI. NEXT MEETING - October 21, 2024

VII. ADJOURNMENT



CITY OF NEWPORT BEACH
MINUTES of the
AVIATION COMMITTEE
(draft until approved by the Committee)

MEETING DATE & LOCATION: Monday, October 16, 2023, 5 p.m., Civic Center Community Room, 100 Civic Center Drive, Newport Beach, CA 92660

ATTENDANCE:

Committee membership:

Mayor Noah Blom, Chair
Council Member Lauren Kleiman, Vice Chair
Nancy Alston – SPON Representative
Elizabeth Braley – District 3 (absent)
Jeffrey Cole – District 6
Julie Johnson – CAANP representative
Anthony Khoury – AWG representative
Stephen Livingston – General Aviation
Hugh Logan – District 7
Sharon Ray – District 2
Ron Rubino – District 4 (excused)
Jack Stranberg – Member at Large
Drew Teicheira – District 1 (absent)
Cameron Verdi – District 5
VACANT – Newport Coast Representative

Staff: City Manager Grace K. Leung, Assistant City Manager Tara Finnigan, City Attorney Aaron Harp, and Executive Assistant to the City Manager Shirley Oborny

I. CALL MEETING TO ORDER

Chair Noah Blom called the meeting to order at 5 p.m.

II. ROLL CALL

Committee Members Braley and Teicheira were absent; Committee Member Rubino had an excused absence.

III. APPROVAL OF MINUTES

Motion to approve the minutes of the July 17, 2023 meeting, as presented, was made by Committee Member Khoury and seconded by Committee Member Logan. The motion carried unanimously with Committee Members Alston, Cole and Verdi abstaining.

IV. CURRENT BUSINESS

a) Oral Reports

1. Chair's Report – Chair Noah Blom will provide an update on the 2023 Federal Aviation Administration (FAA) Reauthorization process, the FAA administrator nomination process, and other City aviation-related activities.

- Last month, President Biden nominated Mike Whitaker as the FAA administrator. Mr. Whitaker is currently the CEO of Supernal, a company that's working on an electric advanced air mobility vehicle. He previously served as deputy administrator for the FAA from 2013 to 2016. Chair Blom provided more background information on Mr. Whitaker. The City's federal lobbyist, Channon Hanna, said Mr. Whitaker's nomination passed by an overwhelming majority.
- The City's consultant, Justin Cook with ESA, is the planning committee chair for the UC Davis Aviation Noise & Emissions Symposium. He recruited Assistant City Manager Finnigan to also serve on the committee for the next symposium, which will be held in March 2024 in Palm Springs.
- Chair Blom thanked Shirley Oborny for her years of service to the City and Committee, due to her upcoming retirement.
- The City's consultants, Justin Cook and Kevin Karpe, were present and available to answer questions.

2. Vice Chair's Report – Vice Chair Lauren Kleiman will provide an update on her recent meeting with representatives of Ontario International Airport and the discussions she and Committee Member Jack Stranberg have had with air carriers regarding fleet transition.

- Vice Chair Kleiman met with the executive team at Ontario Airport. The City of Ontario took over the operations of the airport a couple of years ago. They have local control, no noise or operational constraints, and no curfew. They have no open slots. They have two terminals and serve about 6 million customers annually. They are currently expanding their cargo operations and are committed to expanding passenger services. They want to encourage competition with additional carriers. The FAA has asked them to focus on cargo. The expansion on the passenger side of things will be at least six years out. Their statistics show an increase in passengers from Orange County.
- The OC Business Council is interested in the international market.
- Committee Member Stranberg noted that he and Vice Chair Kleiman met with Spirit Airlines' vice president of network and scheduling and its vice president of operations and chief pilot. Both representatives committed that NEOs will continue to fly out of John Wayne Airport (JWA). The STAYY departure was discussed. They expressed interest in accelerating the FAA approval process for Spirit to fly the STAYY departure. They are very happy with the continued collaboration with the City.
- The meeting with Southwest Airlines (SWA) went very well. They met with SWA's top five executives. SWA is the largest carrier out of John Wayne Airport. The Newport Beach representatives asked about the Max 7's deployment to JWA and were told external factors were the issue.
- There are commitments for new training and reoccurring training of pilots due to the uniqueness of JWA and the departure profiles.
- Alaska will start receiving Max 8's in early 2024. It made a commitment to try to schedule those into JWA. They will continue to fly the NADP-2 because they feel the sound differential is not substantial and that is something the Committee will need to pursue with them.

- On average at JWA, 25% of departures are new equipment, and 75% are older planes, but that should improve.
- The FAA has not certified the Max 7 and Max 10. Boeing expects the Max 7 will be certified by the end of the year. The Max 10 will probably never fly out of JWA due to its size. The SWA launch for the Max 7 will likely be in five to six months. The seat allocation process is a difficult problem that slows the integration of new equipment into JWA.

Jim Mosher asked about slots / constraints at Ontario. Spirit is committing to flying their NEOs here, but according to the airport's report of April, May and June, they are still flying NEOs and conventional departures which seems like their normal mix. He asked if there was a commitment to do better.

Committee Member Stranberg stated Spirit is being acquired by Jet Blue, and a lawsuit will be filed by the Department of Justice.

Ontario is constantly juggling its schedule. Unlike JWA who manages seats, all other airports manage slots.

Alan Guenther asked for the definition of slots.

b) Barbara Lichman, Shareholder, Buchalter, and attorney for the Airport Working Group of Orange County (AWG), will discuss two complaints related to the General Aviation Improvement Program filed by AWG under Title 14 Code of Federal Regulations Parts 13 and 16 with the FAA.

- Barbara Lichman, Shareholder, Buchalter, and attorney for the (AWG), explained that a Part 13 complaint can be brought on behalf of populations off the airport that are affected by an airport's violation of its own contractual obligations to the FAA. Much of the development of the airport is financed by the taxpayers' dollars through the FAA. In return, the airport has to sign grant assurances, which are conditions on the acceptance of money. AWG is challenging, as an off-airport population, the airport's compliance with grant assurances. This process was started by the prior airport director.
- A Part 16 complaint is brought by those parties that are directly and substantially affected by the airport's violation of the conditions of the contract. AWG joined with SoCal Pilots and brought two actions to the FAA. The option, if not successful at the FAA, next goes to the Federal Appellate Courts. The basis for Parts 13 and 16 complaints is that we have two major grant assurances. The airport is not allowed to favor any party that can bring in more money. They have to be equitable across all areas of airport operation. The airport has priced small planes out of the airport and increased their costs 282% over the past several years. It's for discriminatory reasons; they want more private jets because they are not scheduled and can be chartered to operate any hour of the day or night, which makes them not subject to the Settlement Agreement. AWG and the So Cal Pilots thought that was important enough to the people affected by the airport to bring an action. They also felt it important to support the small general aviation (GA) aircraft that don't make a lot of noise that a large charter jet makes. The basis is regulatory and statutory. The airport has claimed it's not their fault the small GA are being priced out. The

small GA are renting space from the FBOs. Under FAA regulations, it does not exempt the airport from its obligations under the grant assurances. The statutes say the obligations are with the airport and everyone who they lease to or allow to take space from them. The rates are rising on small GA year after year. Money is everything. There's opposition to the claim. Small GA, defined in the General Aviation Improvement Program, is any aircraft that is under 12,500 pounds or has less than a 49-foot wing span. The reason that's important is because there are many jets under a 49-foot wing span. What's critically important is that the statutes say only 12,500 pounds or less are small. That's important because the federal government has exclusive jurisdiction over the airspace of the United States. The airport is not empowered to change those regulations for any reason. We have a redefinition of small aircraft so the jets can fit in the hangars that would normally be positioned for small planes. That contributes to the whole process of increasing jets and decreasing small GA planes. They are also replacing hangars for 12,500 pounds or under with larger hangars. Part 16 helps the GA small aircraft to maintain its position at JWA.

Alan Guenther asked about northern departures during the curfew.

Committee Member Alston said the former airport director changed the definition of general aviation at JWA.

Assistant City Manager Finnigan stated that the Board of Supervisors approved the definition. City Attorney Aaron Harp said the City opposed the modified definition and the Board adopted it anyway.

Committee Member Livingston asked if the airport, the City's legal team, So Cal Pilots and AWG can get together to reach a settlement. Assistant City Manager Finnigan stated that it's her understanding that the airport won't act on anything until the FAA makes its determination.

c) John Wayne Airport (JWA) Commercial Airline Altitude Analysis. Anthony Cangey, Noise Specialist, John Wayne Airport, will present the results of airport staff's review and analysis of 10 years of altitude data related to commercial airline departures.

- Anthony Cangey, Noise Specialist, John Wayne Airport, presented JWA's commercial airline altitude analysis. The presentation included the background, the scope of the altitude analysis, and the community's discussion about aircraft speed (see attached).
- There was a request from the City of Newport Beach to perform an analysis of altitude data and present the information at the Aviation Committee meeting. The objective is to determine any significant change in airline altitude from year to year.
- The scope of the airline departures analysis was over the past 10 years, from August 2014 to 2023. The month of August is typically the hottest month of the year, which equates to the lower aircraft altitude. There were 700 locations used for the analysis, using Gate. Gate is an airport imaginary monitoring system for wide open space, that aircraft pass through. Balboa Island and the Balboa Peninsula were the latitude and longitude used for distances and with Gate.
- There are aircraft departure procedures for weather. The aircraft model would be the Airbus 220 and Boeing 737. The time management system is predetermined

by the carriers and that effects the air speed throughout the country. During departure procedures, specifically NADP-1 and NADP-2, if there are any changes to the FAA established procedures, it can affect the altitude. Weather variables, such as temperature, humidity, pressure, wind speed, and wind direction; and higher temperatures can decrease the air density. Alaska uses the NADP-2 departure procedure, and the rest of the airlines use the NADP-1 departure procedure. The higher the weather temperatures, the lower the aircraft can operate.

- There were 24 aircraft analyzed.
- The speed restrictions are covered by automation, and different departures profiles were utilized.

Chair Blom thanked Anthony Cangey for the presentation.

Jim Mosher asked why the aircraft are not broadcasting their speed. Montreal and Toronto aircraft broadcast their speed at takeoff. All of Europe broadcasts their speed and weather conditions.

Alan Guenther thanked Anthony Cangey. He was wondering if Mel Beale has a relationship with Georgia Tech, so they can perform a computer analysis.

Craig Ryan asked why Part 135 flights were not included.

Committee Member Livingston asked if JSX is considered a commuter flight or not. Mr. Cangey said JSX has regularly scheduled service which makes it a commuter operator.

Committee Member Ray would like to see more on GA. They have less piston airplanes and more jets. She said the Committee doesn't have relationships with bigger GA operators in terms of regular contact.

Committee Member Stranberg said making sure the planes don't exceed 200 knots will affect the vast number of people living under the airport.

Committee Member Verdi asked if the carriers are receptive to seeing the data.

Committee Member Stranberg stated that they share information and the data will be distributed. The big five airlines share data amongst themselves as well.

Committee Member Johnson asked how the altitude relates to noise. Mr. Cangey stated that that data might be included in the next analysis to see if there are reductions in the higher altitudes.

d) City Response Letters to Federal Aviation Administration's Requests for Comments on Certain Public Charter Operations (Docket No. FAA-2023-1857).

- Assistant City Manager Finnigan discussed the City's response letter to the FAA's request for comments on certain public charter operations. The letter was included in the meeting agenda packet.

V. PUBLIC COMMENTS ON NON-AGENDA ITEMS AND ITEMS FOR FUTURE AGENDAS

Jim Mosher stated the Committee meets infrequently. The MAP (Million Annual Passenger) cap is going to increase in the last five years of the Settlement Agreement from 11.8 to 12.5 million. In the Settlement Agreement, the EIR had mitigation measures in it. One measure said if the noise increased, which it did with the increase in flights the Board of Supervisors was allowing, it would mitigate the new supplemental insulation program for the people who live closest to monitors 1, 2 and 3 near Santa Ana Heights. He has heard nothing about it and the airport's reports say the program closed many years ago. He's hoping the City can find out what happened to the program. In analyzing the effects of the increase in flights and passengers, he wonders if the people who wrote the EIR were convinced that the increase to the 12.5 MAP could occur without any significant increase in noise. The promise was the final increase from 11.8 to anything above that would only happen if it could occur without any increase to noise. At the last meeting, he heard it was going to increase to 12.5. He's hoping the City is pursuing that and that the Committee is aware that there is a promise from the County there would be no significant increase in noise in the last five years of the Settlement Agreement.

Alan Guenther was happy that Vice Chair Kleiman had that dialogue. He reiterated that there would be no negative impacts to allowing northern departures during curfew hours.

Committee Member Alston stated in the past AirFair hired a consultant to see if it could get Disney to advertise to have guests go to Ontario Airport instead of JWA. At that time, AirFair polled travelers coming in to JWA and 14% were going to Disneyland. AirFair visited Ontario and Ontario wants Disney to advertise for Ontario, like they had done for JWA. The Ontario Airport would like it if we could get those passengers to go seamlessly there. If we could get that many passengers to go to Ontario Airport, it would be less passengers going to JWA. She appreciates Vice Chair Kleiman's relationship with Ontario Airport.

Assistant City Manager Finnigan stated that the airport director and her staff met with City representatives to discuss the EIR's mitigation measures and the airport staff is aware that the 2025 Annual Noise Report will have to analyze noise contours and if there is a 1 CNEL or greater change, the MAP will not automatically kick in.

Committee Member Stranberg stated he reviewed the new Gulf Stream jets. They can hold between 14 -16 passengers and go to Tokyo; he warned that the private jet departure situation is going to get very serious.

Committee Member Livingston stated there has been a decrease in GA leaving JWA. That might change because of the FAA's redefinition of light support aircraft. For example, a 172 can now be considered a light support aircraft. It's currently in the comment period.

Committee Member Cole noted that the Committee's subcommittees previously worked on encouraging the preferred departure procedure and fleet modernization. The airlines should be rewarded for the use of quieter airplanes.

Chair Blom stated the fleet modernization is being worked on diligently by Vice Chair Kleiman and Committee Member Stranberg.

VI. NEXT MEETING – January 15, 2024

VII. ADJOURNMENT

Chair Blom adjourned the meeting at 6:22 p.m.



Presented to:
**Newport Beach
Aviation Committee**

John Wayne Airport Newport Beach Altitude Analysis

Presented by:
Tony Cangey
Airport Access/Noise Specialist II

October 16, 2023

OVERVIEW

- Background
- Scope of the Altitude Analysis
- Altitude Factors
- Commercial Aircraft
- Commercial “Quiet” Aircraft
- Commuter Aircraft
- Cargo Aircraft
- Altitude Trend Results
- Aircraft Speed

Background

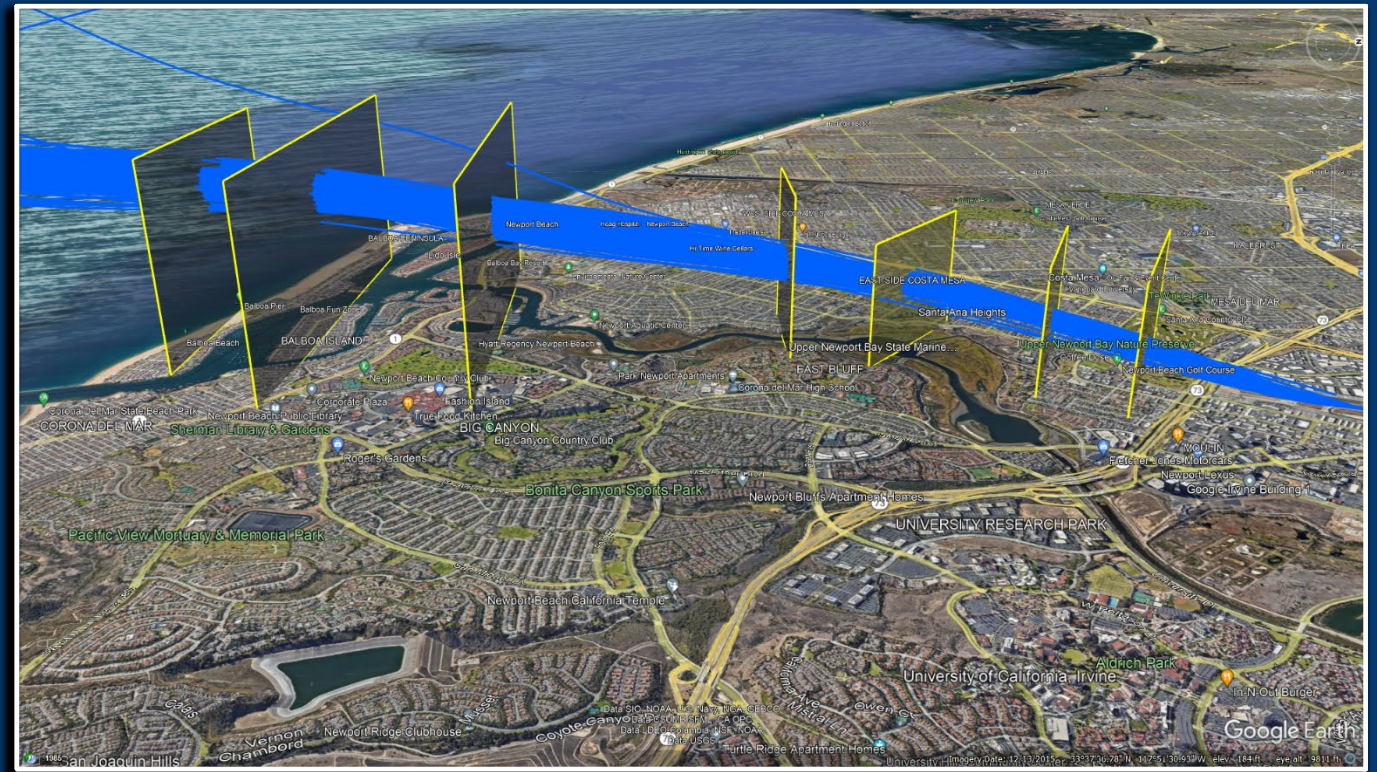
- JWA conducted an altitude analysis at the request of the City of Newport Beach and presented the results at the Newport Beach Aviation Committee meetings in 2017 & 2019
- The objective? Determine if there is a significant change in airline altitudes from year-to-year

Scope of the Altitude Analysis

- The JWA Access & Noise Office (ANO) collected average altitude data from airline departures
- The airline aircraft types were analyzed in August during the past ten years (2014 to 2023)
- Altitude data was collected utilizing “gates” at seven locations along the departure path

What is a Gate?

- Gates are created in envirosuite ANOMS™ the Airport Noise Monitoring System utilized by JWA
- An imaginary vertical surface or window in space that aircraft pass through along their flight paths



Gate Coordinates

Location	Latitude	Longitude	Distance
NMS 1S & 2S	33.660165	-117.878215	0.4 nm
NMS 3S	33.654828	-117.880980	0.7 nm
NMS 4S & 5S	33.647189	-117.887183	1.3 nm
NMS 6S	33.638740	-117.88909	1.8 nm
NMS 7S	33.619063	-117.892059	2.9 nm
Balboa Island	33.607043	-117.895655	4.4 nm
Balboa Peninsula	33.654834	-117.895553	4.9 nm

Altitude Factors

■ Aircraft

- Model / Variant
- Gross Takeoff Weights (GTOW)
- Flight Management System (FMS)
- Airspeed, Thrust & Climb Rate

■ Departure Procedures

- NADP 1
- NADP 2
- RNAV Waypoints

■ Weather

- Temperature
- Humidity
- Pressure
- Wind Speed
- Wind Direction

JWA Airline Fleet Mix

Aircraft Type		2019	2020	2021	2020	2023*
Airbus A300-600	A306	261	265	260	273	164
Airbus A319	A319	1,990	1,105	1,701	2,224	772
Airbus A320	A320	3,812	1,931	3,523	4,896	1,830
Airbus A321	A321	107	285	516	550	450
Boeing 717-200	B712	1,248	0	0	0	0
Boeing 737-600	B736	29	17	0	0	0
Boeing 737-700	B737	16,479	7,719	12,599	18,021	11,586
Boeing 737-800	B738	11,012	6,196	10,097	9,352	7,577
Boeing 757-200	B752	1,664	734	908	1,186	1,036
Canadair Challenger 600	CL60	1	3	0	0	0
Canadair CRJ7	CRJ7	353	331	232	341	235
Canadair CRJ9	CRJ9	0	1	0	0	0
Bombardier Dash 8	DH8D	6	0	0	0	0
Embraer ERJ-135	E135	2,312	1,086	1,944	2,228	860
Embraer ERJ-145	E145	13	226	378	329	600
Embraer ERJ-175	E175	7,546	4,565	3,632	3,389	2,904
Embraer ERJ-190	E190	0	0	0	0	29
Embraer ERJ-195	E195	0	0	0	0	57

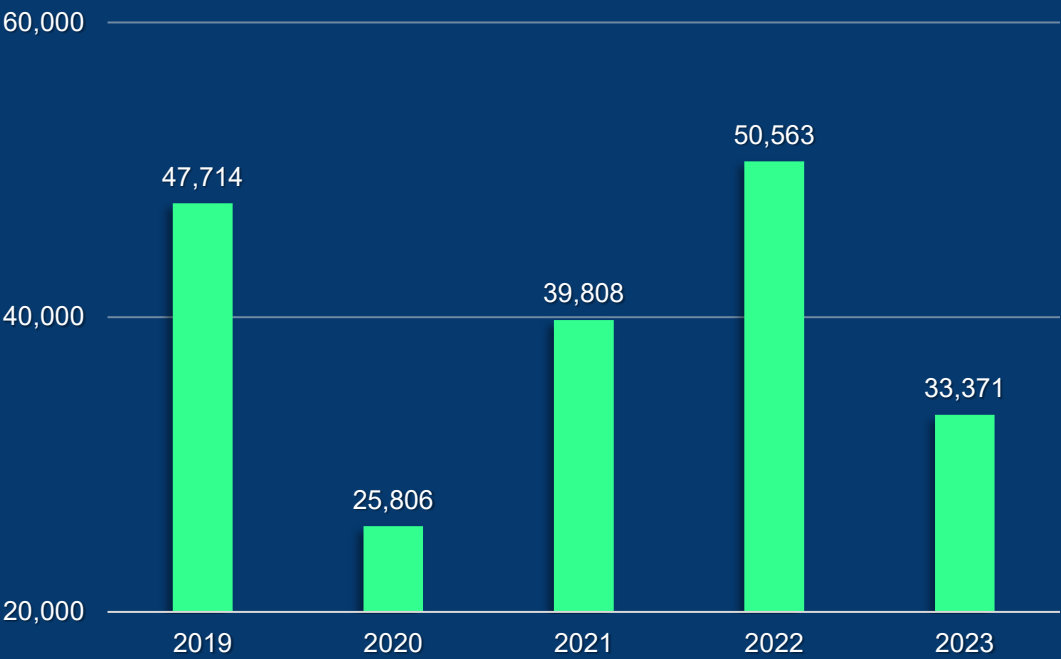
*Departure Totals through August 2023

New Generation Aircraft Type		2019	2020	2021	2022	2023*
Boeing 737-800 MAX	B38M	5	0	353	3143	972
Airbus A320neo	A20N	450	365	1,550	2,019	1,336
Airbus A321neo	A21N	1	1	44	25	275
Airbus A220-100	A220	425	976	2,018	1,524	1,170
Airbus A220-300	A223	0	0	53	1,063	1,518

*Departure Totals through August 2023

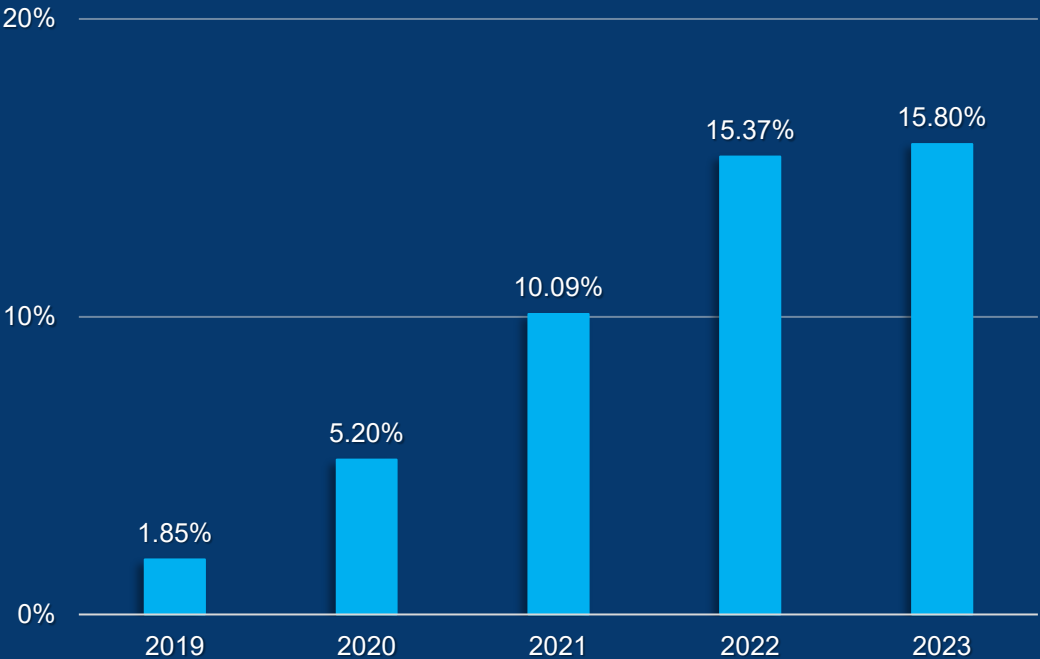
JWA Airline Fleet Mix

Annual Airline Departures



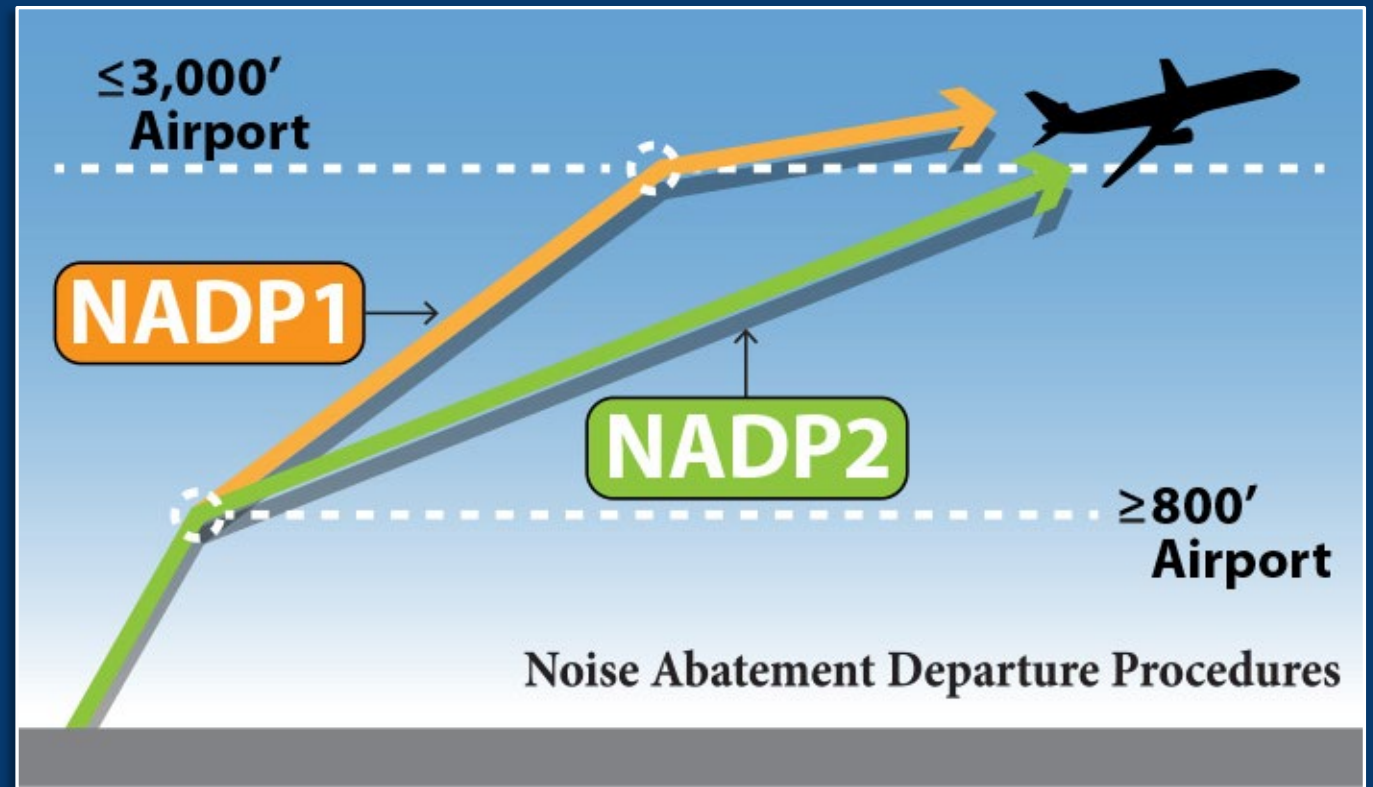
Departure totals through August 2023

% of New Generation Aircraft



Noise Abatement Departure Procedures (NADP)

- FAA AC 91-53A : Describes acceptable criteria for two safe departure profiles known as “close-in” and “distant” NADPs
- NADP 1: Close-in Procedure Quieter near the Airport
- NADP 2: Distant Procedure Quieter farther from the Airport
- Airlines develop their own AC 91-53A according to their operational specifications of each aircraft type
- The use of NADPs is at the discretion of each airline

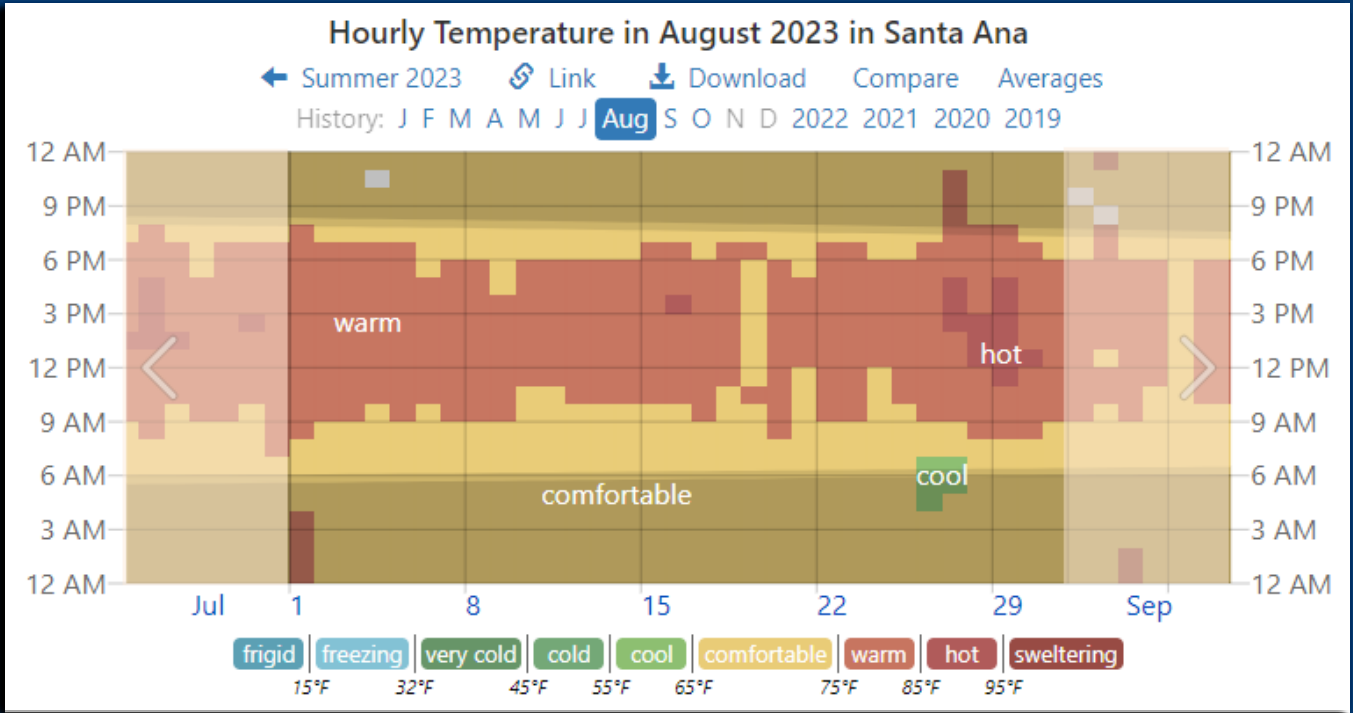


<https://www.newportbeachca.gov/government/departments/city-manager/john-wayne-airport/aircraft-noise-emission>

Weather Temperatures

Temperature Average in August

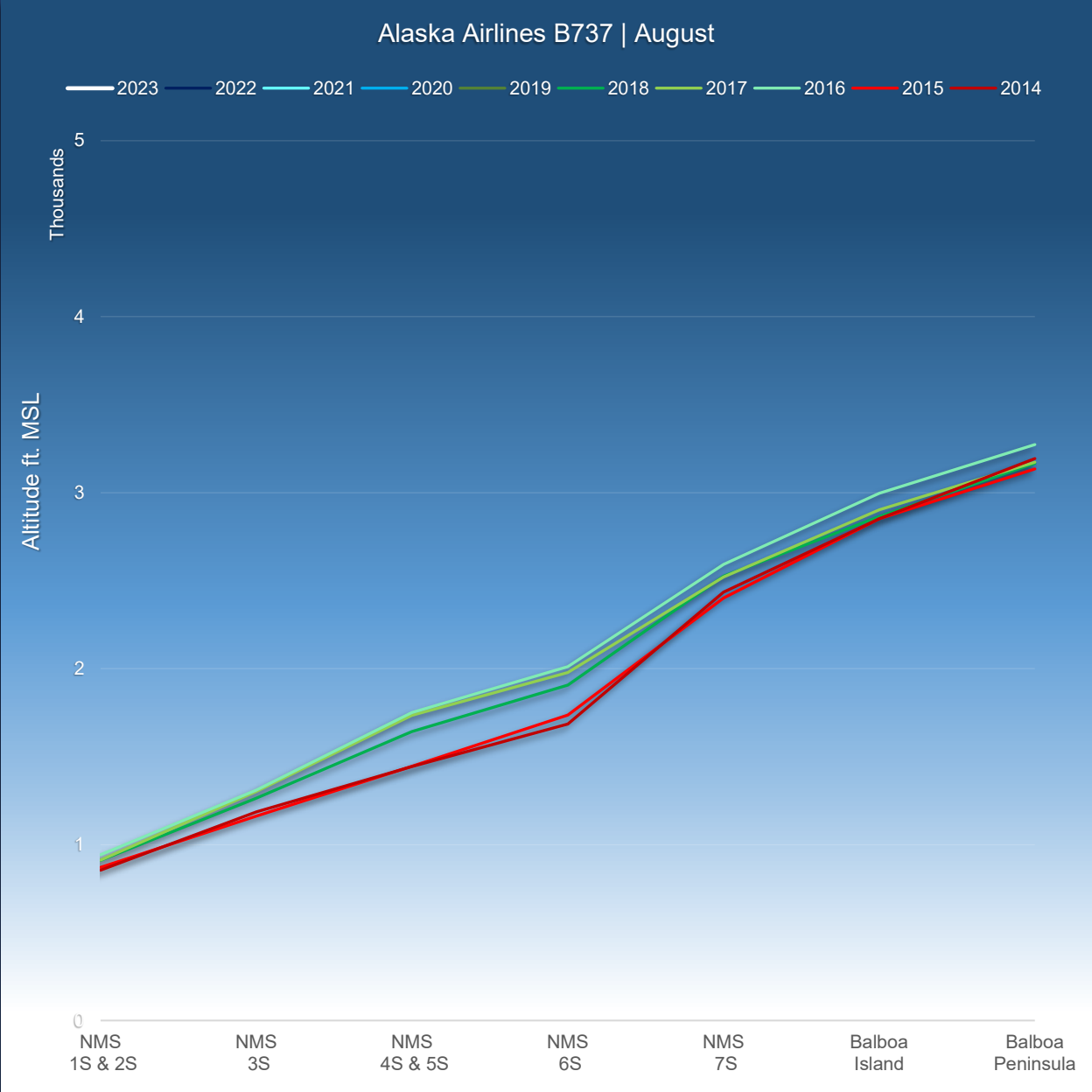
Year	High °F	Low °F	Daily °F
2023	86.5	66.5	76.5
2022	87.9	67.5	77.7
2021	85.6	65.7	75.6
2020	87.8	67.4	77.6
2019	85.4	65.7	75.5
2018	88.1	69.1	78.6
2017	86.1	67.7	76.9
2016	85.5	66.4	76.0
2015	88.0	68.7	78.4
2014	85.9	67.1	76.5



COMMERCIAL AIRCRAFT

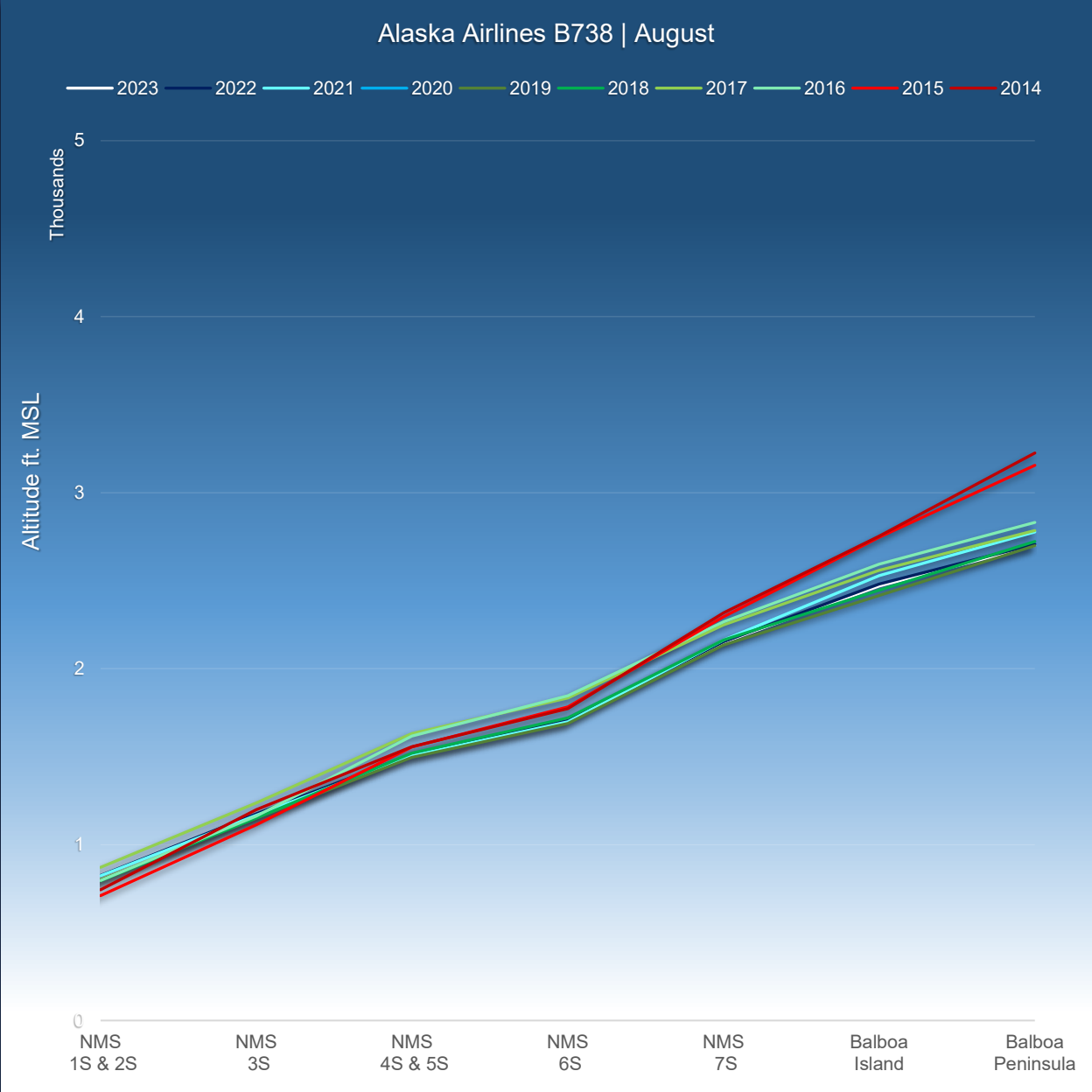
Alaska Airlines Boeing 737-700
Alaska Airlines Boeing 737-800
Alaska Airlines Airbus A320
Allegiant Air Airbus A319
Allegiant Air Airbus A320
American Airlines Airbus A319
American Airlines Airbus A320
American Airlines Airbus A321
American Airlines Boeing 737-800
Breeze Airways Embraer 195
Delta Air Lines Airbus A319
Delta Air Lines Boeing 737-800
Delta Air Lines Boeing 757-200

Frontier Airlines Airbus A320
Horizon Air Embraer 175
SkyWest Airlines Embraer 175
Southwest Airlines Boeing 737-700
Southwest Airlines Boeing 737-800
Spirit Airlines Airbus A320
United Airlines Airbus A319
United Airlines Airbus A320
United Airlines Boeing 737-700
United Airlines Boeing 737-800
WestJet Boeing 737-700



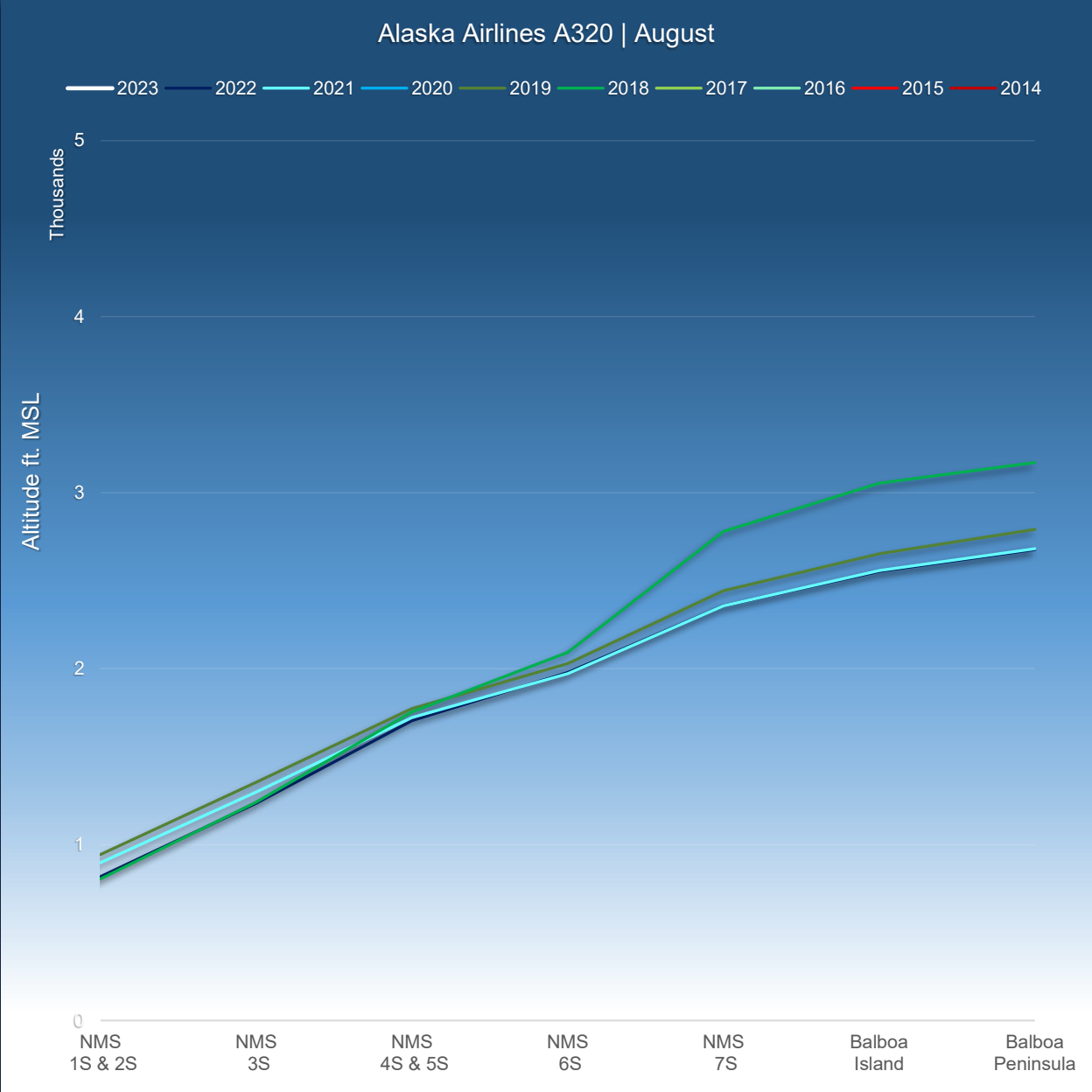
Alaska Airlines Boeing 737-700

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023								2	
2022									
2021									
2020									
2019								2	
2018	910	1,264	1,642	1,907	2,525	2,864	3,166	30	130,307
2017	912	1,302	1,735	1,978	2,520	2,902	3,173	22	129,200
2016	942	1,309	1,751	2,011	2,592	2,997	3,273	65	127,110
2015	871	1,162	1,445	1,736	2,401	2,852	3,134	37	127,121
2014	855	1,186	1,444	1,686	2,434	2,851	3,193	149	136,766



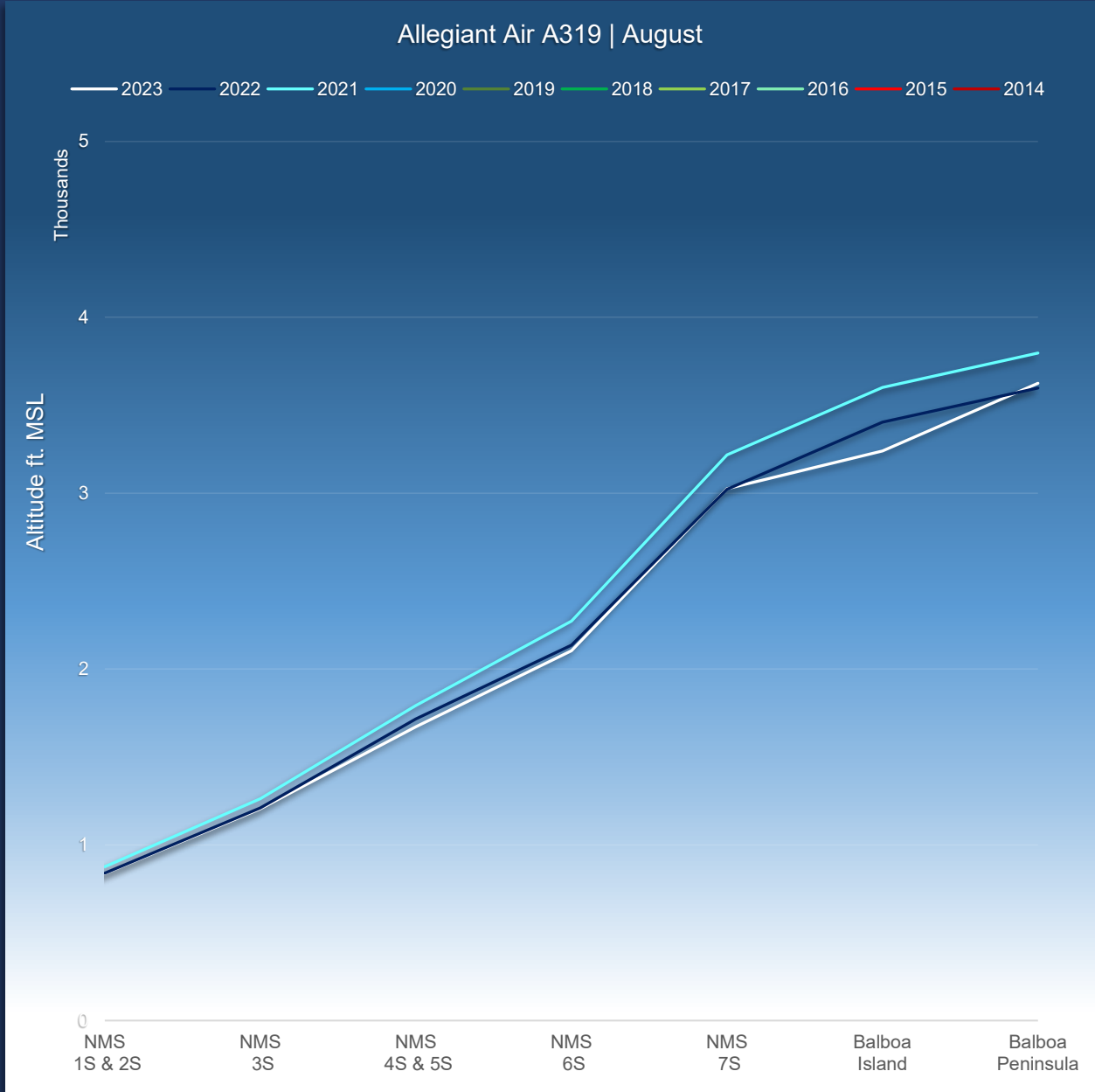
Alaska Airlines Boeing 737-800

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	800	1,154	1,511	1,713	2,150	2,470	2,701	325	144,332
2022	825	1,174	1,513	1,706	2,153	2,481	2,707	88	146,105
2021	823	1,166	1,506	1,698	2,162	2,528	2,777	47	144,211
2020									
2019	801	1,151	1,496	1,688	2,134	2,416	2,698	219	145,388
2018	794	1,151	1,519	1,721	2,163	2,445	2,722	347	145,608
2017	870	1,236	1,631	1,834	2,249	2,559	2,785	309	145,624
2016	796	1,162	1,617	1,846	2,266	2,593	2,831	286	146,185
2015	710	1,113	1,554	1,782	2,295	2,747	3,155	287	145,245
2014	744	1,198	1,557	1,773	2,317	2,753	3,226	143	144,311



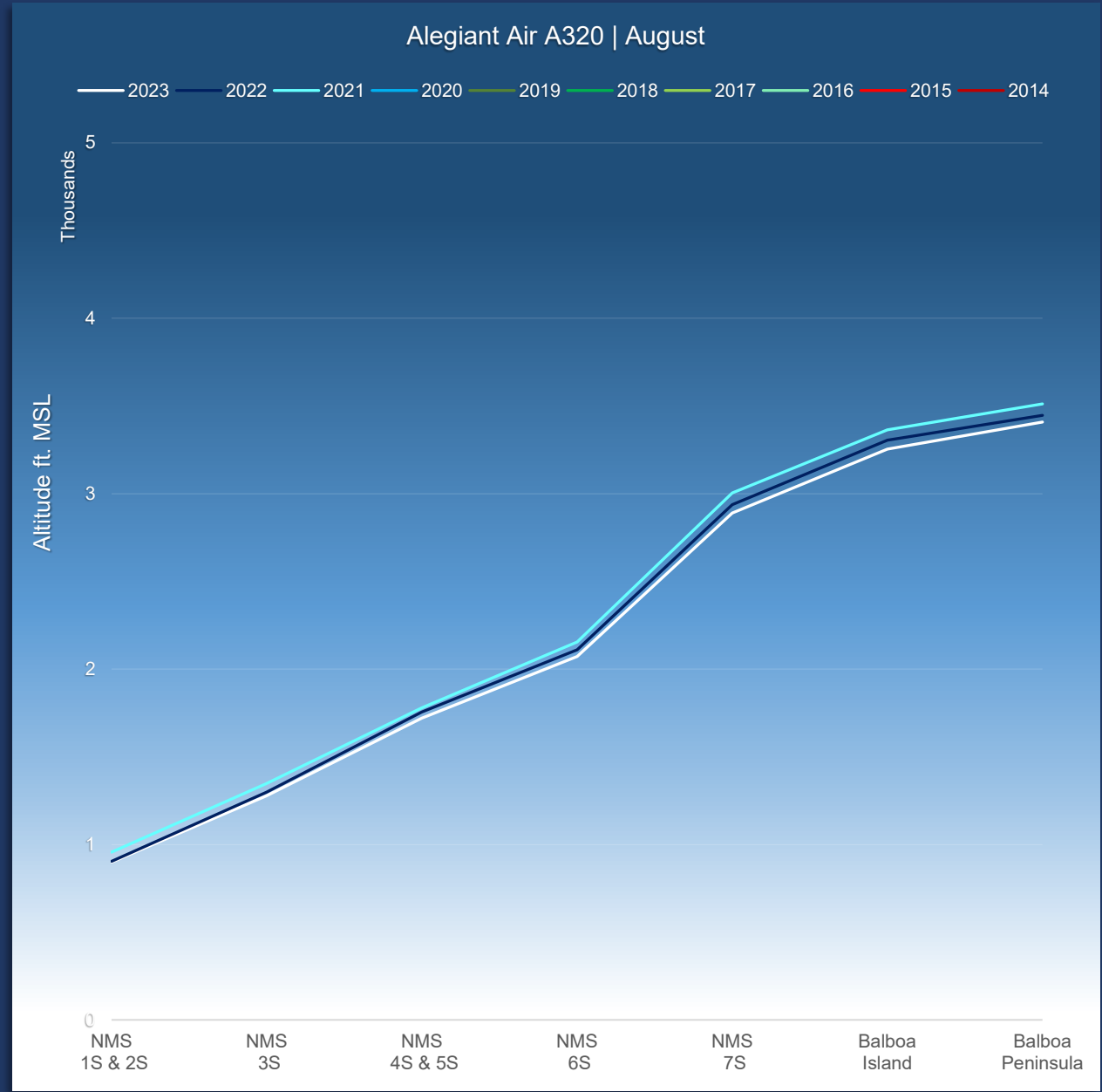
Alaska Airlines Airbus 320

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023									
2022	818	1,235	1,705	1,978	2,357	2,552	2,677	203	144,380
2021	897	1,299	1,722	1,972	2,357	2,557	2,681	212	143,579
2020									
2019	944	1,354	1,773	2,029	2,443	2,653	2,791	153	142,744
2018	806	1,242	1,753	2,093	2,780	3,054	3,172	11	148,145



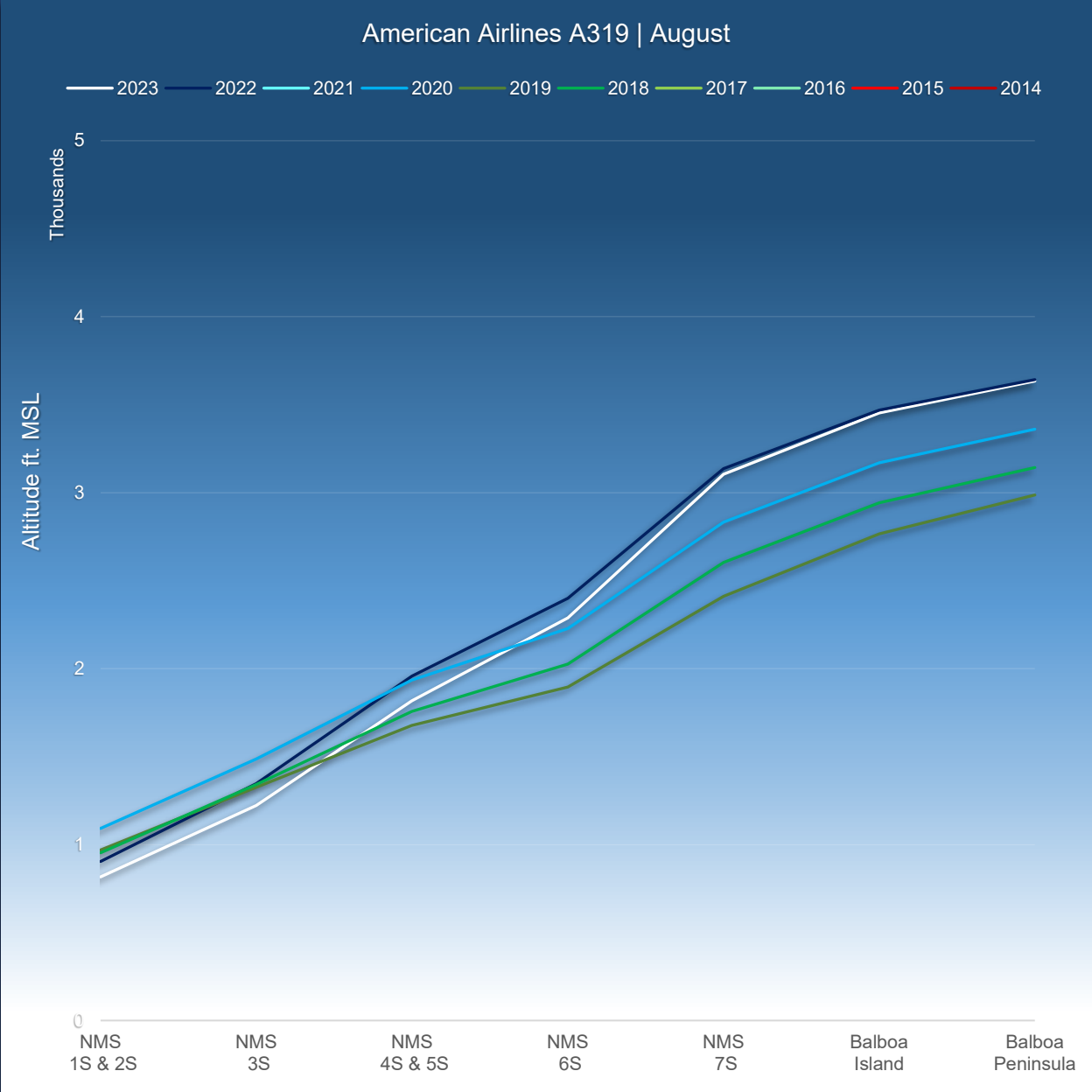
Allegiant Air Airbus 319

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	838	1,205	1,671	2,103	3,025	3,240	3,625	16	136,694
2022	839	1,209	1,715	2,136	3,021	3,404	3,598	15	131,747
2021	875	1,262	1,792	2,272	3,217	3,601	3,797	45	126,518



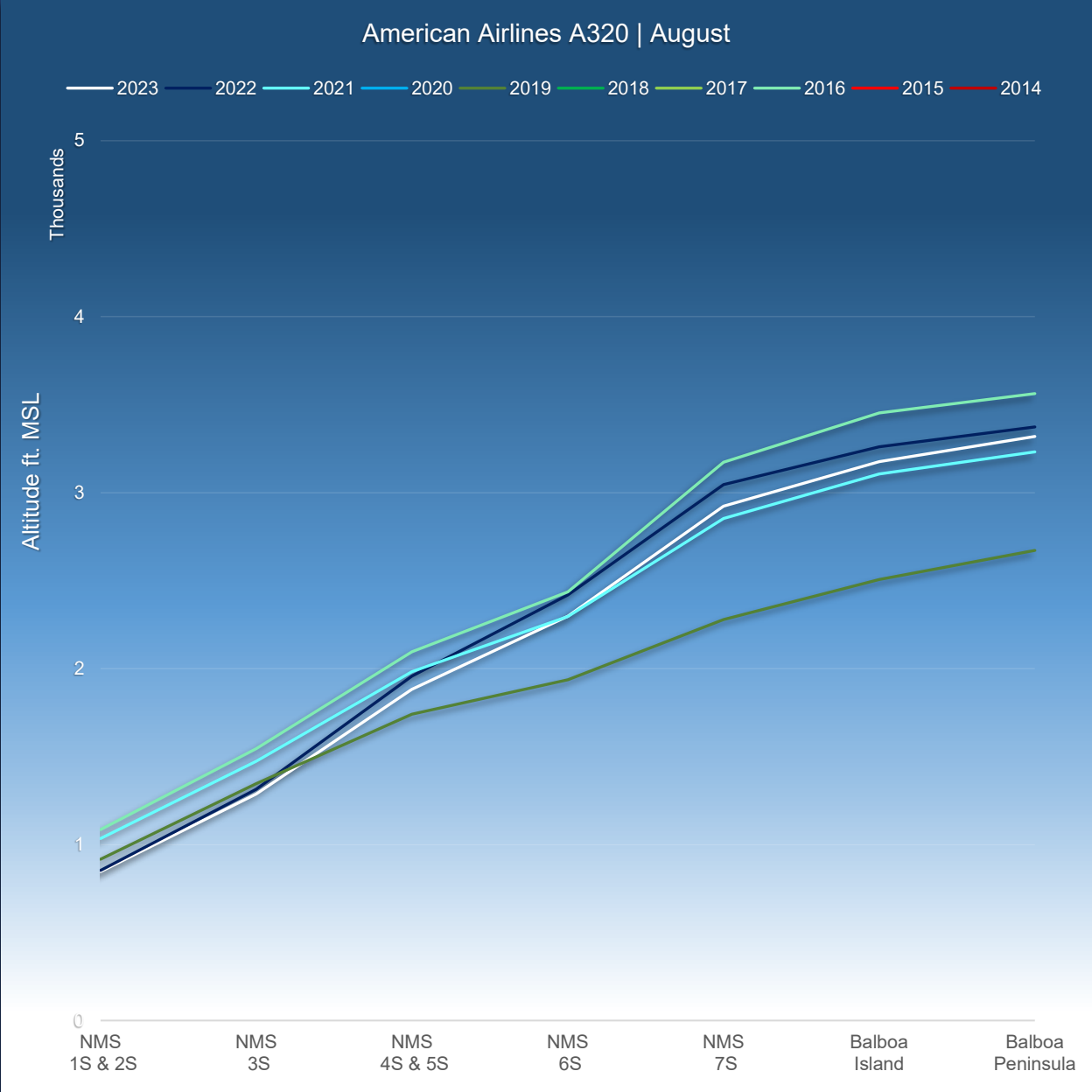
Allegiant Air Airbus 320

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	900	1,278	1,720	2,072	2,890	3,254	3,409	64	145,531
2022	904	1,299	1,755	2,110	2,938	3,305	3,446	77	143,430
2021	957	1,348	1,779	2,154	3,005	3,364	3,512	18	141,961



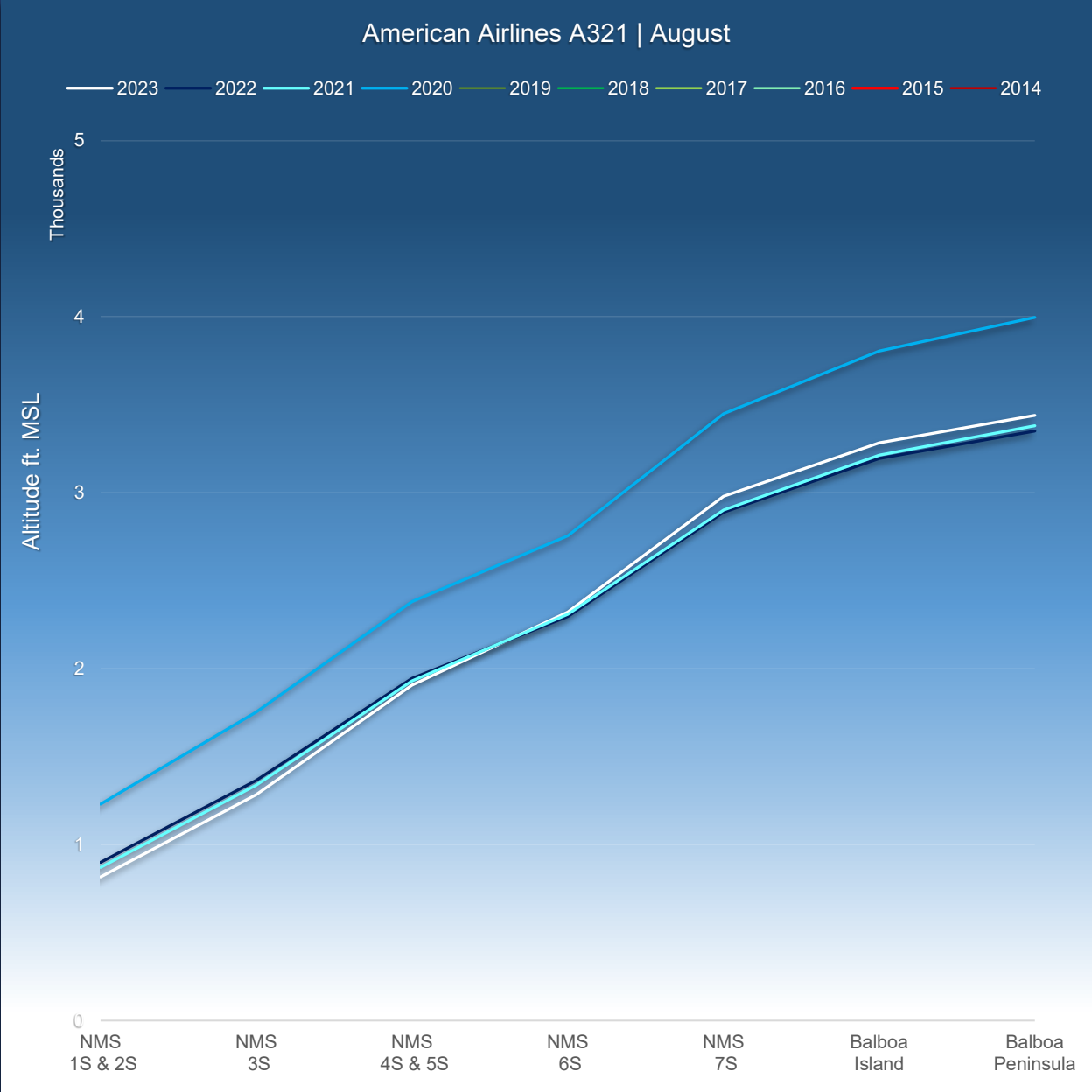
American Airlines Airbus 319

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	816	1,223	1,818	2,289	3,105	3,453	3,635	29	139,294
2022	904	1,346	1,957	2,399	3,137	3,469	3,642	28	135,109
2021								1	135,762
2020	1,092	1,487	1,935	2,227	2,833	3,169	3,361	30	126,329
2019	969	1,326	1,677	1,896	2,411	2,766	2,986	4	133,988
2018	953	1,342	1,757	2,025	2,604	2,942	3,142	30	131,068
2017									
2016								1	127,470



American Airlines Airbus 320

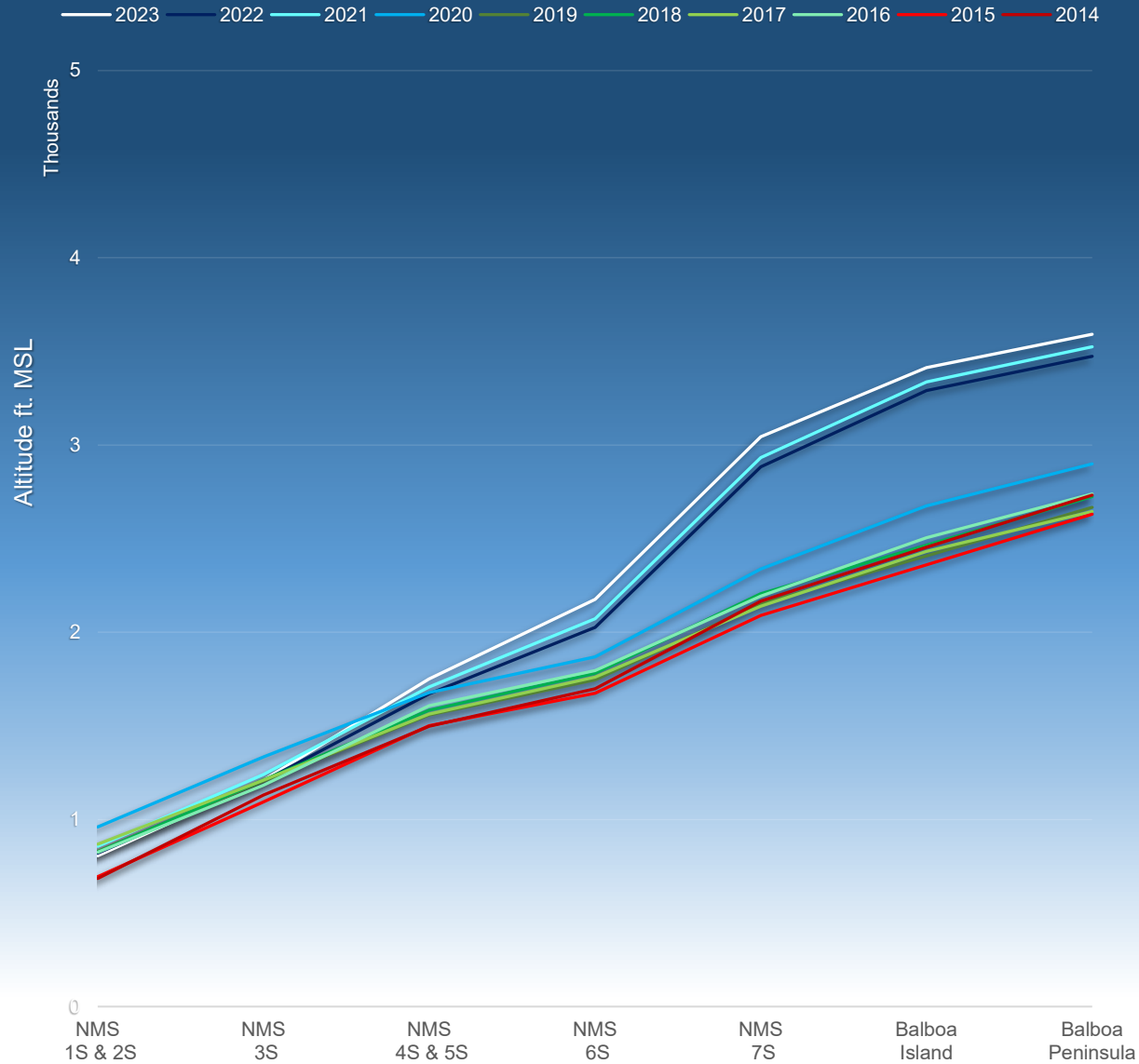
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	847	1,288	1,883	2,298	2,923	3,176	3,320	28	141,017
2022	853	1,314	1,957	2,418	3,046	3,261	3,373	18	139,110
2021	1,035	1,473	1,982	2,296	2,853	3,106	3,231	26	137,916
2020									
2019	917	1,347	1,741	1,936	2,279	2,507	2,671	30	138,611
2018								4	138,267
2017								3	138,052
2016	1,086	1,546	2,096	2,436	3,173	3,453	3,563	11	132,098



American Airlines Airbus 321

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	817	1284	1907	2322	2979	3283	3438	59	168,589
2022	900	1,366	1,944	2,297	2,888	3,194	3,349	60	167,643
2021	871	1,338	1,930	2,309	2,901	3,213	3,380	51	167,948
2020	1,230	1,754	2,380	2,755	3,448	3,805	3,996	39	148,423
2019								1	155,429
2018									
2017									
2016								1	160,400

American Airlines B738 | August

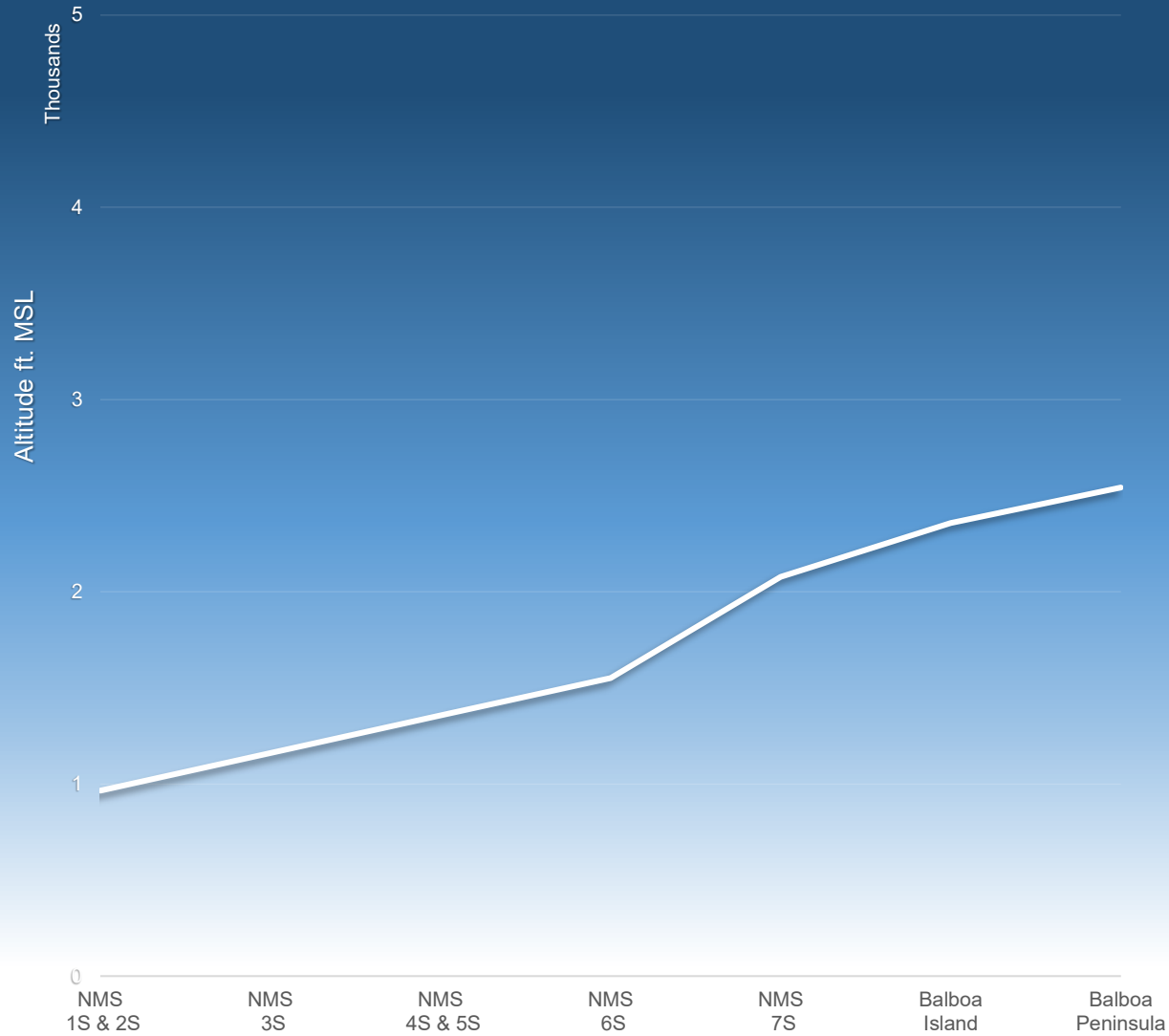


American Airlines Boeing 737-800

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	806	1,209	1,751	2,175	3,044	3,413	3,591	293	149,130
2022	820	1,205	1,671	2,026	2,884	3,290	3,473	306	148,885
2021	857	1,239	1,707	2,072	2,933	3,337	3,524	416	147,578
2020	959	1,334	1,678	1,868	2,337	2,675	2,900	248	139,338
2019	829	1,204	1,558	1,745	2,151	2,408	2,667	524	148,711
2018	826	1,211	1,584	1,780	2,205	2,465	2,724	529	148,085
2017	867	1,210	1,563	1,760	2,138	2,431	2,645	521	147,985
2016	825	1,182	1,607	1,795	2,192	2,505	2,739	523	144,440
2015	694	1,094	1,500	1,674	2,089	2,360	2,631	405	148,521
2014	685	1,130	1,498	1,698	2,166	2,454	2,732	425	146,201

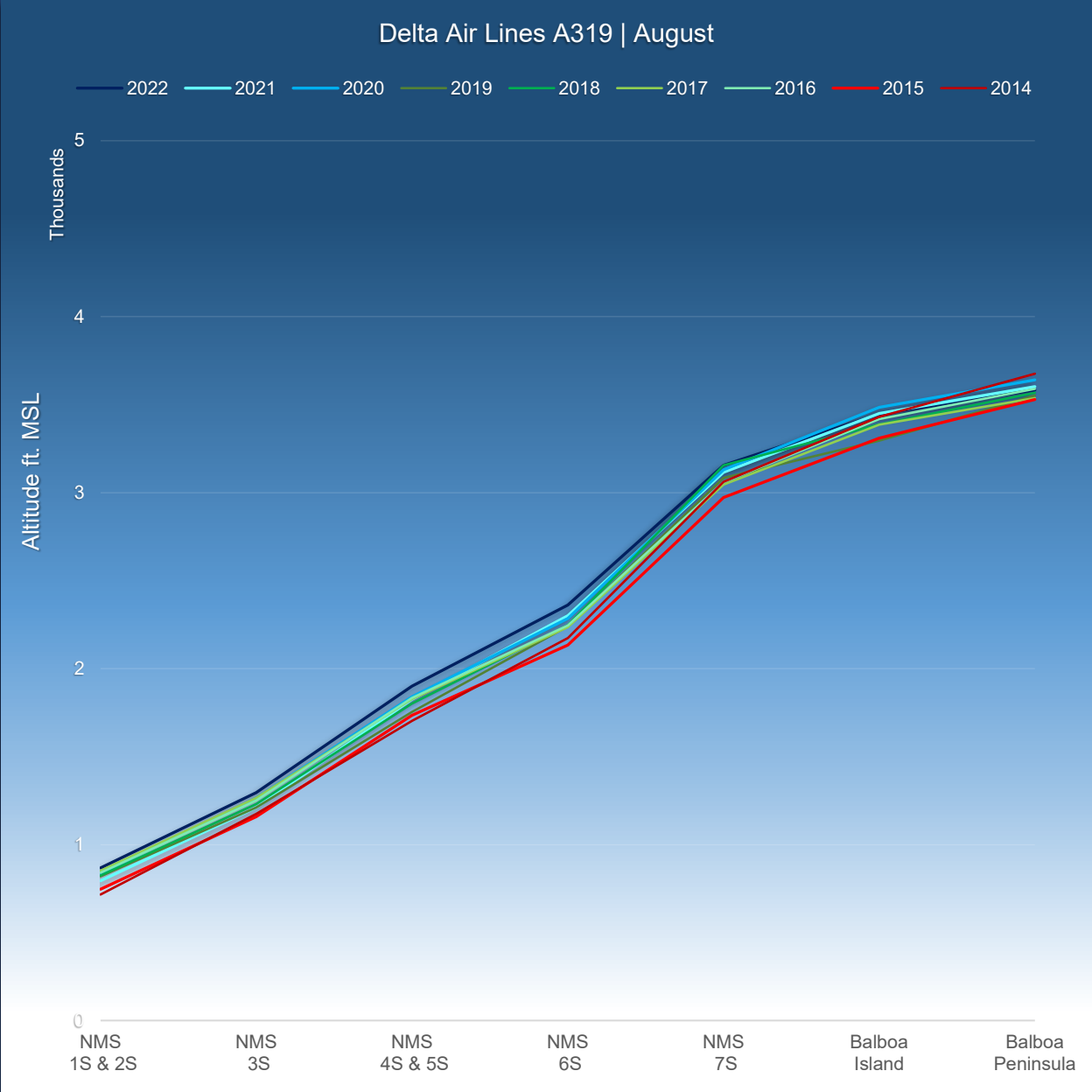
Breeze Airways E195 | August

— 2023



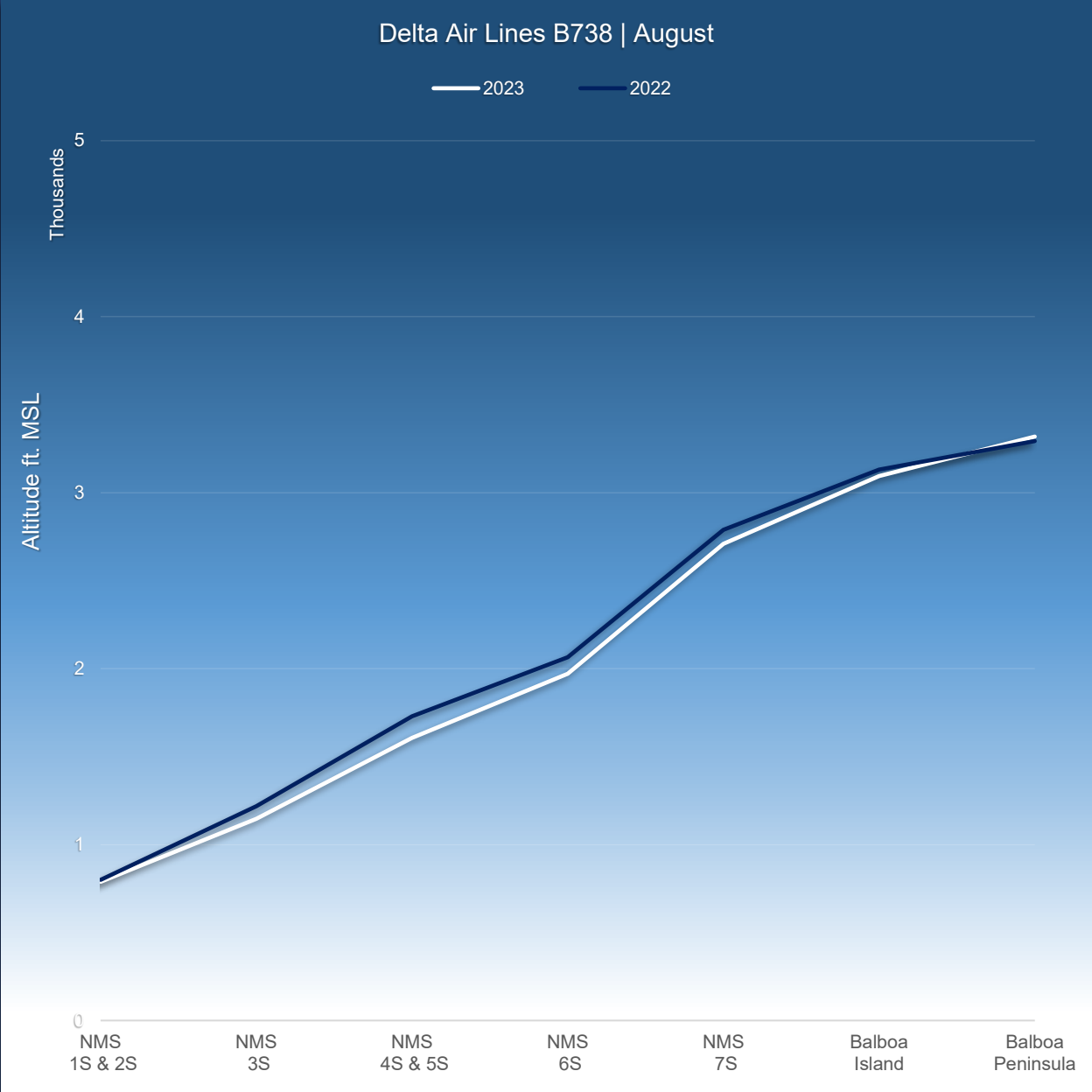
Breeze Airways Embraer 195

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	966	1,161	1,356	1,551	2,078	2,358	2,542	17	102,246



Delta Air Lines Airbus 319

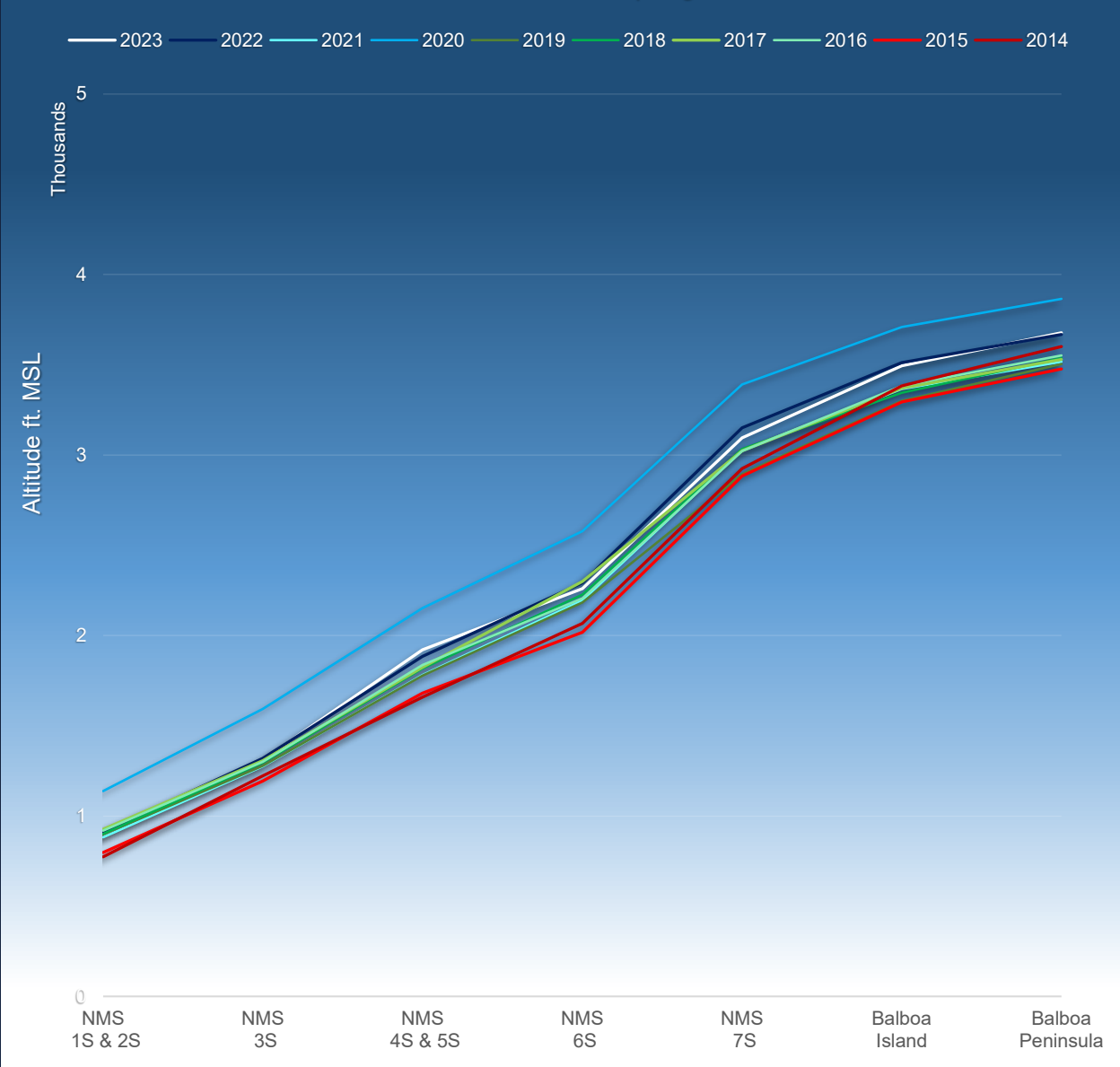
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023									
2022	868	1,296	1,900	2,362	3,156	3,447	3,584	108	139,491
2021	795	1,211	1,825	2,301	3,116	3,450	3,603	47	142,215
2020	837	1,263	1,840	2,285	3,130	3,484	3,640	30	129,576
2019	819	1,211	1,753	2,241	3,084	3,296	3,552	87	140,052
2018	825	1,231	1,801	2,247	3,155	3,388	3,568	81	140,898
2017	851	1,266	1,827	2,236	3,045	3,386	3,538	82	141,191
2016	840	1,251	1,834	2,245	3,060	3,418	3,590	140	136,989
2015	746	1,159	1,735	2,134	2,973	3,310	3,530	152	135,995
2014	717	1,175	1,703	2,174	3,062	3,431	3,676	140	136,477



Delta Air Lines Boeing 737-800

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	788	1146	1607	1971	2709	3094	3319	5	141,436
2022	800	1,219	1,729	2,064	2,788	3,130	3,293	3	140,317
2021									
2020									
2019								1	125,782

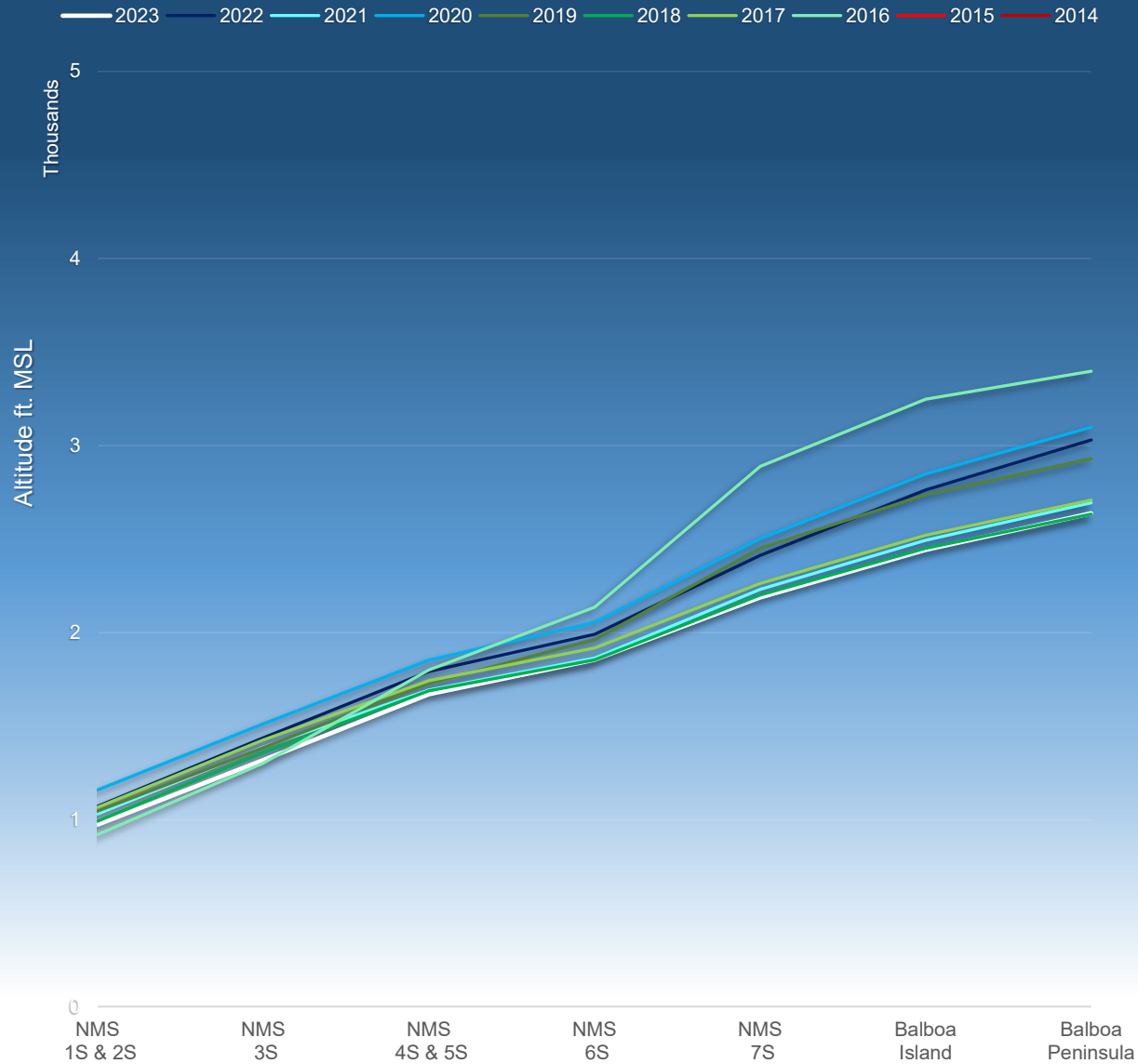
Delta Air Lines B752 | August



Delta Air Lines Boeing 757-200

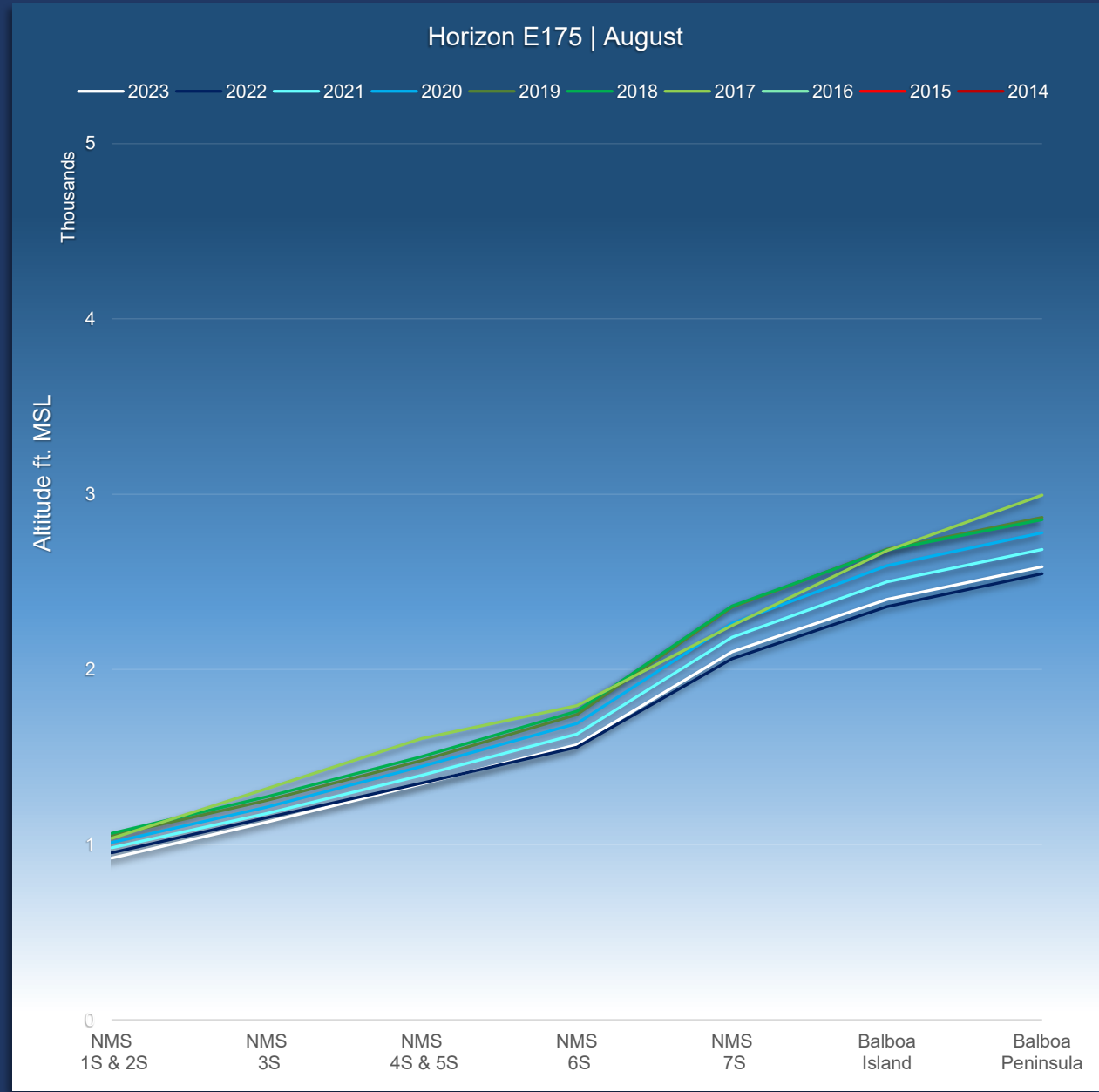
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	899	1,312	1,921	2,259	3,095	3,494	3,678	119	211,518
2022	911	1,320	1,884	2,292	3,150	3,511	3,668	93	210,686
2021	881	1,275	1,781	2,194	3,027	3,366	3,516	58	214,428
2020	1,138	1,593	2,151	2,578	3,391	3,709	3,865	30	193,163
2019	898	1,278	1,778	2,184	2,893	3,300	3,504	131	211,209
2018	901	1,296	1,818	2,226	3,033	3,344	3,538	130	212,200
2017	927	1,306	1,824	2,299	3,024	3,370	3,529	82	212,105
2016	919	1,300	1,837	2,205	3,021	3,383	3,551	89	209,023
2015	797	1,194	1,681	2,017	2,883	3,294	3,477	94	210,591
2014	774	1,222	1,658	2,067	2,924	3,383	3,601	95	210,155

Frontier Airlines A320 | August



Frontier Airlines Airbus 320

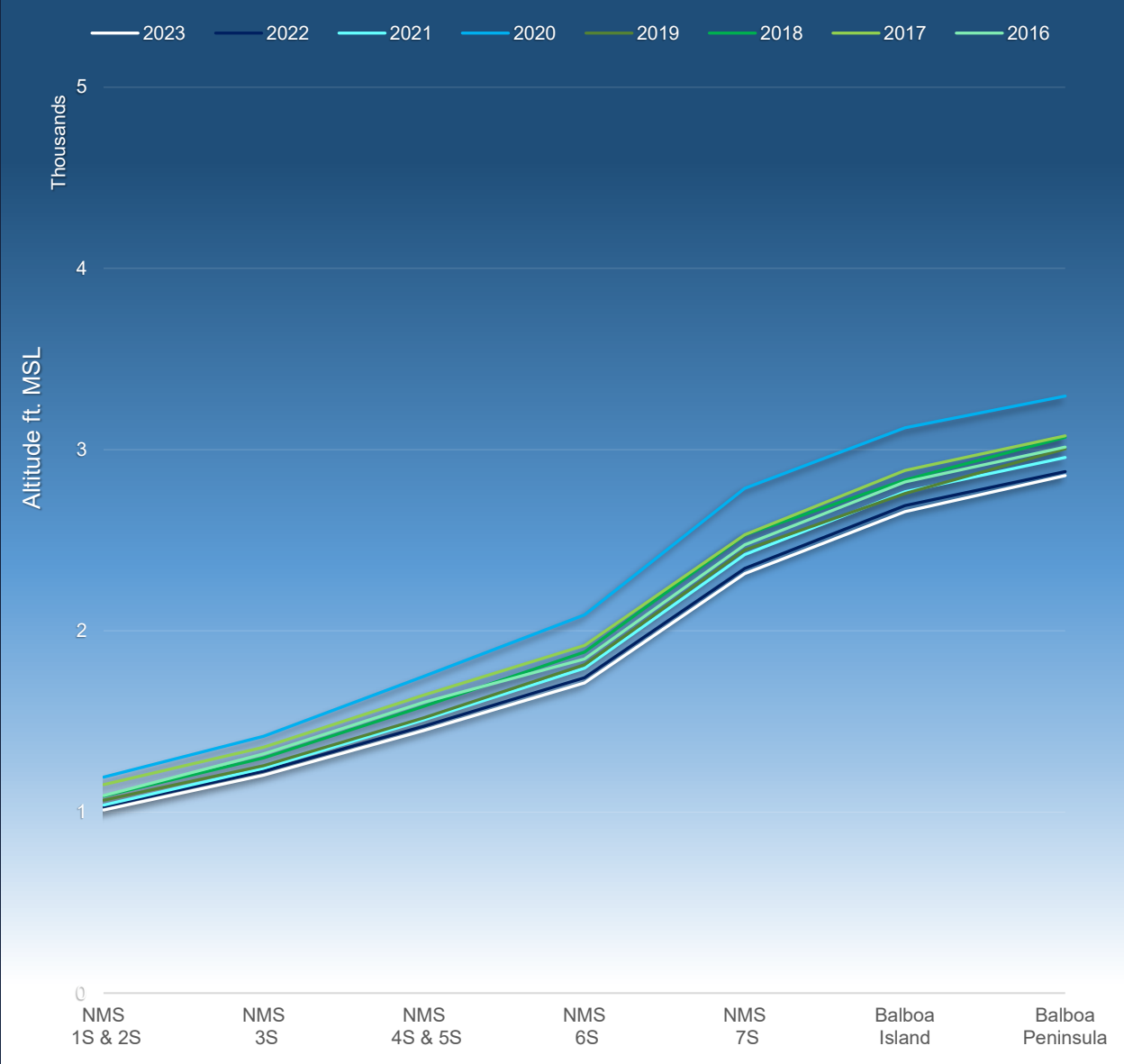
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	973	1,318	1,670	1,855	2,188	2,442	2,637	4	147,221
2022	1,071	1,437	1,792	1,990	2,412	2,763	3,029	9	138,769
2021	1,029	1,387	1,693	1,864	2,231	2,494	2,694	14	145,516
2020	1,159	1,512	1,852	2,055	2,502	2,849	3,098	35	129,943
2019	1,046	1,385	1,728	1,962	2,451	2,737	2,929	29	148,352
2018	991	1,359	1,688	1,854	2,201	2,450	2,633	34	148,918
2017	1,066	1,426	1,743	1,917	2,263	2,520	2,708	42	148,220
2016	920	1,302	1,800	2,136	2,888	3,247	3,397	32	150,155



Horizon Air Embraer 175

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	923	1,129	1,346	1,571	2,101	2,400	2,585	122	77,279
2022	954	1,154	1,351	1,556	2,060	2,359	2,546	60	77,297
2021	982	1,178	1,395	1,631	2,183	2,500	2,684	162	75,757
2020	1,013	1,215	1,447	1,691	2,263	2,592	2,780	215	76,538
2019	1,052	1,253	1,480	1,742	2,355	2,686	2,868	184	72,904
2018	1,065	1,273	1,502	1,762	2,362	2,681	2,855	124	72,927
2017	1,036	1,320	1,606	1,793	2,250	2,678	2,994	14	70,357

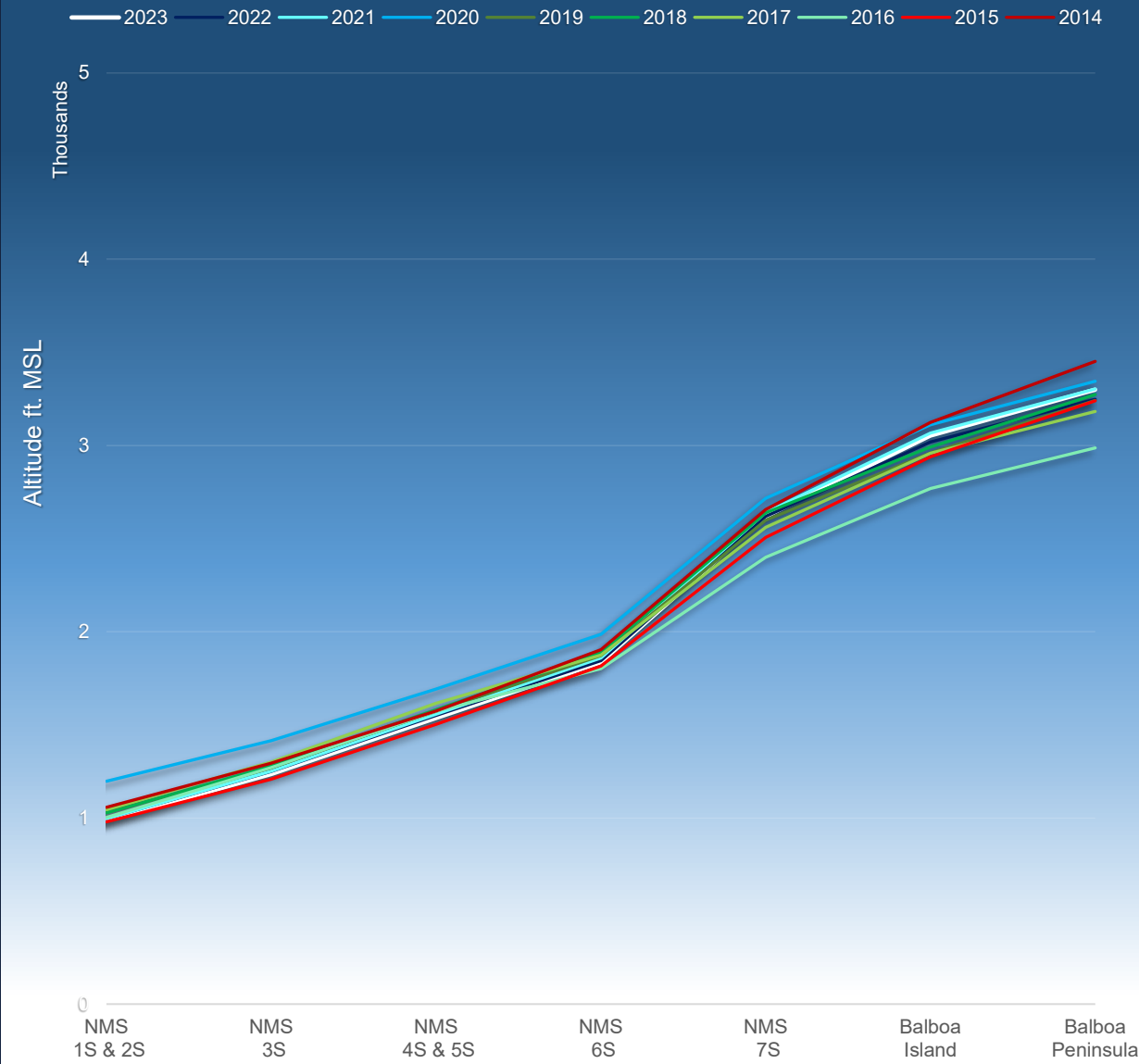
SkyWest E175 | August



SkyWest Embraer 175

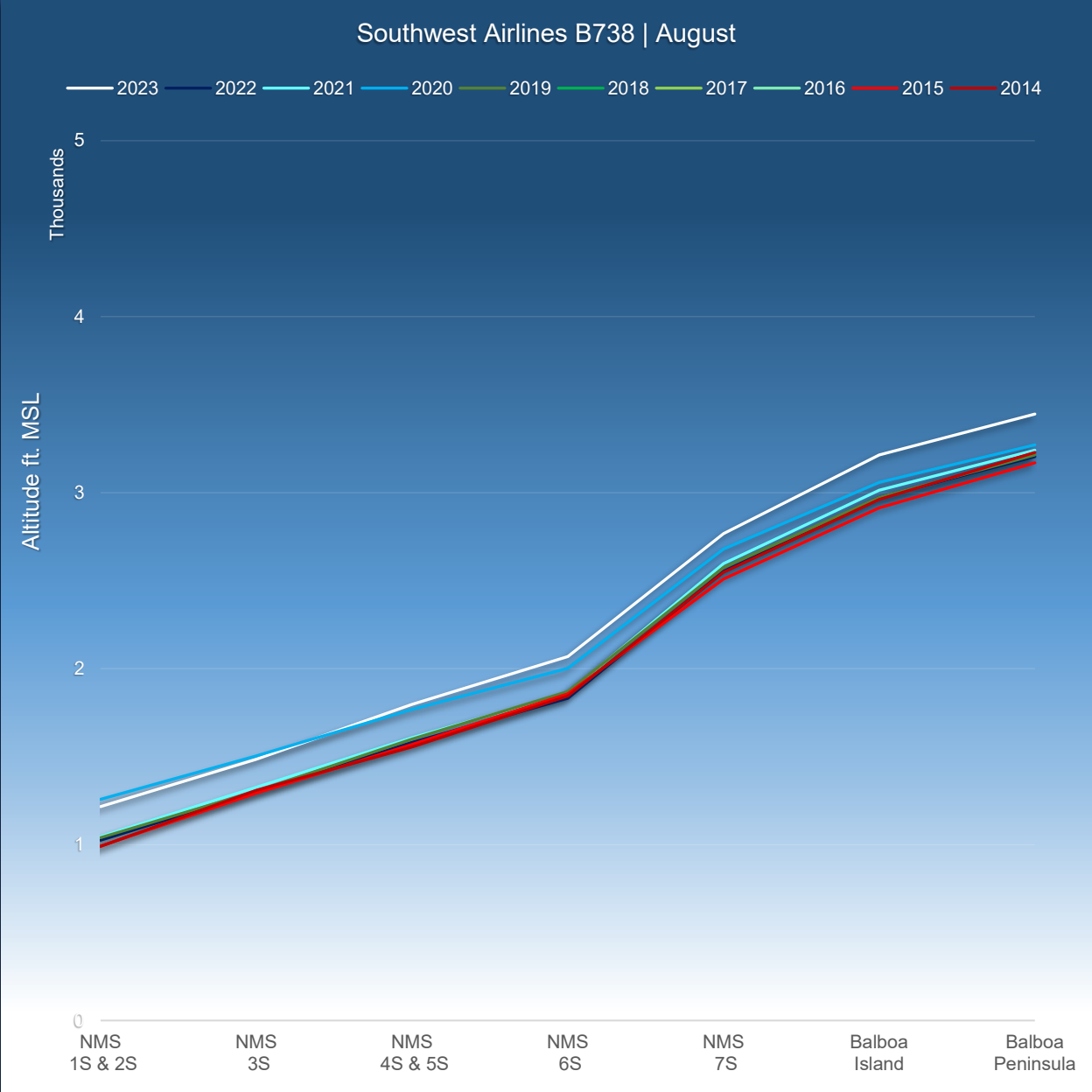
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	1,011	1,203	1,449	1,713	2,315	2,657	2,857	326	73,507
2022	1,029	1,226	1,474	1,741	2,344	2,690	2,879	251	72,997
2021	1,038	1,241	1,508	1,793	2,421	2,767	2,957	191	71,461
2020	1,192	1,418	1,749	2,087	2,787	3,120	3,295	125	66,457
2019	1,064	1,255	1,519	1,813	2,446	2,757	3,004	321	71,167
2018	1,087	1,299	1,583	1,882	2,528	2,833	3,068	271	70,747
2017	1,150	1,357	1,645	1,919	2,530	2,885	3,076	245	70,261
2016	1,091	1,321	1,606	1,845	2,475	2,821	3,014	213	70,063

Southwest Airlines B737 | August



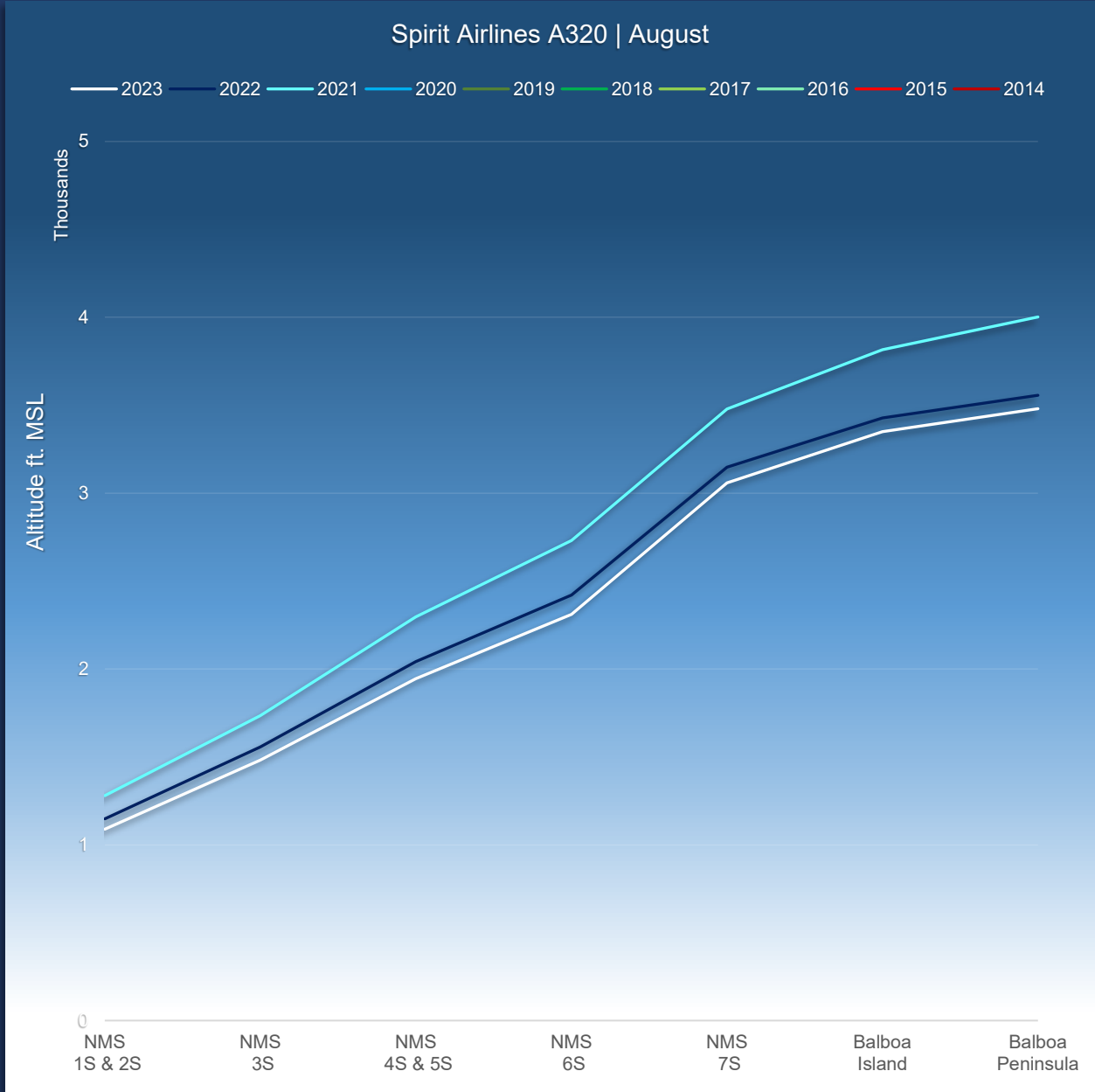
Southwest Airlines Boeing 737-700

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	988	1,236	1,536	1,835	2,619	3,052	3,300	1,253	127,381
2022	997	1,249	1,550	1,844	2,619	3,018	3,247	1,187	127,807
2021	997	1,251	1,556	1,859	2,640	3,066	3,303	1,167	128,130
2020	1,197	1,415	1,692	1,986	2,717	3,111	3,344	773	113,582
2019	1,030	1,269	1,573	1,871	2,599	2,959	3,242	1,172	125,214
2018	1,027	1,278	1,580	1,889	2,638	2,992	3,273	1,477	125,667
2017	1,044	1,301	1,616	1,874	2,560	2,958	3,183	1,470	124,826
2016	1,003	1,270	1,572	1,801	2,400	2,768	2,987	1,769	126,892
2015	979	1,208	1,502	1,816	2,507	2,939	3,240	1,674	126,922
2014	1,057	1,294	1,574	1,904	2,656	3,123	3,452	1,420	123,234



Southwest Airlines Boeing 737-800

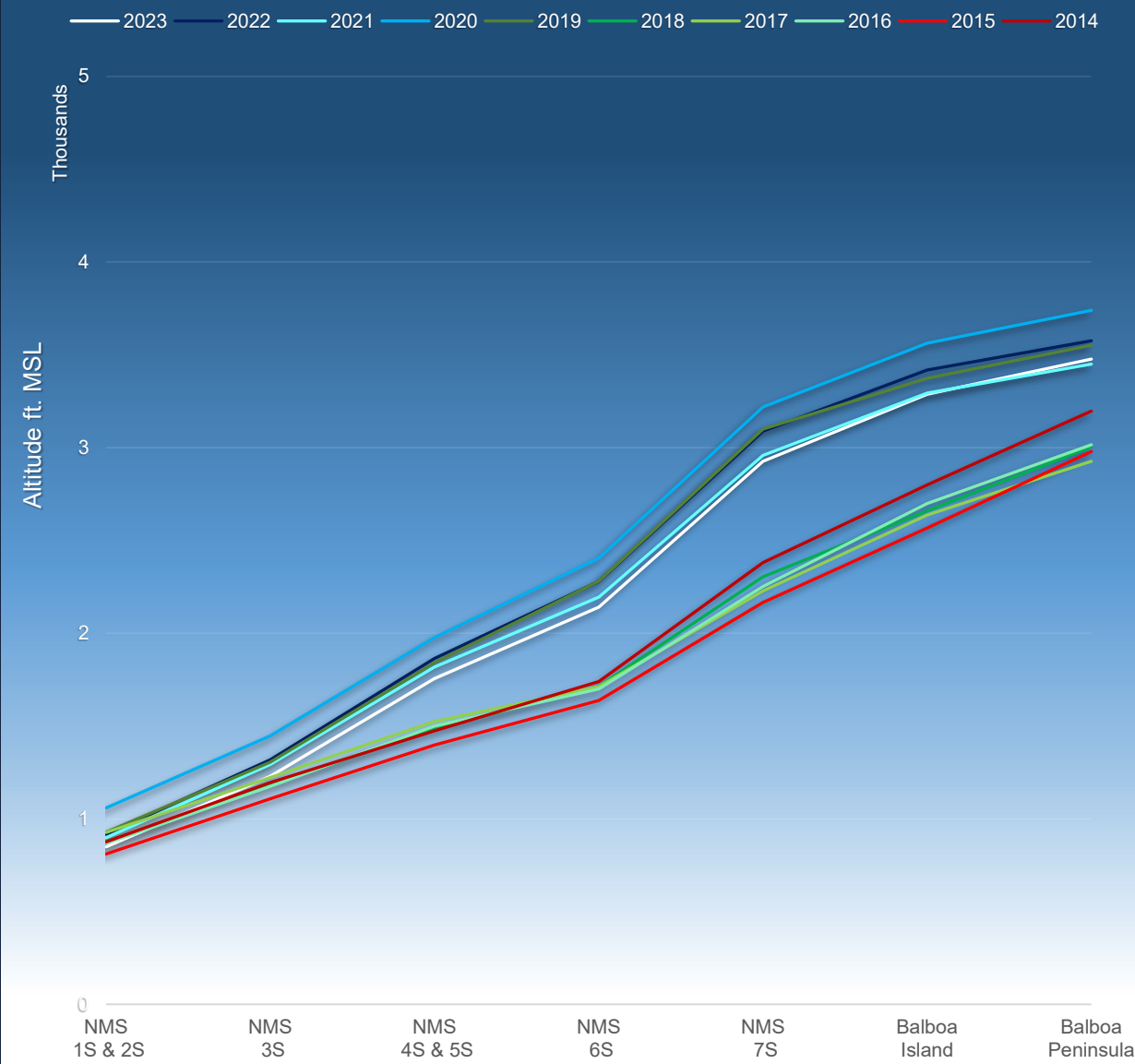
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	1,216	1,485	1,796	2,068	2,767	3,214	3,446	3	130,603
2022	1,025	1,299	1,580	1,832	2,552	2,973	3,205	41	136,099
2021	1,046	1,326	1,608	1,862	2,597	3,013	3,241	320	136,453
2020	1,257	1,504	1,768	2,002	2,680	3,059	3,272	106	119,466
2019	1,040	1,303	1,600	1,870	2,575	2,973	3,215	6	132,770
2018								1	141,300
2017								2	137,670
2016								1	137,054
2015	992	1,293	1,569	1,857	2,510	2,913	3,169	106	134,276
2014	990	1,308	1,555	1,844	2,548	2,961	3,229	73	134,541



Spirit Airlines Airbus 320

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	1,088	1,482	1,944	2,310	3,059	3,350	3,480	50	137,795
2022	1,148	1,556	2,041	2,421	3,148	3,428	3,556	41	134,147
2021	1,280	1,734	2,296	2,731	3,479	3,816	4,000	23	126,000

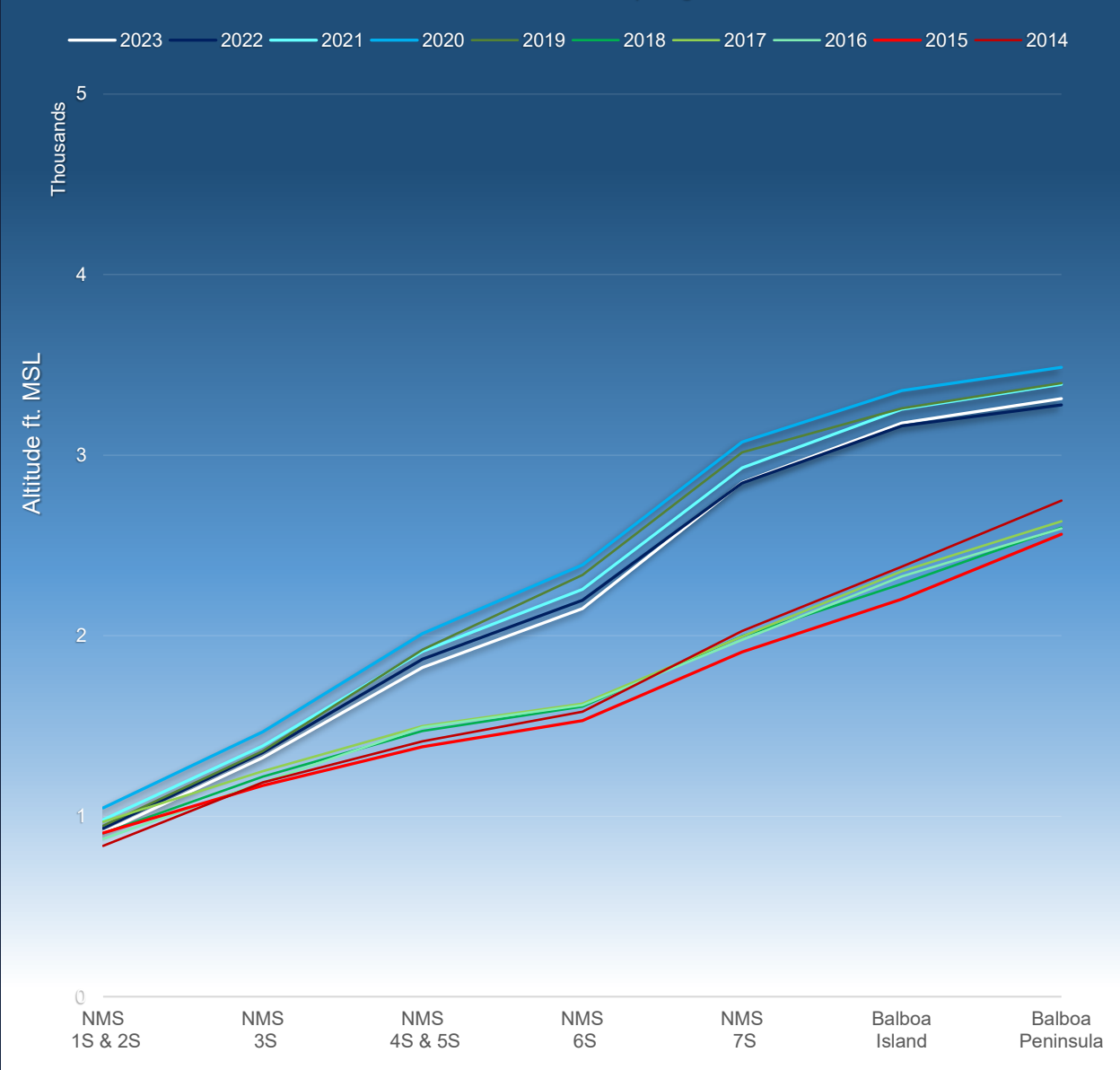
United Airlines A319 | August



United Airlines Airbus 319

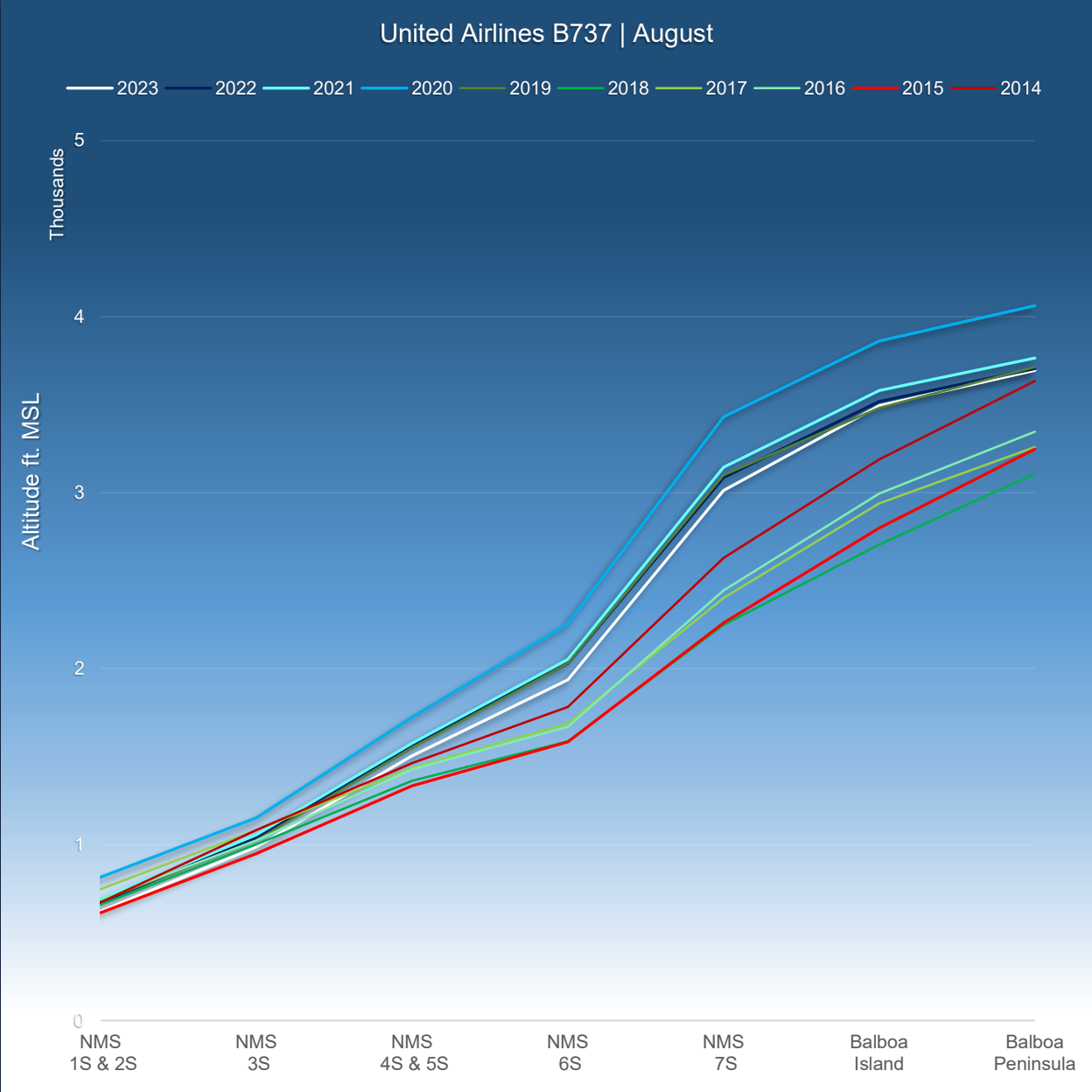
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	848	1,229	1,756	2,141	2,926	3,288	3,477	24	137,141
2022	916	1,318	1,863	2,279	3,088	3,418	3,575	47	131,989
2021	897	1,293	1,818	2,194	2,958	3,293	3,449	30	137,583
2020	1,059	1,447	1,977	2,404	3,219	3,562	3,739	82	125,069
2019	928	1,305	1,841	2,281	3,100	3,373	3,551	50	133,105
2018	877	1,181	1,484	1,714	2,304	2,659	3,004	82	133,140
2017	927	1,223	1,525	1,713	2,228	2,637	2,927	47	
2016	868	1,175	1,499	1,699	2,251	2,699	3,016	103	132,643
2015	810	1,108	1,397	1,637	2,166	2,566	2,979	101	
2014	875	1,195	1,473	1,740	2,381	2,799	3,196	108	

United Airlines A320 | August



United Airlines Airbus 320

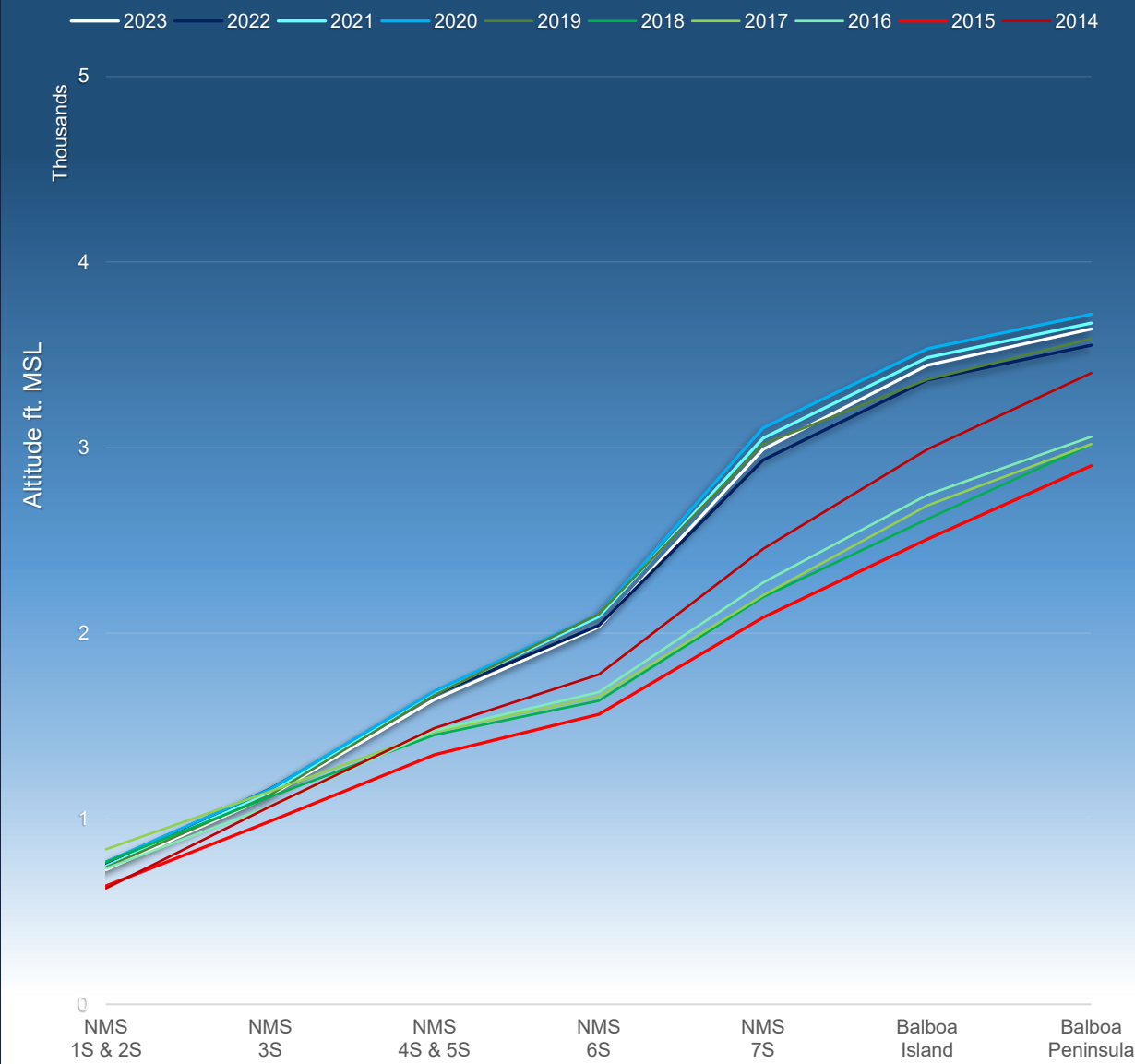
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	910	1,324	1,823	2,150	2,848	3,178	3,313	64	148,514
2022	933	1,353	1,870	2,196	2,845	3,161	3,278	93	146,125
2021	981	1,390	1,912	2,256	2,930	3,254	3,393	33	141,949
2020	1,046	1,467	2,012	2,392	3,073	3,357	3,487	13	127,463
2019	947	1,361	1,922	2,336	3,016	3,259	3,398	152	143,091
2018	906	1,219	1,472	1,607	1,997	2,286	2,599	235	147,188
2017	970	1,250	1,499	1,623	1,996	2,357	2,633	195	144,994
2016	874	1,187	1,492	1,615	1,976	2,328	2,594	76	146,331
2015	907	1,170	1,385	1,529	1,910	2,202	2,562	133	
2014	835	1,188	1,414	1,578	2,026	2,382	2,748	110	138,757



United Airlines Boeing 737-700

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	621	987	1,504	1,937	3,012	3,495	3,695	91	147,089
2022	668	1,040	1,567	2,031	3,086	3,518	3,704	235	143,172
2021	693	1,056	1,576	2,053	3,145	3,580	3,764	189	140,606
2020	815	1,152	1,723	2,255	3,431	3,862	4,063	13	121,775
2019	678	1,024	1,549	2,030	3,099	3,481	3,714	132	141,840
2018	659	1,001	1,363	1,587	2,249	2,705	3,108	114	143,754
2017	747	1,083	1,435	1,688	2,402	2,939	3,259	170	138,818
2016	688	1,024	1,427	1,670	2,444	2,994	3,346	264	137,004
2015	613	948	1,334	1,583	2,259	2,799	3,247	196	138,947
2014	672	1,083	1,462	1,783	2,628	3,188	3,635	211	138,992

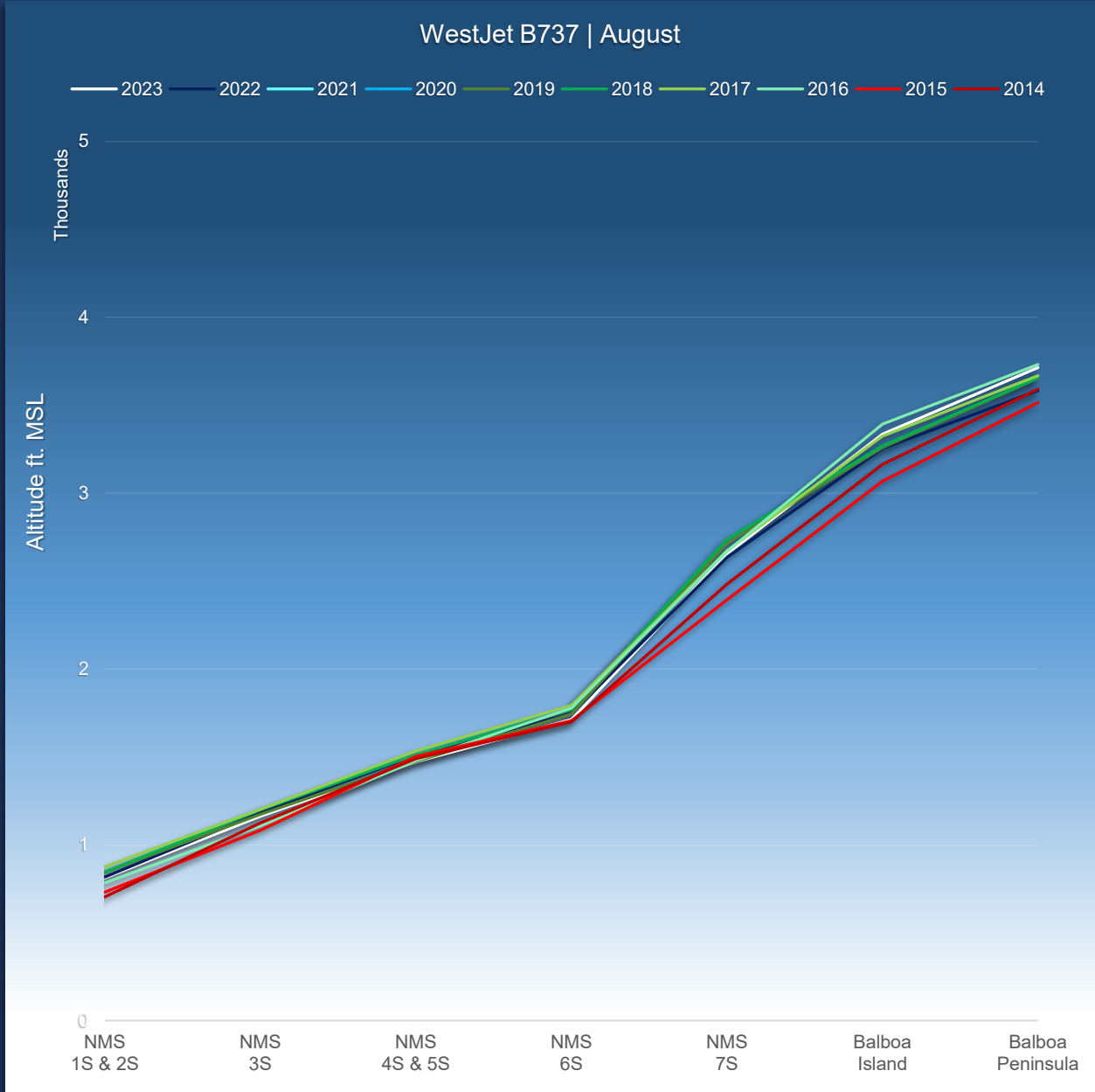
United Airlines B738 | August



United Airlines Boeing 737-800

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	726	1,125	1,643	2,034	2,990	3,444	3,639	361	147,330
2022	759	1,160	1,669	2,042	2,932	3,364	3,552	235	148,180
2021	745	1,139	1,672	2,090	3,051	3,485	3,671	131	142,552
2020	767	1,158	1,687	2,102	3,106	3,533	3,718	79	135,113
2019	739	1,128	1,666	2,103	3,019	3,367	3,587	230	147,063
2018	767	1,119	1,451	1,636	2,194	2,615	3,017	140	144,969
2017	836	1,148	1,467	1,658	2,204	2,687	3,019	132	142,246
2016	732	1,067	1,475	1,682	2,273	2,745	3,059	59	142,030
2015	639	986	1,344	1,563	2,084	2,506	2,902	50	144,647
2014	625	1,066	1,488	1,778	2,454	2,990	3,402	45	143,726

WestJet B737 | August

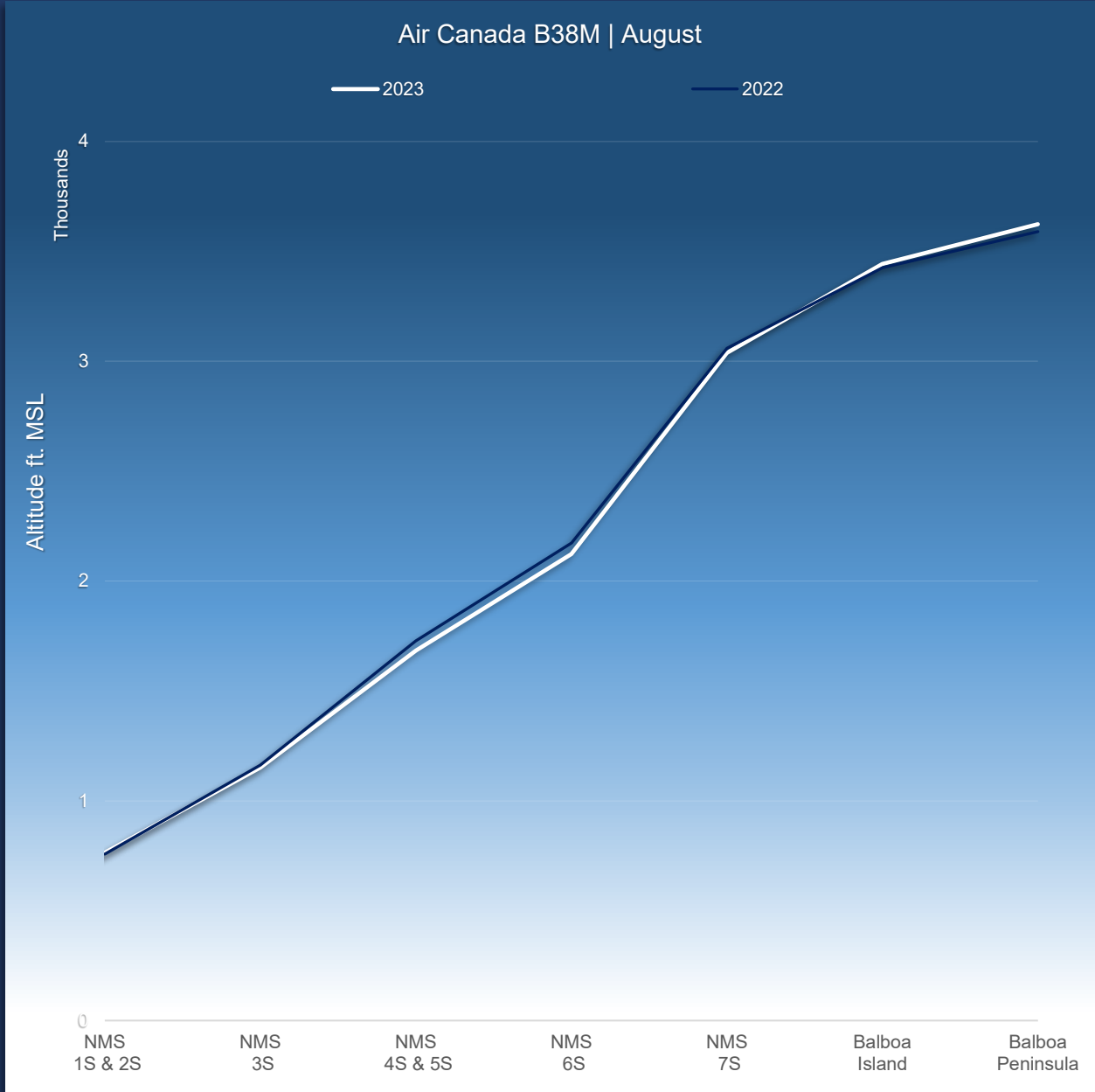


WestJet Boeing 737-700

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	811	1,162	1,472	1,712	2,654	3,335	3,714	30	131,427
2022	817	1182	1509	1748	2635	3254	3584	31	130,601
2021									
2020									
2019	844	1,173	1,473	1,744	2,714	3,258	3,653	31	130,490
2018	845	1,198	1,512	1,771	2,737	3,268	3,656	31	131,100
2017	875	1,201	1,534	1,794	2,673	3,324	3,667	27	128,820
2016	783	1,108	1,479	1,778	2,668	3,393	3,731	27	127,026
2015	730	1,082	1,503	1,706	2,393	3,068	3,515	31	129,748
2014	703	1,124	1,489	1,700	2,482	3,164	3,591	31	130,960

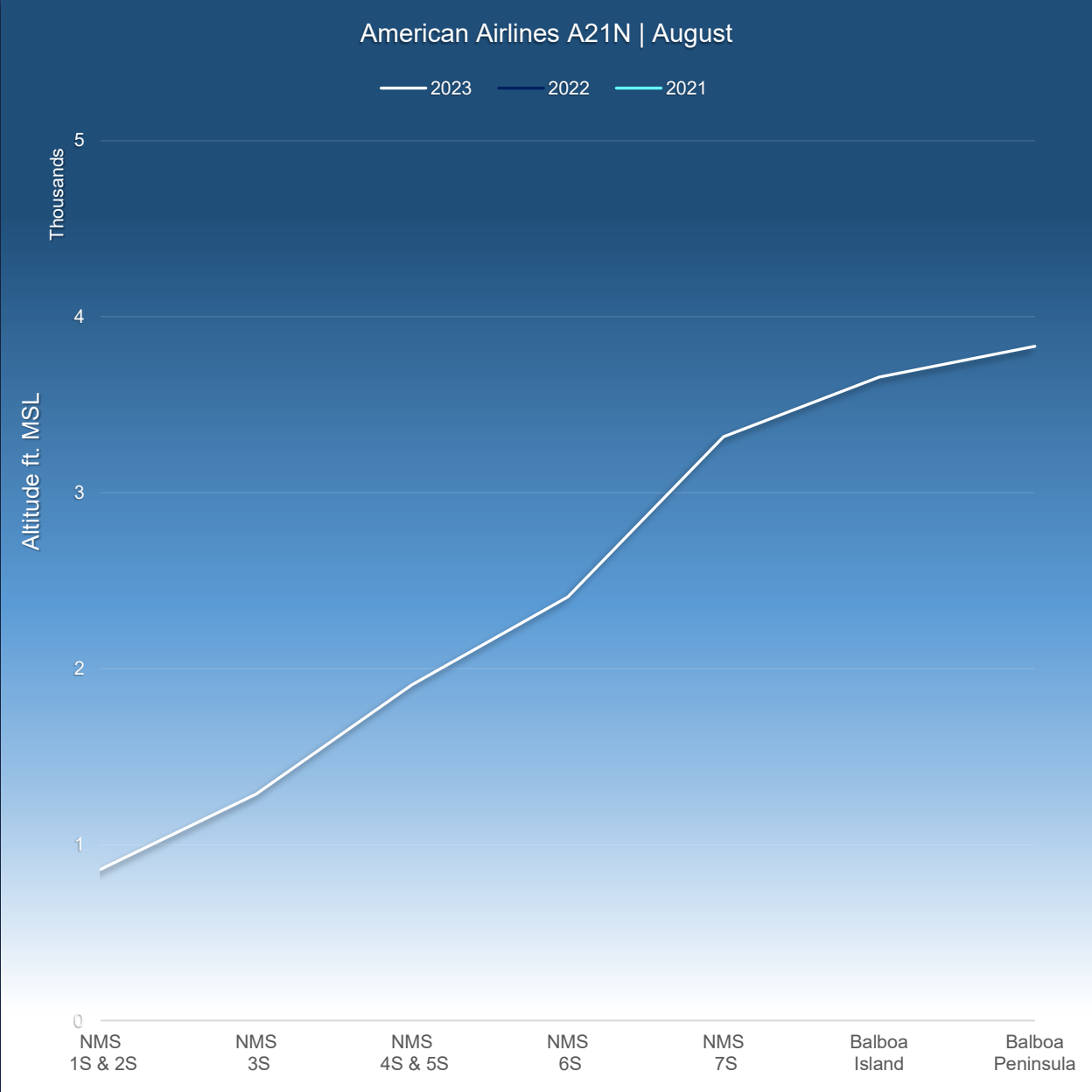
COMMERCIAL NEXT GENERATION AIRCRAFT

Air Canada Boeing 737 MAX 8
American Airlines Airbus A321 Neo
American Airlines Boeing 737 MAX 8
Breeze Airways Airbus A220-300
Delta Air Lines Airbus A220-100
Delta Air Lines Airbus A220-300
Frontier Airlines Airbus A320 Neo
Southwest Airlines Boeing 737 MAX 8
Spirit Airlines Airbus A320 Neo
United Airlines Boeing 737 MAX 8



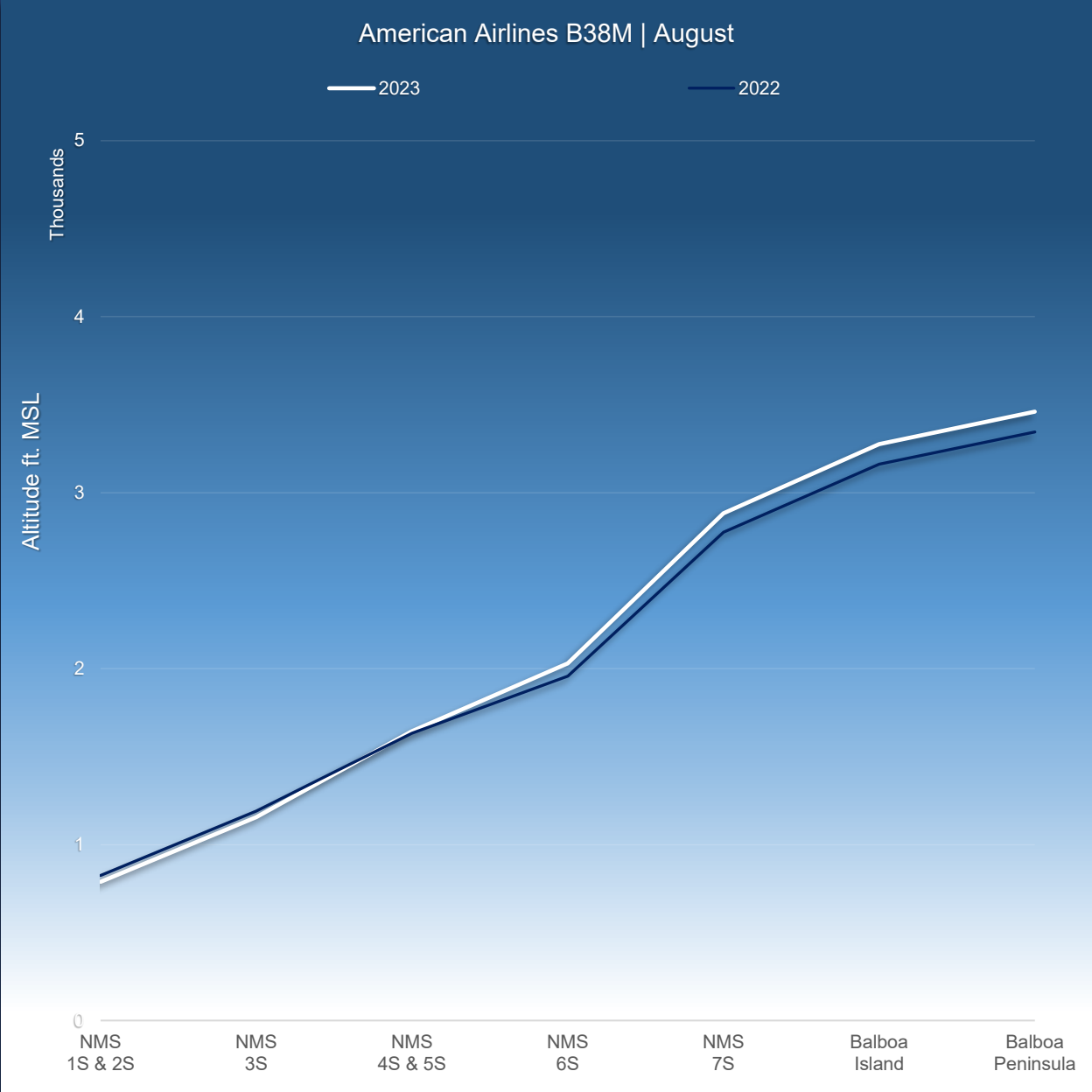
Air Canada Boeing 737 MAX 8

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	765	1,151	1,683	2,123	3,038	3,442	3,624	30	152,673
2022	758	1162	1728	2173	3059	3425	3590	31	147,305



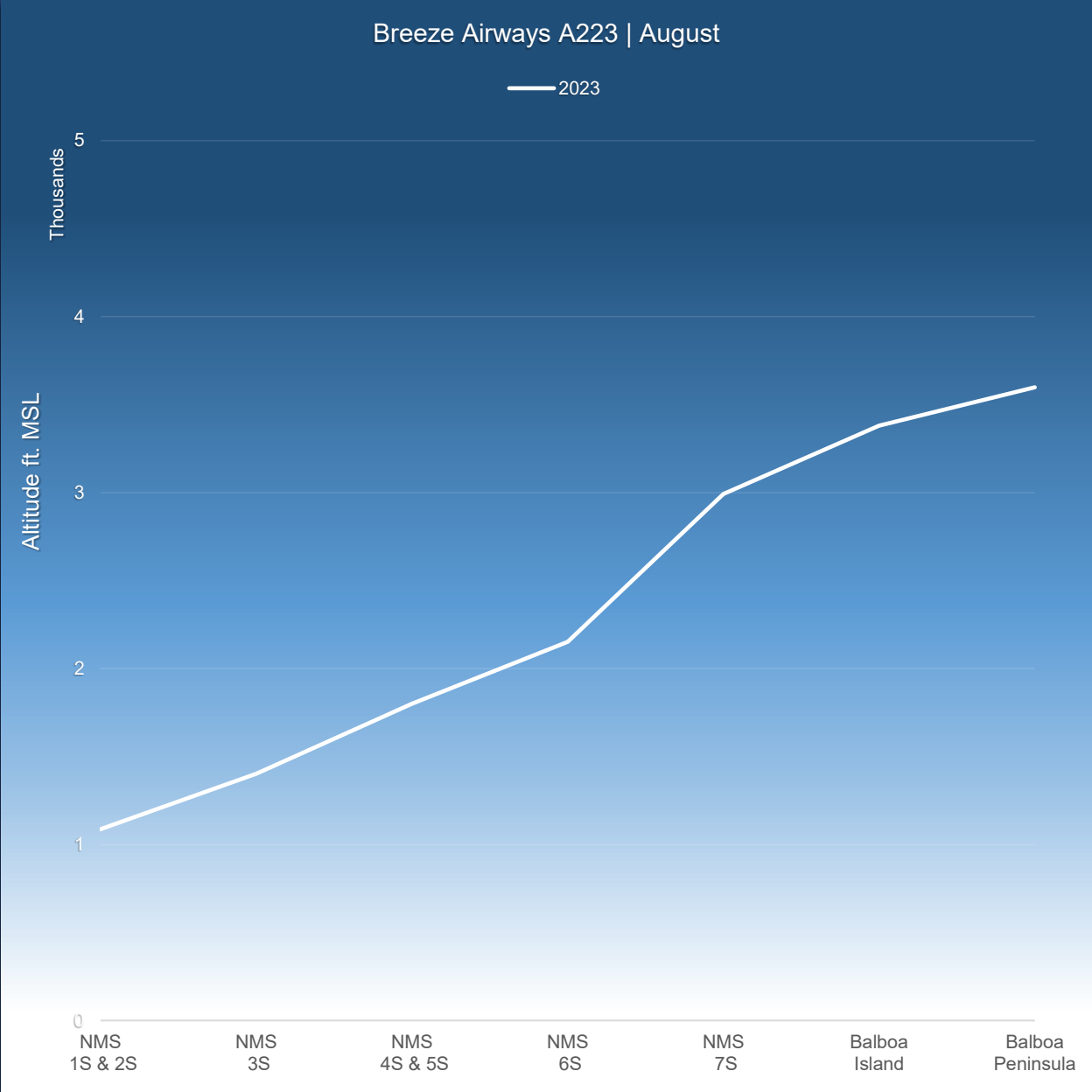
American Airlines Airbus 321 Neo

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	859	1,287	1,908	2,408	3,317	3,657	3,832	84	173,306
2022								1	158,381
2021								3	155,131



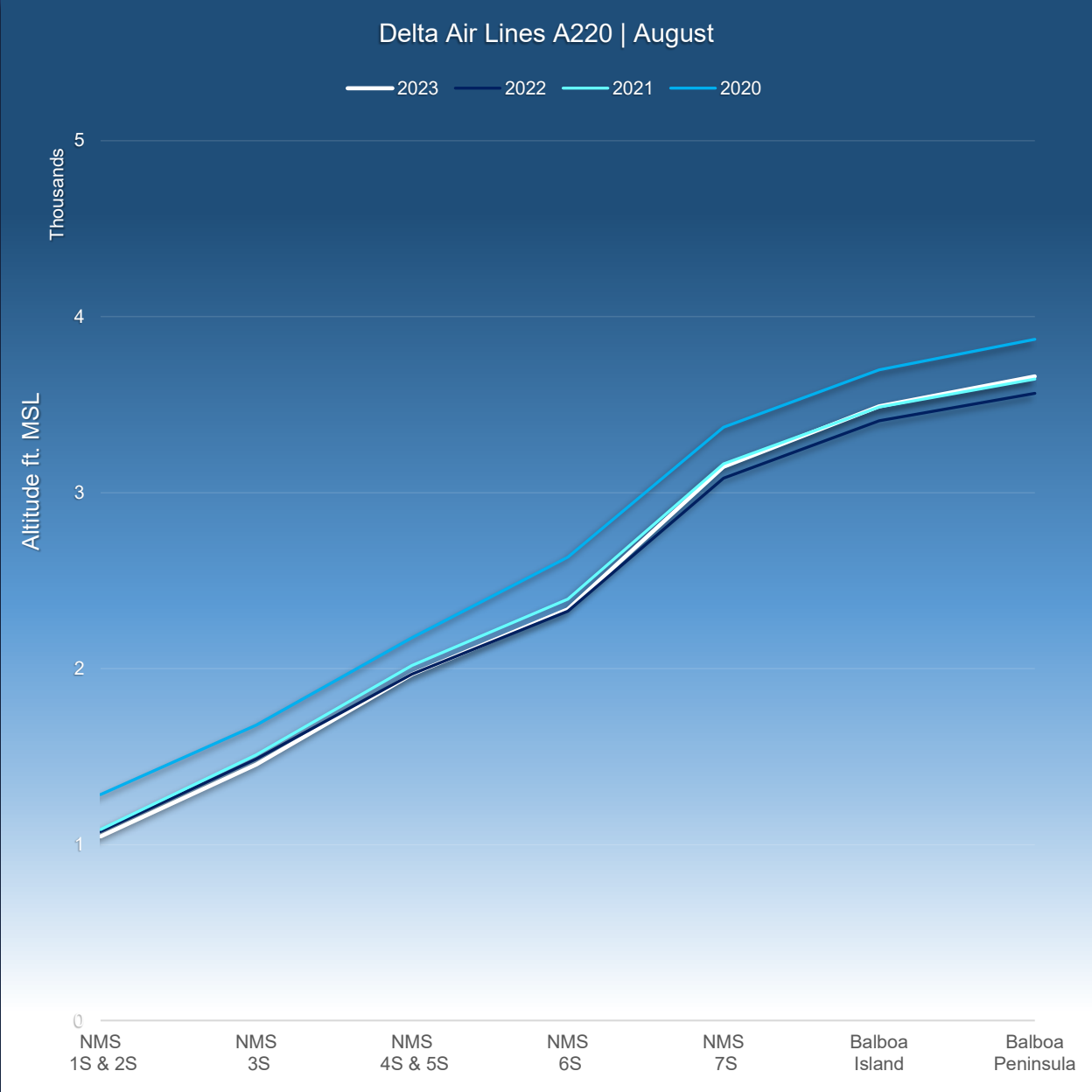
American Airlines Boeing 737 MAX 8

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	789	1,157	1,645	2,030	2,883	3,275	3,460	59	158,139
2022	825	1,191	1,633	1,958	2,775	3,161	3,345	106	156,205
2021								2	145,652



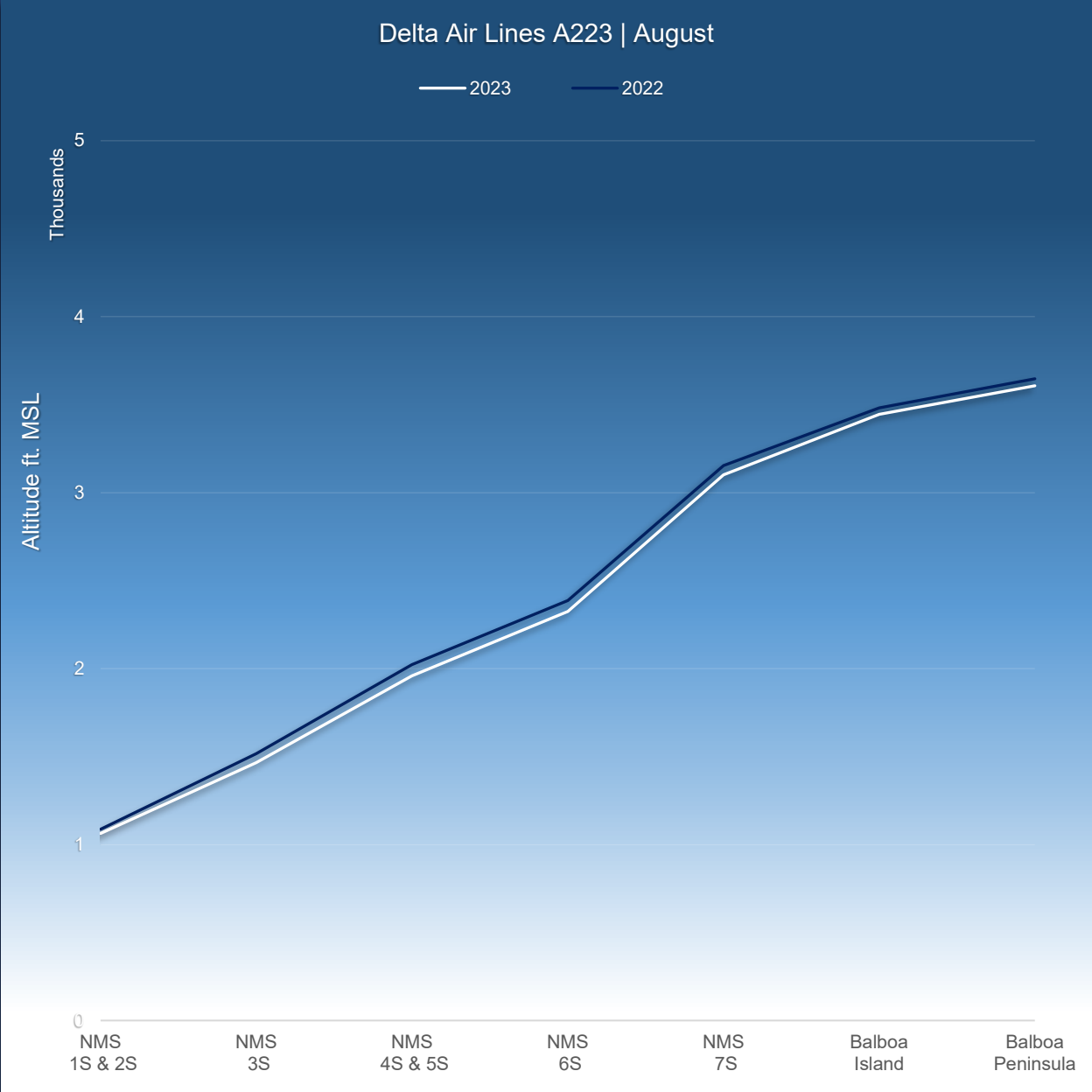
Breeze Airways Airbus 220-300

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	1,088	1,403	1,801	2,152	2,992	3,381	3,598	87	131,500



Delta Air Lines Airbus 220-100

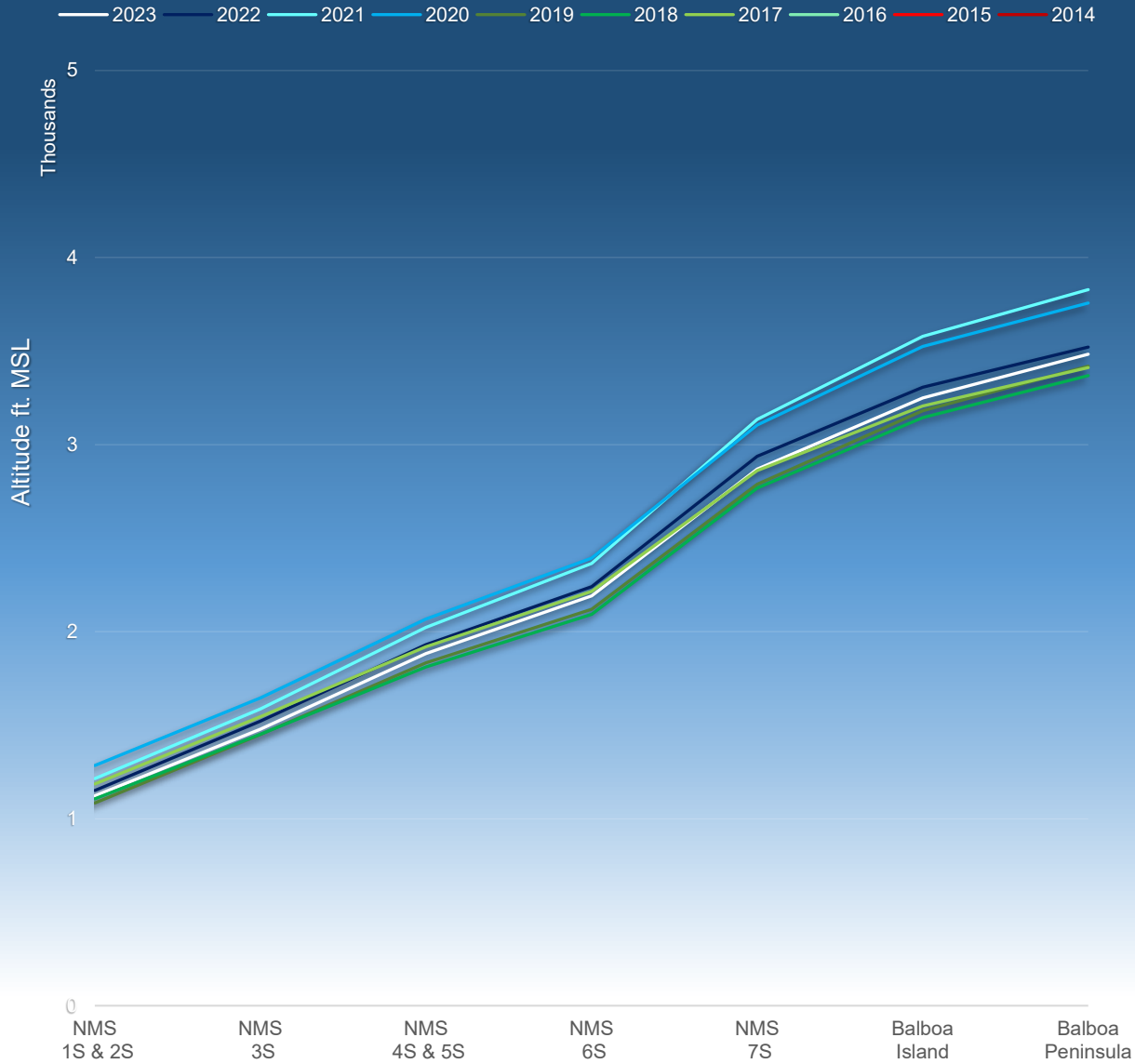
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	1,046	1,456	1,967	2,336	3,146	3,490	3,660	222	120,905
2022	1,074	1,487	1,969	2,326	3,082	3,409	3,564	126	119,927
2021	1,086	1,510	2,017	2,395	3,163	3,486	3,645	150	118,244
2020	1,284	1,679	2,175	2,634	3,372	3,698	3,872	59	106,462



Delta Air Lines Airbus 220-300

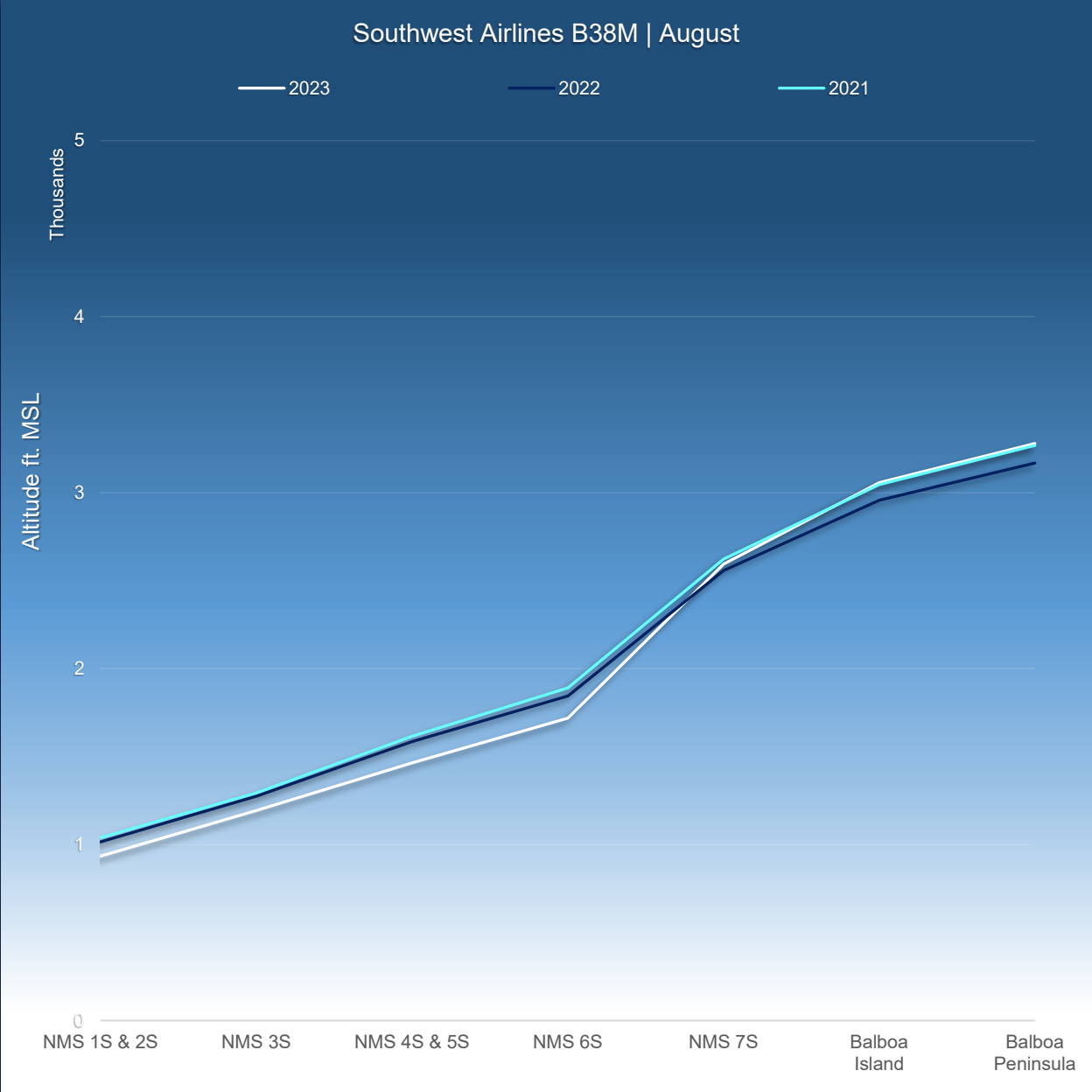
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	1,063	1,466	1,959	2,325	3,102	3,445	3,608	81	130,635
2022	1,087	1,517	2,022	2,387	3,153	3,482	3,647	117	129,014

Frontier Airlines A20N | August



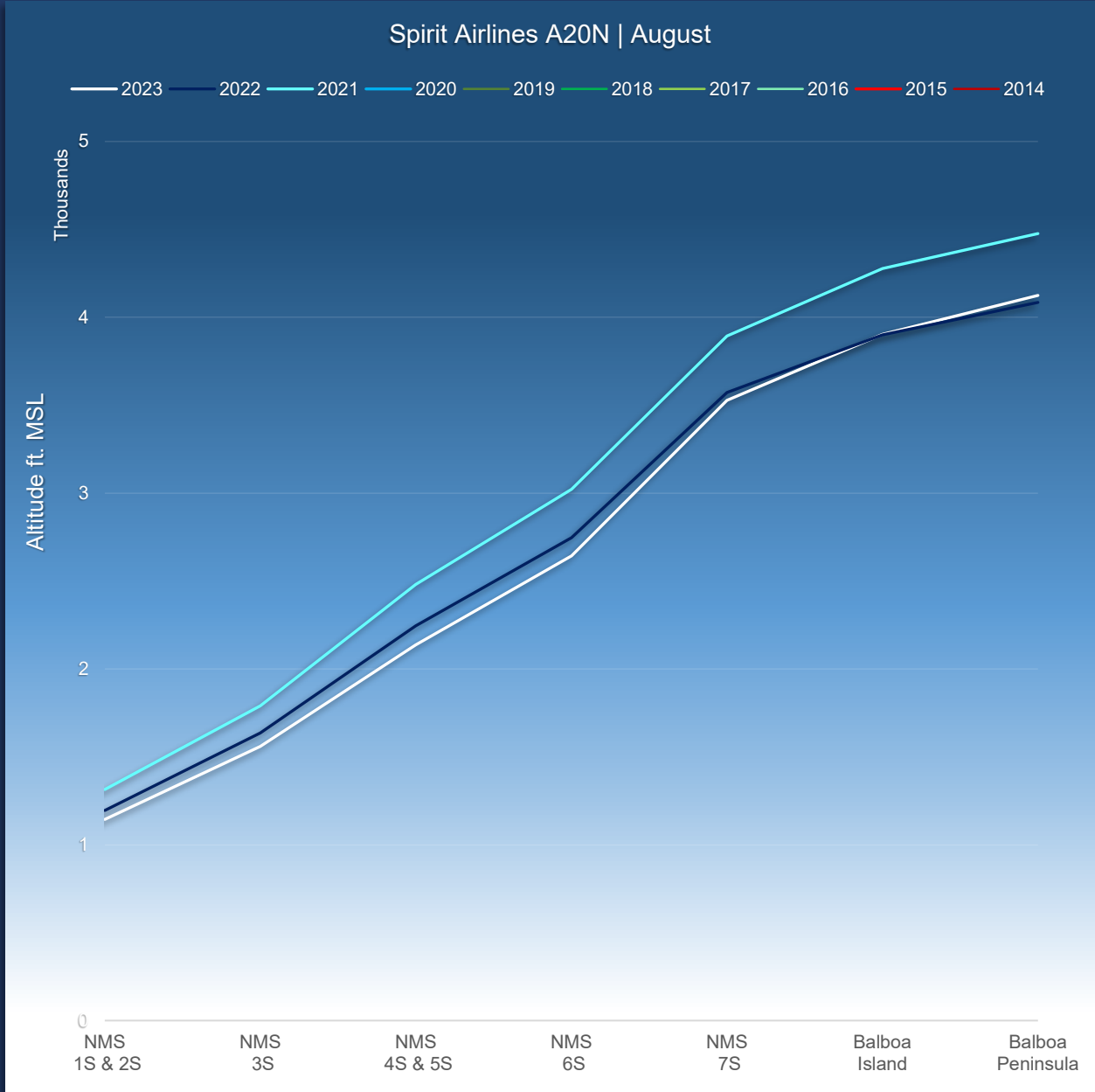
Frontier Airlines Airbus 320 Neo

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	1,122	1,479	1,882	2,191	2,869	3,250	3,483	107	146,623
2022	1,150	1,521	1,930	2,240	2,938	3,307	3,521	83	144,049
2021	1,215	1,587	2,022	2,364	3,134	3,578	3,829	78	139,193
2020	1,284	1,646	2,067	2,393	3,104	3,525	3,756	11	135,345
2019	1,084	1,450	1,833	2,119	2,788	3,181	3,420	31	149,952
2018	1,106	1,451	1,811	2,092	2,767	3,145	3,369	27	151,611
2017	1,186	1,546	1,919	2,215	2,861	3,206	3,411	18	148,220



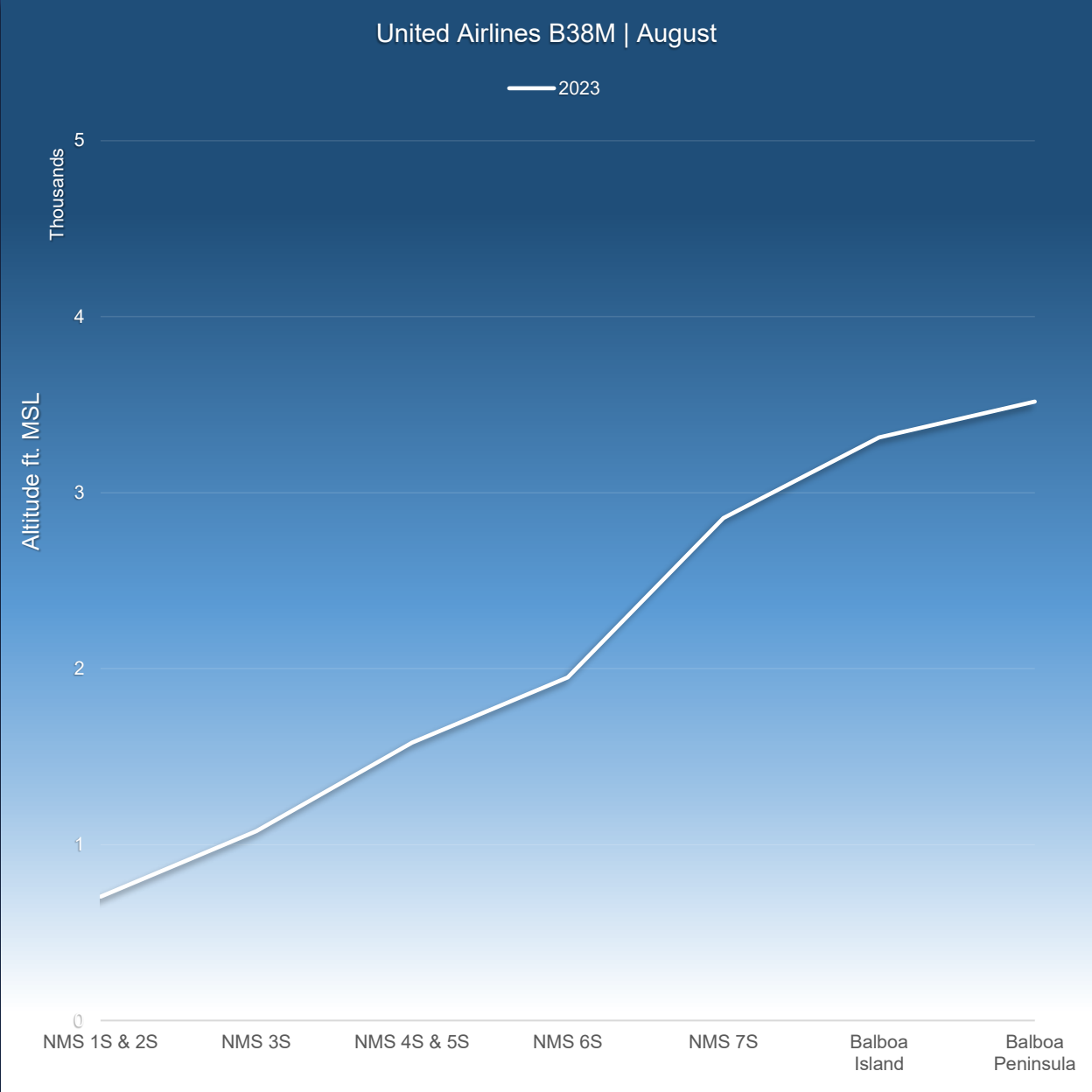
Southwest Airlines Boeing 737 MAX 8

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	934	1,194	1,464	1,718	2,594	3,056	3,280	3	146,647
2022	1,016	1,275	1,585	1,844	2,557	2,957	3,168	325	140,560
2021	1,039	1,294	1,616	1,890	2,622	3,046	3,269	50	140,377



Spirit Airlines Airbus 320 Neo

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	1,144	1,560	2,137	2,643	3,527	3,903	4,124	67	139,808
2022	1,196	1,636	2,246	2,747	3,573	3,900	4,085	112	135,689
2021	1,314	1,791	2,480	3,022	3,893	4,277	4,476	119	127,948



United Airlines Boeing 737 MAX 8

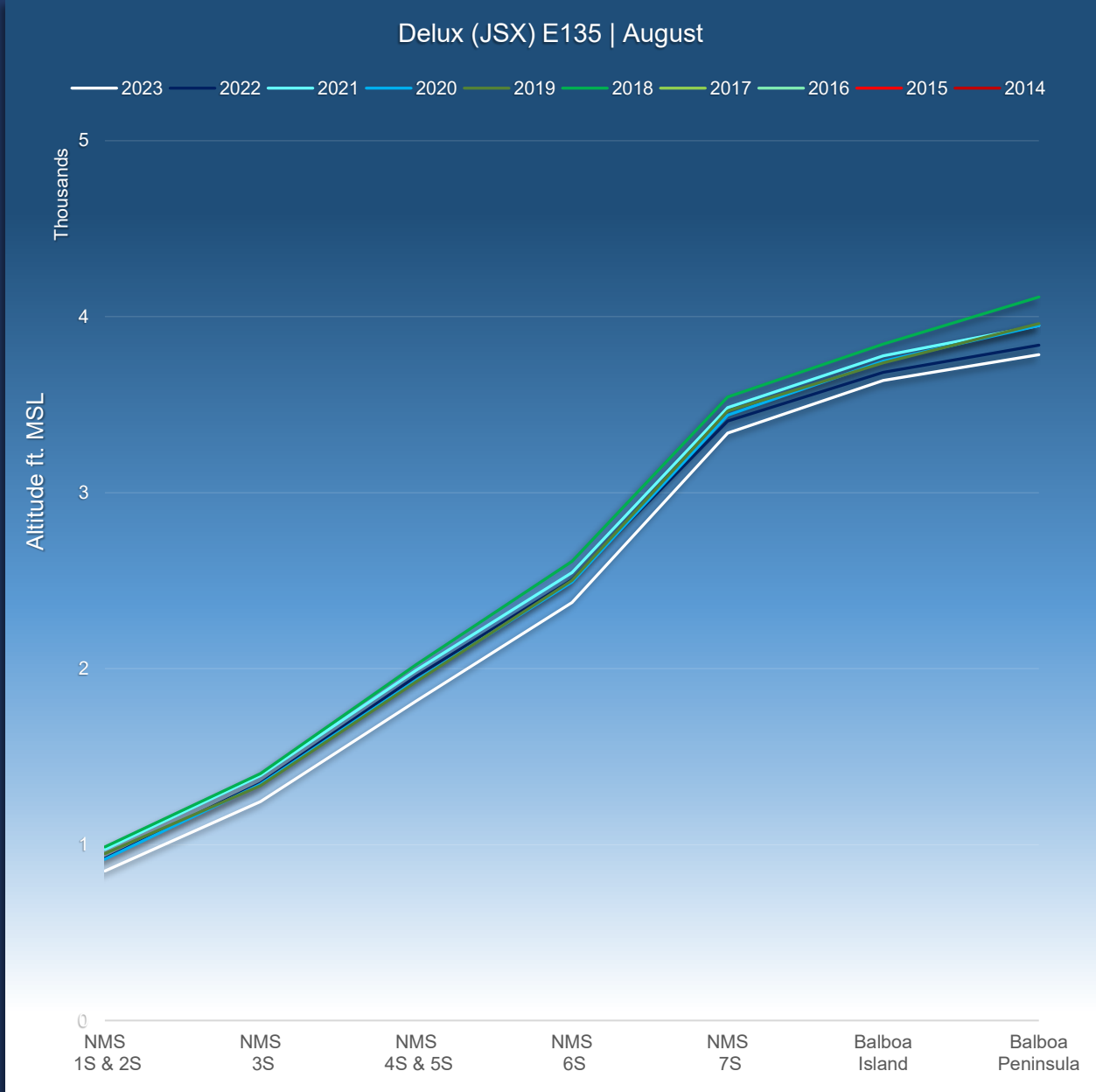
	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	704	1,077	1,579	1,950	2,856	3,314	3,517	16	156,269

COMMUTER AIRCRAFT

Delux (JSX) Embraer 135

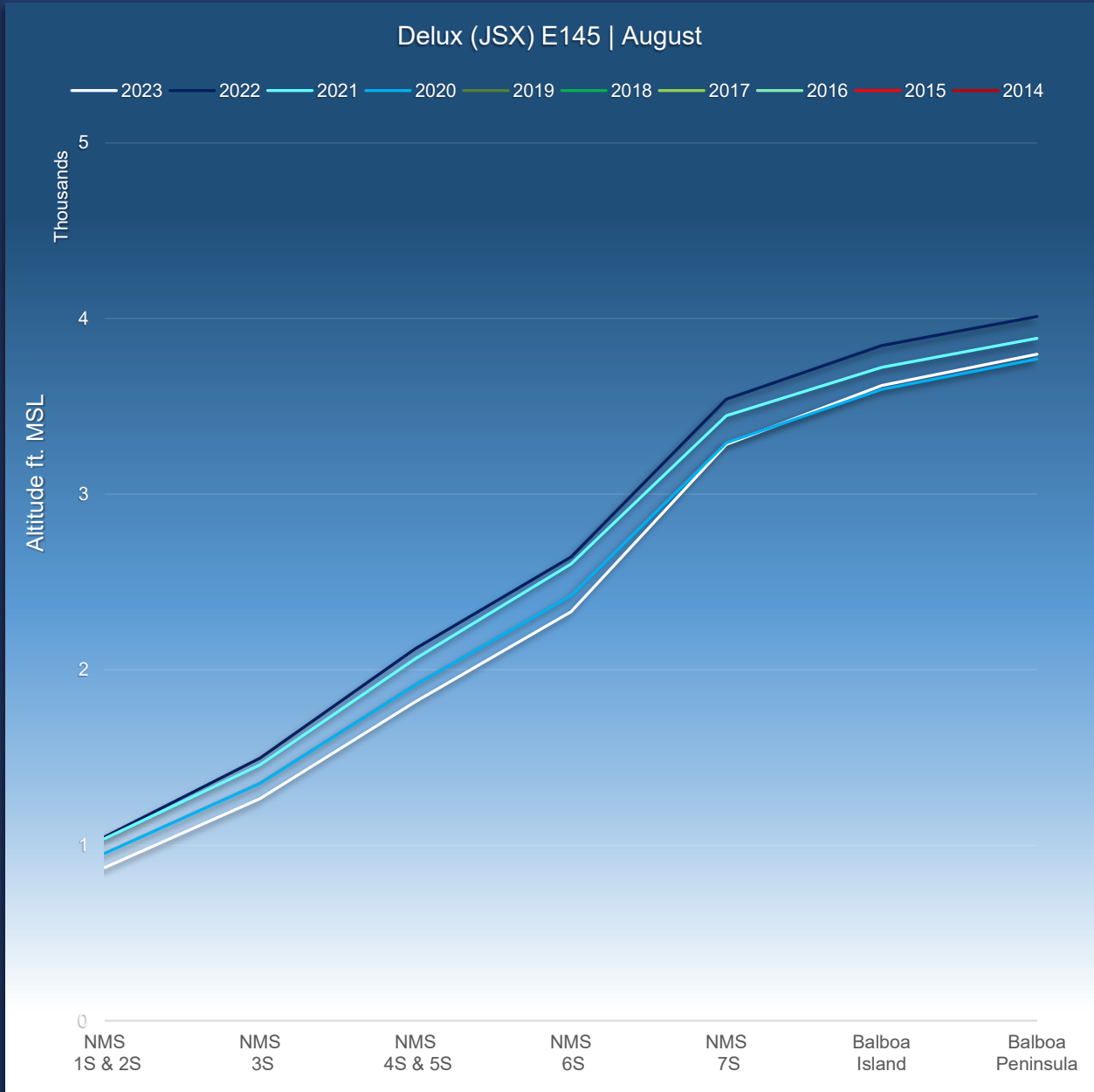
Delux (JSX) Embraer 145

SkyWest Airlines CRJ 7



Delux (JSX) Embraer 135

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	850	1,244	1,816	2,376	3,339	3,638	3,784	94	39,182
2022	921	1,350	1,956	2,505	3,407	3,683	3,838	181	37,681
2021	972	1,393	1,991	2,546	3,483	3,778	3,950	180	37,608
2020	917	1,343	1,934	2,492	3,440	3,747	3,949	62	37,604
2019	949	1,335	1,925	2,501	3,464	3,738	3,960	242	37,464
2018	986	1,404	2,023	2,610	3,544	3,845	4,111	85	36,336



Delux (JSX) Embraer 145

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	873	1,266	1,817	2,330	3,282	3,619	3,796	48	40,132
2022	1,048	1,496	2,120	2,641	3,541	3,846	4,011	11	38,116
2021	1,038	1,457	2,063	2,602	3,446	3,721	3,887	49	38,356
2020	954	1,353	1,914	2,422	3,292	3,596	3,770	27	38,512



SkyWest Canadair Regional Jet 700

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	920	1,174	1,463	1,749	2,496	2,774	2,905	29	65,085
2022	925	1,196	1,499	1,782	2,498	2,731	2,836	31	65,925
2021	970	1,211	1,485	1,749	2,443	2,747	2,897	31	66,332
2020	1,041	1,276	1,607	1,913	2,627	2,896	3,051	30	63,106
2019	956	1,182	1,447	1,707	2,385	2,641	2,806	31	66,937
2018	936	1,207	1,486	1,745	2,451	2,689	2,849	32	66,269
2017	1,018	1,282	1,600	1,855	2,477	2,794	2,947	21	64,602
2016	888	1,184	1,560	1,848	2,508	2,788	2,916	49	67,400
2015	859	1,147	1,438	1,726	2,384	2,675	2,838	155	67,111
2014	800	1,127	1,387	1,651	2,352	2,667	2,845	156	68,292

JOHN WAYNE AIRPORT
 ORANGE COUNTY

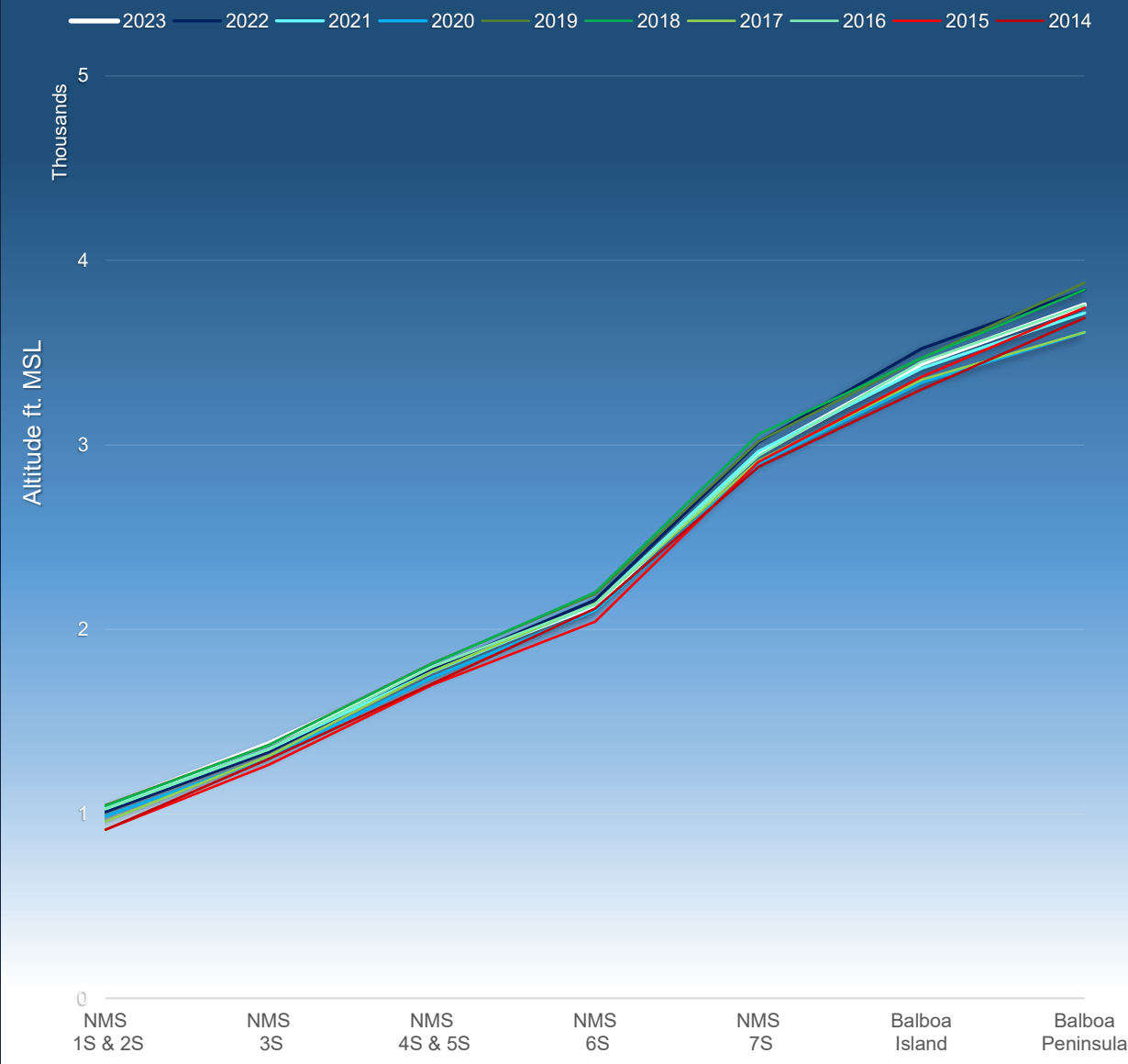
60

CARGO AIRCRAFT

FedEx Airbus 300-600

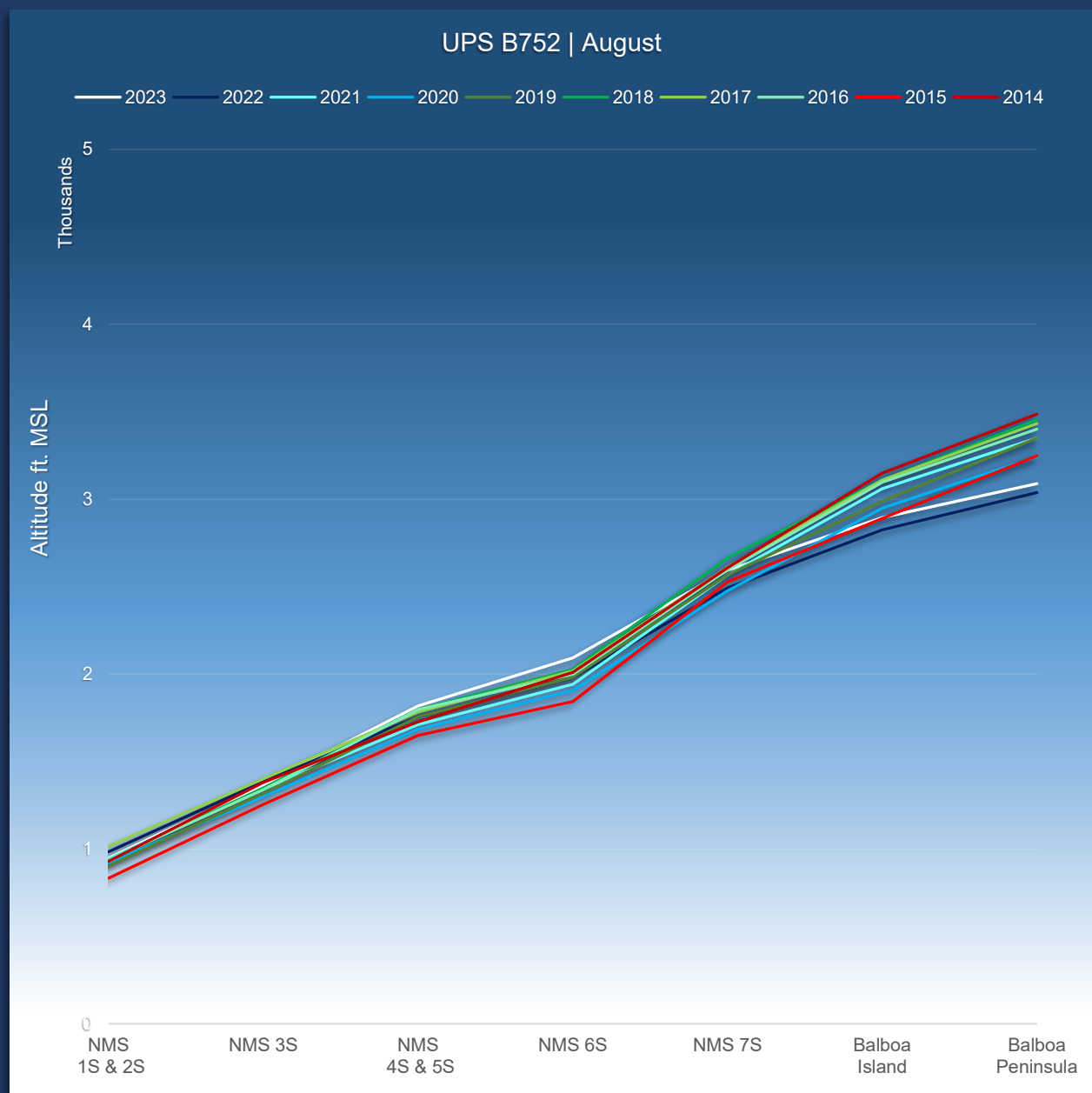
UPS Boeing 757-200

FedEx A306 | August



FedEx Airbus 300-600

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	1,038	1,381	1,788	2,128	2,953	3,440	3,759	23	296,247
2022	1,011	1,336	1,783	2,159	3,013	3,521	3,840	23	295,685
2021	1,027	1,349	1,768	2,136	2,965	3,414	3,716	22	303,296
2020	986	1,304	1,738	2,102	2,900	3,338	3,610	21	301,087
2019	1,047	1,374	1,815	2,191	3,018	3,471	3,879	22	288,239
2018	1,042	1,372	1,812	2,200	3,057	3,471	3,841	22	297,790
2017	958	1,313	1,769	2,139	2,913	3,352	3,611	23	297,721
2016	1,026	1,350	1,795	2,136	2,941	3,450	3,756	22	302,282
2015	913	1,265	1,698	2,041	2,907	3,368	3,744	21	298,418
2014	913	1,297	1,705	2,113	2,880	3,300	3,688	21	303,571



UPS Boeing 757-200

	Noise Monitoring Station (NMS)					Balboa Island	Balboa Peninsula	# of Ops	GTOW (lbs.)
	1S & 2S	3S	4S & 5S	6S	7S				
2023	948	1,365	1,817	2,093	2,594	2,894	3,089	18	192,139
2022	983	1,384	1,755	1,981	2,492	2,825	3,038	19	191,942
2021	945	1,341	1,711	1,941	2,566	3,060	3,350	18	193,711
2020	922	1,299	1,683	1,907	2,476	2,949	3,243	17	196,369
2019	903	1,317	1,756	1,981	2,566	2,988	3,349	17	190,565
2018	936	1,348	1,797	2,026	2,663	3,108	3,455	18	193,833
2017	1,016	1,401	1,782	2,017	2,611	3,110	3,432	19	193,963
2016	938	1,339	1,797	1,998	2,596	3,096	3,400	21	191,424
2015	832	1,254	1,649	1,842	2,527	2,889	3,248	17	198,035
2014	930	1,379	1,726	2,010	2,608	3,149	3,486	16	193,018

Altitude Trend Results

	NMS 1 & 2	NMS 3S	NMS 4S & 5S	NMS 6S	NMS 7S	Balboa Island	Balboa Peninsula
Commercial Aircraft							
Alaska Airlines Boeing 737-700				High			
Alaska Airlines Boeing 737-800						Low	Low
Alaska Airlines Airbus A320							
Allegiant Air Airbus A319						Low	
Allegiant Air Airbus A320							
American Airlines Airbus A319					High	High	High
American Airlines Airbus A320				High	High	High	High
American Airlines Airbus A321							
American Airlines Boeing 737-800				High	High	High	High
Breeze Airways Embraer 195							
Delta Air Lines Airbus A319							
Delta Air Lines Boeing 737-800							
Delta Air Lines Boeing 757-200							

	NMS 1 & 2	NMS 3S	NMS 4S & 5S	NMS 6S	NMS 7S	Balboa Island	Balboa Peninsula
Commercial Aircraft							
Frontier Airlines Airbus A320				Low	Low	Low	Low
Horizon Air Embraer 175						Low	Low
SkyWest Airlines Embraer 175							
Southwest Airlines Boeing 737-700							
Southwest Airlines Boeing 737-800							
Spirit Airlines Airbus A320			Low	Low	Low	Low	Low
United Airlines Airbus A319			High	High	High	High	High
United Airlines Airbus A320			High	High	High	High	High
United Airlines Boeing 737-700					High	High	
United Airlines Boeing 737-800			High	High	High	High	High
WestJet Boeing 737-700							

Altitude Trend Results

	NMS 1 & 2	NMS 3S	NMS 4S & 5S	NMS 6S	NMS 7S	Balboa Island	Balboa Peninsula		NMS 1 & 2	NMS 3S	NMS 4S & 5S	NMS 6S	NMS 7S	Balboa Island	Balboa Peninsula
Commercial Next Generation Aircraft															
Air Canada Boeing 737 MAX 8															
American Airlines Airbus A321 Neo															
American Airlines Boeing 737 MAX 8															
Breeze Airways Airbus A220-300															
Delta Air Lines Airbus A220-100															
Delta Air Lines Airbus A220-300															
Frontier Airlines Airbus A320 Neo															
Southwest Airlines Boeing 737 MAX 8															
Spirit Airlines Airbus A320 Neo															
United Airlines Boeing 737 MAX 8															
Commuter Aircraft															
Delux (JSX) Embraer 135															
Delux (JSX) Embraer 145															
SkyWest Airlines CRJ 7															
Cargo Aircraft															
FedEx Airbus 300-600															
UPS Boeing 757-200															

Low

Aircraft Speed

FAA Orange County Communities Virtual Public Information Workshop #1 - [53:00 - 56:50]

[FAA 14 CFR 91.117 Aircraft Speed](#)

FAA 14 CFR § 91.117 Aircraft speed

- a) Unless otherwise authorized by the Administrator, no person may operate an aircraft below 10,000 ft. MSL at an indicated airspeed of more than 250 knots (288 m.p.h.)

- a) Unless otherwise authorized or required by ATC, no person may operate an aircraft at or below 2,500 feet above the surface within 4 nautical miles of the primary airport of a Class C or Class D airspace area at an indicated airspeed of more than 200 knots (230 mph.). This paragraph (b) does not apply to any operations within a Class B airspace area. Such operations shall comply with paragraph (a) of this section.

Aircraft Speed

Thomas Gordon - FAA, Strategic Manager, SoCal TRACON

- <10,000 ft. aircraft are required <250 kts of indicated air speed
- Pilots are mostly in compliance
- Public websites are displaying “ground” speed not “indicated” air speed

Trey Turner – Technical Pilot, Southwest Airlines

- Air speed restrictions are covered by automation in the different departure profiles utilized by SWA
- He also agreed that “ground” speeds listed on public websites are different than “indicated” air speeds

Aircraft Speed

Heidi Williams – Director, Air Traffic Services & Infrastructure, NBAA

- Pilots are consistently being reminded to be vigilant to FAA regulations
- Pilots are generally concerned with being compliant when following ATC instructions and speed restrictions
- No pilot wants to incur a certificate action

Tamara Swann - FAA, Acting Regional Administrator, Western Pacific Region

- Worked in FAA Flight Standards District Office (FSDO)
- FSDO responsible to investigate non-compliance
- FAA cannot act against pilots based on the “ground” speed listed on public flight tracking & noise monitoring websites
- Reason: “Ground” speed is different than the “indicated” air speed

For more information:

OCAIR.COM



@johnwayneairport



@johnwayneair



@johnwayneair

January 22, 2024, Aviation Committee Comments

The following comments regarding the Newport Beach [Aviation Committee](#) meeting agenda are from:
Jim Mosher (jimmosher@yahoo.com), 2210 Private Road, Newport Beach 92660 (949-548-6229)

Item III. APPROVAL OF MINUTES Draft Minutes - October 16, 2023

Corrections to the draft minutes are suggested below as ~~strikeout~~ underline changes to the passages shown in *italics*.

Page 3, Item “b)”, bullet 1, opening: “*Barbara Lichman, Shareholder, Buchalter, and attorney for the (AWG), explained ...*” [remove parentheses]

Page 3, Item “b)”, bullet 1, last two sentences: “*AWG is challenging, as an off-airport population, the airport’s compliance with grant assurances. ~~This process was as~~ started by the prior airport director.*” [?]

Page 4, Item “c)”, bullet 3, last two sentences: “*There were ~~700 locations~~ seven “gates” used for the analysis, ~~using Gate. Gate A gate~~ is an ~~airport~~ imaginary ~~monitoring system for wide open space, vertical surface~~ that aircraft pass through. The distances to the noise monitor stations plus Balboa Island and the Balboa Peninsula were the latitude and longitude used for ~~distances and with Gate the gates.~~” [see slides 4 through 6 of the presentation attached to minutes]*

Page 4, Item “c)”, bullet 4: “*There are aircraft departure procedures for weather. ~~The aircraft model would be the Airbus 220 and Boeing 737.~~ The time flight management system is predetermined by the carriers and that ~~effects~~ affects the air speed throughout the country.*”

Page 5, bullet 1: “*There were ~~24~~ 39 carrier/aircraft analyzed” [Slide 12 introduces 24 commercial carrier/aircraft combinations, but Slide 37 adds 10 “next generation” combinations, Slide 48 adds 3 commuter combinations and Slide 52 adds 2 cargo aircraft.]*

Page 5, bullet 2: “*The speed restrictions are ~~covered~~ enforced by automation, and ~~different the~~ departures profiles ~~were~~ utilized.*”

Page 5, paragraph 2: “*Jim Mosher asked why the aircraft are not broadcasting their indicated air speed.*” [The comment refers to the transponder broadcasts. All aircraft do transmit their *ground* speed. Air speed seems to be transmitted only in areas where ground control requests it.]

Page 6, paragraph 1, sentence 4: “*One measure said if the noise increased, which it did with the increase in flights the Board of Supervisors was allowing, it would mitigate ~~the~~ with a new supplemental insulation program for the people who live closest to monitors 1, 2 and 3 near Santa Ana Heights.*”

Page 6, paragraph 5, sentence 1: “*Committee Member Stranberg stated he reviewed the new ~~Gulf Stream~~ Gulfstream jets.*”

Item IV.B.1. Report from County of Orange

Fly Friendly Program

Although I thought (perhaps mistakenly?) JWA’s [Fly Friendly](#) program was originally promoted as one in which GA pilots and the public could see in near real time how they were doing and

how they could improve, for most of 2023 the [results display](#) was stuck on “through November 2022.”

Late on the last business day of 2023, I received an emailed [press release](#) that the winners for calendar year 2022 had been announced in a [video](#), and the full results for that year (adding December 2022) would soon be posted. They have indeed, and there is even an [2022 Annual Report](#).

It may be nit-picking to point out we are now into 2024, and Fly Friendly has provided no information at all about how GA operators have been performing during any part of 2023.

It may also be unfair to point out the program’s many flaws. Among others:

1. The [scoring system](#) is difficult to understand and generally unverifiable. For example, the noise scores are based on some kind of average of readings at the seven noise monitors in Newport Beach,¹ but the data on which the score is based are not available for review, and factors such as how they are averaged is not explained.
2. The scores are reported only on a year-to-date basis, and cannot be downloaded or saved for later review or comparison. It is essentially impossible to tell if an operator did better one month than another.²
3. Since scores are reported only when an operator gets to 24 operations for the year, scores for most operators (including “winning” ones) won’t be seen until the end of the year (if at all). In addition, the 24 operations threshold to be recognized in the Fly Friendly program could be seen as an incentive for GA operators to operate out of JWA more frequently. For example, Baker Aviation, the runaway winner in Tier 3 (scoring 6.7 points above the runner-up, and higher than the Tier 1 and Tier 2 winners), ended 2022 with exactly 24 operations. Had they booked one less charter in 2022, their score would not have been reported, and they would have had no chance to win anything. Assuming they like being recognized, to stay in the running they are incentivized to be sure to go over 24 operations in future years.
4. The program essentially rewards owners of the potentially quieter jets on Fly Friendly’s preferred list.³ They are actually given bonus points for *owning* models rated as inherently quieter, even if they don’t operate them quietly. This further disadvantages owners of lower-rated models, who, have little chance of winning even if they outperform the “winners,” and so have little incentive to improve or even continue doing well.

The unfairness of this is most evident in “Figure 5 - Tier 4 Results (25 highest scores in this Tier)” on page 14 of the *2022 Annual Report*, where at least four operators (LJ-45 LLC [with a LJ45], Ithaca Charter, LLC [with a LJ45], Polar Bear Express [with a CL60] and Tuck Aviation LLC [with a CL60] had better scores before adding the 5-point “quiet

¹ Apparently, it is intended as a “Fly Friendly Over Newport Beach” program rather than an “Arrive and Depart Friendly” program.

² On its next to last page, the *2022 Annual Report* lists what appear to be monthly composite scores for all GA jets, not just those with publicly reported scores. It is not exactly clear how these were computed, but they appear to show extremely little, or no, month-to-month improvement as a result of the program.

³ See “Table 4 - Plus 10 Stage 5 Qualified Aircraft” on page 8 of the *2022 Annual Report*.

fleet” bonus⁴ than third-place winner FSB Vision Leasing 232 LLC [with a SF50]. They were outscored by 13 to 19 operators who were given the bonus simply for *owning* a plane that *could* do well, even though they (and the winner) actually performed worse.

5. It is also difficult to fathom why the winners are recognized in “Tiers” based on ownership (Part 135 versus individual registration) and number of annual operations. Someone can “win” in one Tier even though someone *not* winning in another tier may have demonstrated the same model of aircraft could be operated more quietly.

Given the unfairness of the competition, one might hope the operators will at least be told how they scored compared to all other operators of the same model of aircraft that they own.

What especially bothers me about the program is that I understand its primary purpose is to spread the word among GA pilots that there are ways to fly quieter. Yet: (1) the informational [page for GA pilots](#) using JWA does not appear to mention or provide any link to the Fly Friendly program, and (2) the [advice given](#) seems to be to follow the NBAA departure procedure, but likely it is being given without any empirical evidence it is the best procedure for JWA or the best for a particular aircraft model.

As to the latter point, one of the most frequent GA jets at JWA seems to be the Gulfstream IV. In Tier IV, different individual GLF4 operators achieved “Quiet Noise Departure” scores ranging from 31.0 for CFG Air LLC to 41.0 for Air Prestigio LLC. Shouldn’t someone be asking what Air Prestigio is doing different⁵ and tell CFG Air what it is so they could copy it?

A number of the other aircraft models show similarly wide swings in performance when operated by different owners. For example, CL60 “Quiet Noise Departure” scores from 35.7 by Wings Aloft Incorporated to 46.2 by Polar Bear Express; and FA50 scores from 20.3 (the lowest of all scores) by Nunya LLC to 35.6 by KP Aviation Management LLC. Has anyone investigated what KP Aviation is doing better and reached out to Nunya with that information?

Similarly, as I have pointed out in previous comments to the Aviation Committee, many of the jet departures that come shortly before JWA’s normal opening time of 7:00 a.m. (8:00 a.m. on Sundays) come from local charter carrier Regency Air. Although as a combination of that behavior and flying an inherently noisy aircraft (the BE40), they came out at the bottom of the Tier 1 rankings, they have nonetheless found (to avoid noise violations) a significantly quieter way of flying during the curfew hours than during the rest of the day. Has anyone asked if they could use their curfew hours procedure at other times? And does anyone know if whatever they are doing⁶ would be beneficial for other jet models?

⁴ The bonuses are mostly “0.0” or “5.0” points, but a few are “0.1,” “4.9” and others, even a “0.8.” Since an individual aircraft would seem to either be on the preferred list, or not, it is unclear what the fractional bonuses are based on.

⁵ Air Prestigio has a low “Nighttime Noise Reduction” score, so, like Regency Air, below, their good overall noise score might reflect their having found a way to fly quieter when they need to (to avoid curfew hour noise violations). It might also be noted that the [Fly Friendly brochure](#) says the “Nighttime Noise Reduction” score is based on the operator’s “*number of non-emergency flights during the [curfew] hours as compared to the previous calendar year.*” That differs from other descriptions that say it is based solely on the percentage of curfew hour operations during the current calendar year.

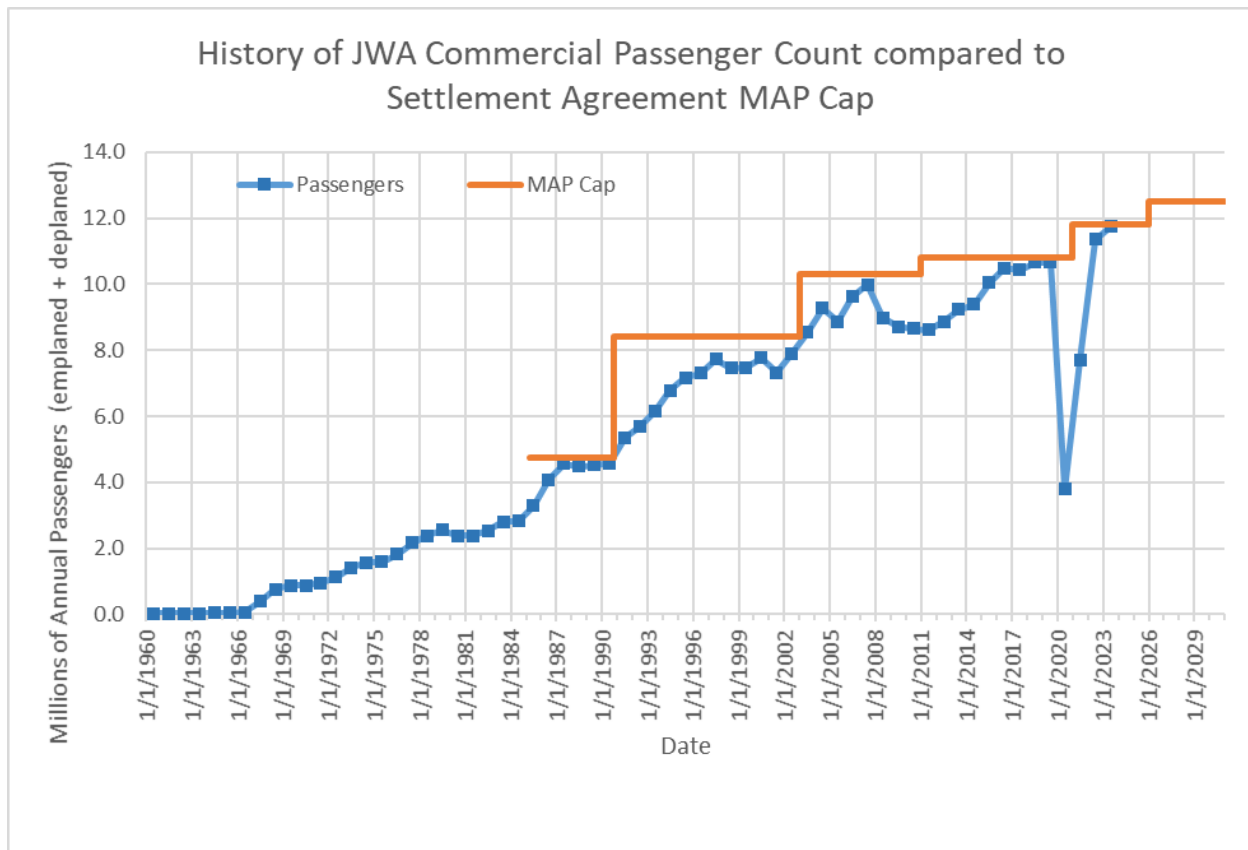
⁶ As noted in those earlier comments, what they do unique to the curfew hours appears to be trying to gain as much altitude as possible (and more than normal for them) before reaching NMS 1S and 2S,

2023 Million Annual Passenger cap

JWA's way, in 2023, of keeping the commercial passenger cap below the level required by the 1985 [Settlement Agreement](#) involved taking back, near year end, previously-promised flight and seat allocations. The disruptions this caused to holiday travel plans generated significant negative publicity for both the airport and the Agreement, including a front page, column one article in the November 28, 2023, edition of the *Orange County Register* and on trade sites like [SimpleFlying](#), and perhaps elsewhere.

The Settlement Agreement was portrayed as an outdated limit allowing a few privileged residents to force airlines to cancel previously-scheduled flights and have to apologize to the public for being unable to meet demand. I do not believe airport capacity limitations are unheard of, or that the Agreement, as implemented by the [Phase 2 Commercial Access Plan](#), needed to force flight or ticket cancellations.

The following chart shows the growth of commercial passenger traffic at JWA from the introduction of commercial jet travel in the late 1960's.



It shows there have been many periods (1988-1991, 2000-2003, 2007 and 2016-2019) in which the Settlement Agreement MAP cap placed an effective lid on passenger growth without (as far as I can recall) needing year-end flight cancellations.

I suspect the current problem stems from an increasing culture among JWA staff of hoping to end the year within a tiny fraction of the cap, and promising flights in anticipation of that – in

cutting back power, and then likely staying at the low power setting without particular concern for subsequent altitude or speed.

2023, after cutbacks, ending at 11,741,325 passengers, or 99.5% of the 11.8 million allowed – and making those promises ever earlier in the process, setting themselves up for a need to make corrections if the guesses were wrong.

By contrast, in earlier decades, ending the year at around 95% of the Settlement Agreement cap appears to have been regarded as “good enough” and a “success.”

The culture of wanting to end at 98 or 99% of the cap seems to be something that started after 2016 and accelerated in 2018 and 2019.

Last year, despite increasing concern over the unpredictability of future passenger demand, the chance of mis-allocating and going over the cap was compounded by the Access and Noise Office’s decision to send letters on April 7, the earliest ever, asking carriers to submit their complete flight and seat requests for all of calendar year 2024 by April 28, 2023. That was more than a bit strange, since Section 3.3.2(a) the Access Plan assures carriers they until 150 days before the start of the year – or August 4 – to submit their Annual Seat Capacity Allocation Request Form.

Moreover, while the carriers are asked to predict not only how much of their base allocation they expect to use, but also how many supplemental seats they may want, Section 4 of the Plan seems to anticipate that the actual award of the supplemental seats will only come on a quarterly basis, when conditions are better known.

It might additionally be noted that while JWA staff is likely to say much about the difficulty of predicting “load factors” (the ratio of seats filled to seats available), and how that played into the need to pull back promised seats, the term “load factor” (or the need to predict it) does not appear anywhere in the Plan. Instead, even though the goal is to allocate passengers, it refers to allocating “seats” and sometimes “presumed seats,” with the meaning of the latter never clearly defined (saying only it is not the same as actual seats).

If what JWA is allocating under the Plan is “presumed seats,” and that means seats presumed to be filled with passengers, then JWA would effectively be telling the carriers how many passengers they will be allowed during the plan year, and I would think things would go much more smoothly.

If that is not what the Plan means, I would think the Settlement Agreement signatories, to avoid future bad publicity, would be amenable to allowing the County to amend it to more clearly allocate passenger quotas rather than seat quotas. If each carrier has a number they know they cannot go over, they can adjust their schedules accordingly, and JWA itself would not need to make year-end capacity withdrawals.

Item V. PUBLIC COMMENTS ON NON-AGENDA ITEMS AND ITEMS FOR FUTURE AGENDAS

GANO Noise Violations

In my written comments to the Aviation Committee at its October 16, 2023, meeting, I noted a lack of clarity as to how JWA tracks and enforces violations of the County’s [General Aviation Noise Ordinance](#), which is supposed to impose on three-time repeat violating owners and operators a denial of use of the airport for three years.

On January 1, still lacking clarity, I placed the County's second [Public Records Act request](#) of 2024. I asked to see *"a list of aircraft, pilots, owners and operators currently banned from operating at John Wayne Airport by virtue of having violated the County's General Aviation Noise Ordinance. Ideally the list would include the dates and times of their violations, and the date on which their ban from the airport ends."*

On January 11, without any further explanation, I received, the following "DOU List as of January 9, 2024.pdf":

**General Aviation Aircraft
Denied Use of JWA**

Tail Number	A/C Type	Denied until:
N96AP	CRJ2	04/04/2024 (Curfew denial only)*
N96DD	C25A	07/18/2024 (Curfew denial only)*
N852FR	PC12	05/07/2026 (Curfew denial only)*
N854KT	BE33	06/19/2026 (Curfew denial only)*
N327NM	C510	08/06/2026 (Curfew denial only)*
N2660U	C421	9/23/2024
N421G	C421	3/20/2025
N370RS	GLF4	9/7/2025
N619A	GLF4	2/12/2026

IF ANY AIRCRAFT ON THIS LIST IS OBSERVED AT JWA, CONTACT JWA OPERATIONS AT (949) 252-5000.

*Denied use only during curfew hours; daytime ops OK.
Bold print indicates the most recent addition or change.

For each of these, I was able to locate, in JWA's [Detailed Noise Event Reports](#), a noise limit violation by the listed aircraft on the day three years prior to the "Denied until" date listed. And the length of the list seems consistent with the small number of three-time violations listed in JWA's [GANO Semi-Annual Reports](#).

However, if this is the full extent of GANO sanctions currently in effect at JWA, there are a number of problems with this.

1. More than half those on the list (and all reaching a third violation since February 2023⁷) were sanctioned *only* by denying use of their airport during the curfew hours. It is unclear how that arose since [Sec. 2-1-30.8](#) of the GANO is clear the punishment for accumulating three violations in three years is *complete* denial of use of the airport for three years.

Although [Sec. 2-1-30.14](#) allows the Director to grant relief on appeal, it says nothing about a possible alternative punishment of being denied use only during curfew hours. The distinction is important because the prospect of being denied complete use of the airport was intended as a strong deterrent against noisy operations during the curfew

⁷ Only one of the three aircraft sanctioned since February 2023 was a jet; the other two being a propeller and a turboprop model.

hours. Since few operations occur during the curfew hours, denying the right to enjoy an already rare arrival or departure during those hours is not a very serious consequence.

2. Equally importantly, the PDF lists only aircraft. Yet [Sec. 2-1-30.8](#) of the GANO clearly places the onus of violations on owners and operators, both of which can own or operate multiple aircraft, and both can be corporations, in which case the stigma of the violation extends to violations committed by aircraft owned or operated by affiliated corporations.

While the aircraft can also be denied use, that is secondary and [Sec. 2-1-30.9](#) allows them to be reinstated under a new owner or operator.

Tracking only noise-violating aircraft without investigating who the owner or operator is, and without investigating whether other aircraft associated with the owner or operator have committed violations greatly diminishes the scope of the ordinance and the imposition of sanctions.⁸

For example, according to FAA records, the last aircraft on the list, N619A is [registered](#) to [Avire LLC](#) of West Hollywood, which owns four other Gulfstream IV's. Did any of those have violations in the last three years? Additionally, ADS-B Exchange [identifies](#) N619A as having flown as PEG19 when it committed its third violation on February 12, 2023, which would associate it with [Pegasus Elite Aviation](#), a "Tier 1" charter operator in JWA's [Fly Friendly scoring](#) for 2023. In turn, the FAA's list of [Part 135 certificated operators](#) shows Pegasus having 13 aircraft, mostly Gulfstreams, authorized for charter operations (although, oddly, N619A is not one of them). The public can only guess why other aircraft owned by Avire or operated by Pegasus have not been denied use.

Even if it were correct to track violations only by aircraft rather than by owners and operators, public verification of compliance is difficult because of the ANO's erratic reporting of noise and operational data. Aircraft frequently go unidentified in the posted [Detailed Noise Event Reports](#), and even more often in [WebTrak](#), where it appears no identifying information is displayed for those whose owners have paid for its suppression through the FAA's [LADD program](#).

⁸ [Mark Sanchez](#), the County counsel currently serving the [Airport Commission](#), insists [Sec. 2-1-30.11](#) and [Sec. 2-1-30.12](#) of the GANO associate GA noise violations with the pilot, only. That is a highly questionable reading, but the table provided does not list pilots and provides no evidence the ANO investigates whether the same pilot committed violations flying other aircraft.



CITY OF NEWPORT BEACH
MINUTES of the
AVIATION COMMITTEE
(draft until approved by the Committee)

MEETING DATE & LOCATION: Monday, January 22, 2024, 5:00 p.m., Civic Center Community Room, 100 Civic Center Drive, Newport Beach, CA 92660

ATTENDANCE:

Committee membership:

Mayor Noah Blom, Chair
Council Member Lauren Kleiman, Vice Chair
Nancy Alston – SPON Representative
Elizabeth Braley – District 3 (absent)
Jeffrey Cole – District 6
Jeff Herdman – SPON Representative
Julie Johnson – CAANP representative
Anthony Khoury – AWG representative
Stephen Livingston – General Aviation
Hugh Logan – District 7 (excused)
Sharon Ray – District 2
Ron Rubino – District 4
Jack Stranberg – Member at Large
Drew Teicheira – District 1
Cameron Verdi – District 5
VACANT – Newport Coast Representative

Staff: Assistant City Manager Tara Finnigan, City Attorney Aaron Harp, and Executive Assistant to the City Manager Jennifer Biddle

I. CALL MEETING TO ORDER

Chair Noah Blom called the meeting to order at 5 p.m.

II. ROLL CALL

Committee Member Elizabeth Braley was absent; and Committee Member Hugh Logan had an excused absence.

III. APPROVAL OF MINUTES

Motion to approve the minutes of the October 16, 2023, meeting as presented will be postponed until further review of Jim Mosher's comments.

IV. CURRENT BUSINESS

A. New Committee Member Welcome

Mayor Blom introduced new committee member and SPON representative Jeff Herdman. Mr. Herdman replaced Committee Member Nancy Alston.

B. Oral Reports

1. Report from County of Orange – County of Orange representative will provide updates on the Fly Friendly Program and the 2023 Million Annual Passenger cap.

Nick Anas, chief of staff for the office of Orange County Supervisor Katrina Foley, discussed the first round of winners for the Fly Friendly program, and said the promotional video was posted on the website. He thanked Newport Beach for partnering with the County. He noted there was a historic level of travel nationwide in 2023 and unprecedented passenger numbers in Orange County. The County authorized the airport director to work with the airlines so they did not exceed the annual passenger cap. He also mentioned the electrical vertical takeoff and landing (eVTOL) chargers that will be installed in the general aviation area of the airport.

Airport Director Charlene Reynolds explained that Clay Lacy and Joby announced on January 23, 2024 that they had formed a partnership and the eVTOL charging infrastructure will be added to Clay Lacy's new facility and that two of its parking spaces would be designated for eVTOL. If the vehicles get certified by the FAA, they would operate under Part 135 and the airport would have to provide access for them. In regard to the Million Annual Passenger cap (MAPCAP), conversations began with the carriers in August about pulling back some capacity.

Nick Gaskins, JWA access & noise manager, also discussed the annual passenger cap and the Fly Friendly program. The MAPCAP is 11.8 million annual passengers through 2025, with the potential of up to 12.5 passengers in 2026. The historical load factor (number of people in seats) over 12 months, is used for determining allocations. Since July 2023, there was a 7% increase in the annual load factor from what was projected. All of the carriers were asked to give back some capacity.

Mr. Gaskins said the Fly Friendly program was launched in August 2022. The purpose is to educate pilots and recognize their efforts in reducing noise and environmental impacts. There are four tiers for the program and scoring elements. The pilots are scored on quietest departures, nighttime noise reduction, environmental stewardship and sustainability, and engagement. More information is provided on the airport's website.

There was a brief presentation on the Fly Friendly program.

Committee Member Jeffrey Cole asked about the winner's list and Committee Member Ron Rubino asked if any enthusiasm built throughout the year. Mr. Gaskins stated the effects should be seen within two to three years. Pilots are requesting more information.

Committee Member Julie Johnson asked if the City would acknowledge the winners and Chair Blom said yes.

Committee Member Cameron Verdi asked questions about the MAPCAP. Mr. Gaskins said the process is part of the Access Plan.

Committee Member Stephen Livingston asked about reducing capacity and if flights were canceled. Mr. Gaskins stated that the number of seats is reduced and yes, flights were canceled.

Committee Member Stranberg suggested that the video should be updated to include owner-operators.

Chair Blom stated the newer planes have a larger load capacity and more seats. The newer aircrafts are also quieter.

Jim Mosher commented on the MAPCAP and the Fly Friendly program. He said passenger growth for jets at JWA has been restrained due to the MAPCAP. He also mentioned some problems with the Fly Friendly program.

2. Chair's Report – Chair Noah Blom will provide an update on the Federal Aviation Administration (FAA) Reauthorization process and other City aviation-related activities.

Chair Blom explained that the Senate and House approved a continuing resolution to fund the government, which includes extending the FAA's funding through March 1.

Regarding the FAA Reauthorization Bill, it is currently held up because there have been disagreements in the Senate over pilot retirement age. However, the grounding of the 737 Max 9 by the FAA has put new pressure on Congress to move the bill through. Once each Chamber has its approved bill, they will come together to reconcile the two bills and the combined bill will need to be approved by both chambers.

Chair Blom said that City representatives would return to Washington, D.C. this spring to try to get questions answered and advocate for cities and counties to have role in the implementation of Advanced Air Mobility.

He added that in the interest of sharing the good work happening in the community, a representative of each of the three community groups that are part of the Aviation Committee will have an opportunity to update the committee on their respective organizations' activities.

3. Vice Chair's Report – Vice Chair Lauren Kleiman will provide a status update on efforts that she and Committee Member Jack Stranberg are taking in regard to air carrier fleet transition.

Vice Chair Kleiman said that she and Committee Member Stranberg have been working with the air carriers in regard to fleet transition. The most recent meeting with the carriers was positive.

Committee Member Stranberg stated that the fourth quarter is the busiest time for the airlines for working on the seat allocation process. He said the certification of the Max 7 should be approved in late April. He explained that it takes airlines 5-6 months to integrate new equipment into their fleets.

In regard to mergers and acquisitions, JetBlue wanted to acquire Spirit Airlines; however, a federal judge ruled against the merger. The Hawaiian-Alaskan acquisition will merge operations but they will continue to brand two different airlines.

Committee Member Stranberg added that two major locations for noise mitigation studies are Amsterdam and Charles-de-Gaulle and he is interested in reviewing the reports.

4. Airport Working Group (AWG) Update - Mel Beale, president, Board of Directors, will provide an update on AWG's activities.

Committee Member Khoury provided the AWG report. He said the Commercial Aviation Workshop scheduled for February 6, 2024, has been postponed and announced that the AWG annual meeting will be held on February 5, 2024.

Committee Member Johnson asked if AWG has met with the airlines and Mr. Khoury said they have workshops scheduled 1-2 per year. A meeting is scheduled for April.

5. Citizens Against Airport Noise and Pollution (CAANP) Update - Julie Johnson, member, Board of Directors, will provide an update on CAANP's activities.

Committee Member Johnson explained the focus of the citizen's group, CAANP. The organization is currently working on gathering and reviewing the health and environmental studies on the impacts of NextGen. She said CAANP's goal is to help find solutions and ways to mitigate the impacts. CAANP is also updating its website.

6. Still Protecting Our Newport (SPON) Update - Jeff Herdman, member, Board of Directors, will provide an update on SPON's activities.

Committee Member Herdman stated SPON has been working on community outreach and education. The Board of Directors is also in the process of updating the organization's annual Strategic Plan. SPON also continues to stay on top of aviation issues.

C. Advanced Air Mobility Overview and Discussion

Kevin Karpe of Diverse Vector Aviation presented an overview of advanced air mobility and an update on planning efforts being made toward its implementation.

Mr. Karpe stated that Advanced Air Mobility (AAM) is a transportation system that moves people and property by air between two points using advanced technology, including electric and vertical takeoff aircraft. Operational planning and integration of eVTOL aircraft is being developed by entities including NASA, FAA's office of NextGen, and the FAA Air Traffic Organization.

Prior to beginning any flights of eVTOL aircraft, companies will need to attain a FAA aircraft certification. Private companies are currently developing these aircraft. Operational activities will begin with low density flights which will scale over time.

These aircraft will be required to comply with all existing Federal Aviation Regulations (FARs), for communication, navigation and surveillance. Requirements may include utilizing existing helicopter routes, using designated landing areas at airports, receiving clearance from air traffic control, and complying with FAA Minimum Safe Altitudes that are listed in FAR Part 91.

Building vertiports and other takeoff and landing areas will require specific infrastructure such as regulated parking areas and electric charging stations. Community engagement important.

Committee Member Drew Teicheira asked about vertiports.

Committee Member Sharon Ray referenced the FAA's and the Department of Transportation's planning efforts as well as the City of Los Angeles' work on AAM. She expressed concerns about altitudes and rules and regulations. She also expressed concern regarding aircrafts flying over the beach.

Chair Blom stated that we want to be a part of this and we need to get some answers for our community.

Assistant City Manager Finnigan stated this has been a topic for a couple of years but there's still a lot of work that needs to be done.

Committee Member Stranberg stated he is concerned about the near term and the proximity on or near an airport.

Committee Member Johnson asked if Mr. Karpe's presentation would be posted.

Scott Cutshall, Senior Vice President at Clay Lacy, explained that as one of the two full-service FBO's at the airport, they are required to provide ground handling and fuel services to all general aviation aircraft that arrive at the airport. They are always looking at the future, which includes electric flights. It would be responsible to put the power in the ground now so when the planes are certified, the power will be available at JWA to recharge them. They are committed to continuing on the path to sustainability and working with the County and the airport, in accordance with federal regulations.

Mr. Beale discussed issues with the V22 Osprey.

V. PUBLIC COMMENT'S ON NON-AGENDA ITEMS AND ITEMS FOR FUTURE AGENDAS

Jim Mosher stated the Fly Friendly program creates competition tiers among operators based on frequency of use. It would be more productive for our city and flights to have it be a competition between operators of the same aircraft model. Those who do poorly, under the General Aviation noise ordinance, are supposed to be penalized. He requested a list of past violators, and it consists of only 9 violators which only list the aircraft, not the operator.

VI. NEXT MEETING – April 15, 2024

VII. ADJOURNMENT

Chair Blom adjourned the meeting at 6:41 p.m.

Presented to:

Newport Beach Aviation Committee

Access & Noise Office Update

Presented by:

Nikolas Gaskins

JWA Manager, Access & Noise

January 22, 2024

2023 Capacity Allocation & Million Annual Passenger Limitation

Million Annual Passenger (MAP) Limitation

Settlement Agreement

- Current Term: 1/1/16 – 12/31/30
 - ✓ 11.8 MAP thru 12/31/25
 - ✓ Potentially, 12.5 MAP from 1/1/26 thru 12/31/30

Plan Year 2023 Capacity Allocation MAP Projection

- Process for Plan Year (PY) 2023 began in July 2022
- Several factors considered when determining Carrier projected load factors (LF) for PY 2023:
 - 2022 YTD (through June 30) monthly LF were trending low to mid 80%; annual LF was approximately 77.3%
 - Annual LF was down 8.8% from PY 2019, and up 0.1% from cumulative PY 2018-2022.
- As a result, two projected LF were applied for the PY 2023 MAP projection:
- If Carrier's projected LF (2018-2022 avg. annual LF) was:
 - ✓ $\leq 77\%$, a load factor of 77% was applied
 - ✓ $\geq 77\%$, a load factor of 82% was applied
- Forecasted PY 2023 MAP w/cumulative LF of 80.02% → **11,655,759**

2023 Seat Withdrawal Timeline

- In July 2023, Airport staff identified the potential of exceeding 11.8 MAP limit
- Historical fluctuations of high/low seasons not as pronounced in 2023
- Airport staff continued seeing steady increases of passengers and consistently full planes
- 2023 YTD (through July 31) annual LF was **85.5%**
 - ✓ *Annual LF in PY 2022 through June 30 was **77.3%***
- Most carriers were seeing record or near-record LF during PY 2023, at JWA and at airports across the country

2023 Seat Withdrawal Timeline *(cont'd)*

- August 11, Airport Director sent letter to Carriers requesting voluntary reduction of Seat Capacity due to increased LF and potential of exceeding 11.8 MAP
- September 5, Airport staff determined JWA would need an additional 300,000 seats reduced to remain below the 11.8 MAP limit
- The two voluntary seat returns equated to a total of 45 Seat Blocks (13,000 seats in each block = approx. 616,641 seats), listed in Appendix D of the Access Plan
- Carriers made necessary adjustments to their flight schedules in September through December

Commercial Air Carrier	Total (Seat Blocks 1-45) Seats	(Voluntary) Officially Returned Seats
Southwest	299,000	299,000
American	91,000	91,000
Alaska/Horizon	117,000	88,000
United	78,000	80,817
Carriers Not Listed in Appendix D (<u>NOT REQUIRED</u> by SEAT BLOCK WITHDRAWAL LIST)		
Allegiant	-	15,000
Breeze	-	21,712
Spirit	-	21,112
TOTALS	585,000	616,641

(Voluntary reduction efforts are displayed above, 1-45)

2023 Seat Withdrawal Timeline *(cont'd)*

- On September 8 and October 16, the Airport Director notified the Orange County Board of Supervisors (Board) of the Airport's current situation and the potential implementation of a Mandatory Seat Withdrawal
- By October 31, Airport staff did not identify a sufficient decrease in monthly passenger totals between August and October
- Airport staff concluded that a mandatory seat withdrawal was necessary
- On November 7, the Board granted authority to the Airport Director to conduct Mandatory Seat Withdrawals consistent with Section 6, Appendix D of the Phase 2 Access Plan

2023 Seat Withdrawal Timeline *(cont'd)*

- Airport Director notified the affected Carriers of a Mandatory Seat Withdrawal for ten (10) Seat Block positions on December 1, and for five (5) Seat Block positions on December 8
- Airport staff was in constant/close coordination with all Carriers, and continuously monitored day-to-day operations/passenger traffic for the remainder of PY 2023

2023 Seat Withdrawal Timeline *(cont'd)*

- Through Airport and Carrier coordination and cooperation, the PY 2023 MAP total remained below the 11.8 MAP
- PY 2023 MAP Total → **11,741,325**
- PY 2024
 - **83.46%** airport-wide annual LF utilized for PY 2024
 - **85.1%** airport-wide annual LF for PY 2023
 - Airport staff and Carriers met Friday, January 19, to discuss PY 2024 projections and course of action

John Wayne Airport General Aviation Jet Operators Fly Friendly Program

John Wayne Airport's Fly Friendly program helps care for our surrounding communities by providing education to General Aviation jet operators and celebrating their voluntary efforts to reduce measurable noise and offset impacts on the environment through an annual awards process.

Program Development

- Monthly meetings began in May 2021 for voluntary GA jet operator Fly Friendly Program development
- Initiated by Fifth District County Supervisor, Katrina Foley
 - ✓ Representatives included Supervisor Foley's JWA Advisory Group, City of Newport Beach and its Aviation Committee; Aircraft Owners and Pilots Association (AOPA); National Business Aviation Association (NBAA); SNA Chapter of the SoCal Pilots Association; current full-service Fixed Base Operators (FBOs); JWA's technical consultant and Fly Friendly software developer; and JWA staff
- Launched August 2022

Fly Friendly Program Goals

- Educate General Aviation (GA) jet operators about ways to reduce their noise at and around the airport, as measured by JWA's Noise Monitoring Stations (NMS)
- Encourage operators to voluntarily adopt more sustainable aviation practices and technologies that help contribute towards reducing environmental impacts from aircraft
- Score these voluntary actions and honor participants with the top three (3) highest scores in each tier through an annual recognition initiative

Fly Friendly Program Operators

- **Tier 1:** Part 135 Operators 1 – 15 (top 15 in terms of annual operations)
- **Tier 2:** Part 135 Operators 16 – 30
- **Tier 3:** Part 135 Operators 31 – those having at least 24 annual operations (12 arrivals and 12 departures)
- **Tier 4:** N-Number Operators – those having at least 24 annual operations (12 arrivals and 12 departures)

Fly Friendly Scoring Elements

1. Quietest Departures: **75 Points**
2. Nighttime Noise Reduction: **25 Points**
3. Environmental Stewardship & Sustainability: **(up to) 5 Bonus Points**
4. Most Engaging: **(up to) 5 Bonus Points**

Fly Friendly Scoring Elements *(cont'd)*

- Quietest Departures: **75 Points**
 - ✓ Awards points to GA jet operators whose aircraft produce the least amount of measurable noise on departure over the full initiative year, as verified by the Airport's noise monitoring system data.
 - ❖ Technical: Modify existing aircraft; acquire and utilize newer, quieter aircraft
 - ❖ Operational: Fly aircraft in accordance with the quietest GA jet departure procedure for JWA (National Business Aviation Association's Standard Noise Abatement Departure Procedure)

Fly Friendly Scoring Elements *(cont'd)*

- **Nighttime Noise Reduction: 25 Points**
 - ✓ Awards points to GA jet operators who are able to demonstrate the highest voluntary reduction in their number of non-emergency flights, when safely possible, during the following nighttime/early-morning hours as compared to the previous calendar year
 - ✓ If possible, avoid operating during hours listed below:
 - ❖ Departures: 10 p.m. to 7 a.m. Mon-Sat and 8 a.m. Sun
 - ❖ Arrivals: 11 p.m. to 7 a.m. Mon-Sat and 8 a.m. Sun

Fly Friendly Scoring Elements *(cont'd)*

- **Environmental Stewardship and Sustainability: (up to) 5 Bonus Points**
 - ✓ Awards points to operators who contribute up to \$4,500 per calendar year to support:
 - ❖ The production of native plants for use in ecological restoration and habitat enhancement projects in canyon areas impacted by wildfires through the Irvine Ranch Conservancy; and/or
 - ❖ The restoration of native wetland habitats in the Newport Bay Ecological Reserve and Nature Preserve through the Newport Bay Conservancy at newportbay.org/donate

Fly Friendly Scoring Elements *(cont'd)*

- **Most Engaging: (up to) 5 Bonus Points**
 - ✓ Awards points to GA jet operators who voluntarily implement outreach and education efforts themselves such as:
 - ❖ Providing noise abatement education to pilots;
 - ❖ Distributing Fly Friendly program toolkit materials in the community;
 - ❖ Attending up to (five) 5 meetings per year of any Orange County community meeting focused on aviation impacts.

Fly Friendly Program Webpage & Scoring Dashboard

- Program Description
- Scoring Methodology
- Promotional Toolkit
- Pilot Quick Card
- Scoring Report Dashboard
- Additional Resources

Scoring Report

JWA
FLY FRIENDLY

Selection

YEAR
2022

TIERSTIER 1
TIER 2
TIER 3
TIER 4

FLY FRIENDLY RATING
Top Scores 100.00
Constant Scores 79.69
Low Scores 64.69

Data present in interim periods are preliminary results with final results confirmed after the Fly Friendly year is complete.

01/05/2024

2022 YEAR END

FLY FRIENDLY - OVERALL SCORE

OPERATORS				QUIETEST DEPARTURES				NIGHTTIME NOISE REDUCTION	ENVIRONMENTAL STEWARDSHIP & SUSTAINABILITY	MOST ENGAGING	TOTAL SCORE
Call Sign / N-Number	Operator	Total Ops	Primary Aircraft Type	Quietest Departure Noise Score (50 Points)	Minimum Higher Noise Events Score (20 Points)	Quietest Fleet Score (5 Points)	Quietest Departure Total Score (75 Total Points)	Nighttime Noise Reduction Score (25 Points)	Environmental Stewardship & Sustainability (Up to 5 Points)	Most Engaging (Up to 5 Points)	Total FLY FRIENDLY Score (100 Points)
FTH	Mountain Aviation	455	C750	42.8	19.3	4.6	66.6	24.7	0.0	0.0	91.3
EJA	NetJets Aviation	6,345	C68A	38.1	18.9	2.6	59.6	24.9	0.0	0.0	84.5
TIV	Thrive Aviation	316	C25B	38.2	19.5	1.9	59.6	24.2	0.0	0.0	83.8
XQJ	XQJet	492	C750	38.3	18.4	2.4	59.1	24.5	0.0	0.0	83.6
LXJ	Bombardier Flexjet	2,082	CL30	37.3	18.8	2.5	58.5	23.8	0.0	0.0	82.3
PJT	Pacific Coast Jet	156	C25B	36.8	18.7	1.4	57.0	25.0	0.0	0.0	82.0
SIS	Silver Air Airlines	183	CL30	36.9	18.3	1.2	56.4	25.0	0.0	0.0	81.4
PFT	Paragon Airways	1,152	C56X	39.1	19.5	1.1	59.7	20.9	0.0	0.0	80.5
EDG	Jet Edge	417	GLF4	37.6	18.2	0.0	55.8	24.7	0.0	0.0	80.5
PEG	Pegasus Elite Aviation	161	GLF4	35.9	17.9	0.6	54.4	25.0	0.0	0.0	79.4
TWY	Sunset Aviation	236	CL30	37.6	17.9	0.2	55.7	23.4	0.0	0.0	79.1
EJM	Executive Jet Management	604	F2TH	34.9	16.5	0.7	52.1	25.0	0.0	0.0	77.1
KFB	STajets	373	GLF4	35.0	17.0	0.0	52.0	25.0	0.0	0.0	77.0
DPJ	Wheels Up Private Jets	240	BE40	34.8	15.7	0.0	50.6	24.5	0.0	0.0	75.0
RGY	Regency Airlines	1,070	BE40	33.7	16.5	0.0	50.2	18.1	0.0	0.0	68.3

64%

Microsoft Power BI

Fly Friendly Program 2022 Recognition Winners

Fly Friendly Program 2022 Recognition Winners

For more information:

OCAIR.COM



@johnwayneairport



@johnwayneair



@johnwayneair

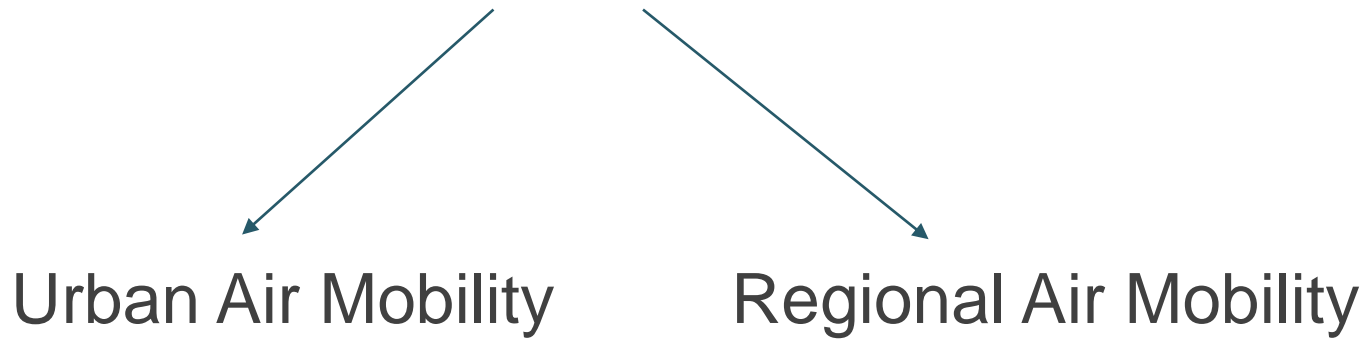
ADVANCED AIR MOBILITY OVERVIEW

Prepared by Kevin Karpe – Diverse Vector Aviation



What is Advanced Air Mobility?

Advanced Air Mobility (AAM)



AAM COORDINATION AND LEADERSHIP ACT

(P.L. 117-203, 136 STAT. 2227, OCTOBER 17, 2022)

“AAM is a transportation system that moves people and property by air between two points in the United States (U.S.) using aircraft with advanced technologies, including electric aircraft, or electric vertical takeoff and landing (eVTOL) aircraft, in both controlled and uncontrolled airspace.”



Electric Vertical Take Off and Landing (eVTOL)



Source: Shutterstock – Aerospace Trek



Advanced Air Mobility Planning

NASA

NASA/TM-20220008917



UAM Airspace Research Roadmap Rev 1.2

*Jan Levitt, Nipa Phojanamongkolkij, Adam Horn
Langley Research Center, Hampton, Virginia*

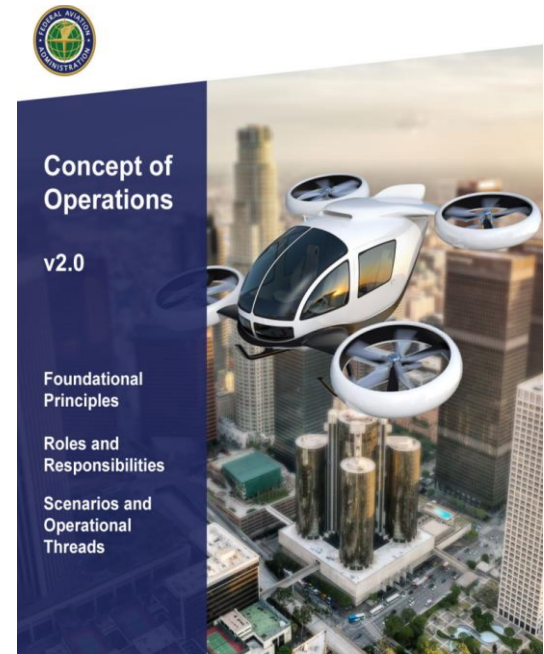
*Kevin Witzberger
Ames Research Center, Moffett Field, California*



FAA Office of Next Gen



FAA Air Traffic Org.



Requirements Prior to Beginning Operations / Concurrent FAA Workstreams

- Aircraft Certification
- Pilot Training and Certification
- Noise Certification Basis for AAM
- Airspace and Air Traffic Management Design and Procedures
- Community Engagement



Steps for Near-Term, Mid-Term and Mature Operations

- Near-Term
 - Exploratory operations, type certified aircraft, early FAA procedures development
 - Low-density scheduled commercial operations in urban areas and around airports
- Mid-Term
 - Medium-density scheduled and unscheduled commercial operations using an increased number of vertiports and routes in specific geographical areas
 - Medium-density scheduled and unscheduled commercial operations in an AAM network. Fully remotely-piloted operations are supported.
- Mature Operations
 - Mature AAM ecosystem, characterized by high density scheduled, unscheduled, and on-demand operations



Initial Operating Requirements

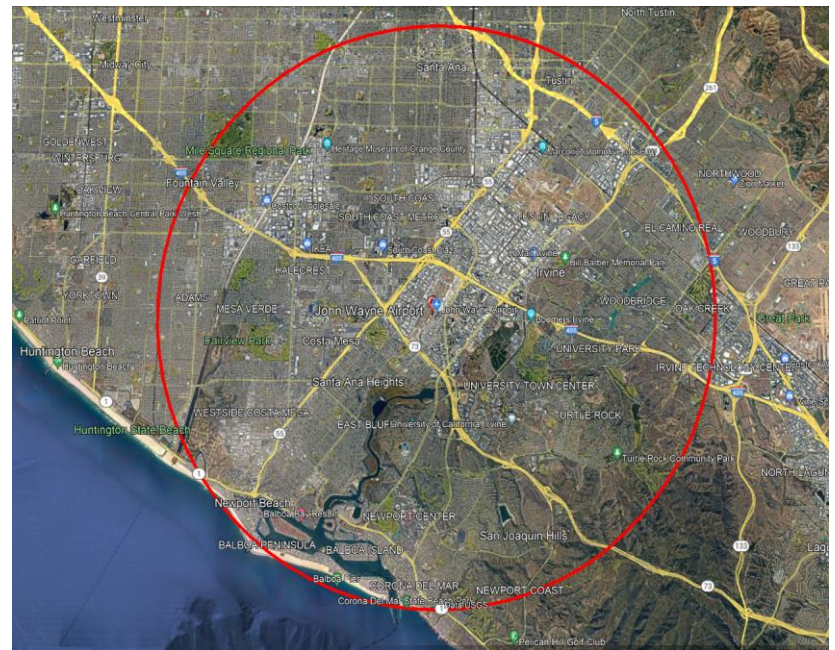
- AAM operators are expected to comply with existing communication, navigation, and surveillance (CNS) requirements for the airspace in which they will operate, and in relatively close proximity to or directly on airports.
 - This means that AAM aircraft will operate predominantly in or around Class B and C airspace.



John Wayne Airport- Class C Airspace



Source: Airnav.com



Source: Google Earth



Existing Navigation

- Visual Flight Rules (VFR)
- Use of Current Routes and ATC Procedures
- Existing Communication Methods
- Helicopter Routes



Infrastructure

- Adequate AAM Aircraft Parking Zones for Loading/Unloading
- Rescue/Fire Fighting Services
- Charging Stations
- Per FAA - Unlikely, but possible, for new Vertiports to built by 2028
 - Existing facilities would be modified to accommodate UAM eVTOL aircraft



FAA Webinar Series

A New Era of Aviation: An AAM Webinar Series -
<https://www.faa.gov/air-taxis/webinars>



MORE INFORMATION NEEDED / MORE WORK TO BE DONE

- Safety & Security
- Certification Process
- Noise
- Environmental Guidelines
- Routing
- Altitudes
- Zoning & Land Use
- Community Engagement



Questions?



May 13, 2024, Aviation Committee Comments

The following comments regarding the Newport Beach [Aviation Committee](#) meeting agenda are from:
Jim Mosher (jimmosher@yahoo.com), 2210 Private Road, Newport Beach 92660 (949-548-6229)

Item III. APPROVAL OF MINUTES

Draft Minutes - October 16, 2023

Suggested corrections to these draft minutes, along with other [comments](#), were submitted in advance of the January 22, 2024, meeting, but apparently not received. Those suggestions are included in the current agenda packet.

Draft Minutes - January 22, 2024

Corrections to theses [draft minutes](#) are suggested below as **strikeout underline** changes to the passages shown in *italics*.

Page 1, ATTENDANCE: **Nancy Alston—SPON Representative** [? Jeff Herdman is listed later as the SPON representative]

Page 2, Item IV.B.1, paragraph 2, sentence 1: *“Airport Director Charlene Reynolds explained that Clay Lacy and Joby announced on **January 23**, 2024 that they had formed a partnership and the eVTOL charging infrastructure will be added to Clay Lacy’s new facility and that two of its parking spaces would be designated for eVTOL.”* [? Speaking of January 23 in the past tense does not make sense for a meeting held on January 22. The [online copy](#) of the announcement is dated **January 8**.]

Page 2, Item IV.B.1, paragraph 2, sentence 3: *“In regard to the Million Annual Passenger **(MAP) cap (MAPCAP)**, conversations began with the carriers in August about pulling back some capacity.”*

Page 2, Item IV.B.1, paragraph 3, sentence 2: *“The **MAPCAP MAP cap** is 11.8 million annual passengers through 2025, with the potential of up to 12.5 **million** passengers in 2026.”*

Page 2, next to last paragraph 2: *“Committee Member Julie Johnson asked if the City would acknowledge the winners and Chair Blom said yes.”* [Comment: The question was about the Fly Friendly winners. I do not know if any City acknowledgement has happened. It might be noted the winners that this is 2024 and the winners that had been announced were for 2022.]

Page 2, last paragraph 2: *“Committee Member Cameron Verdi asked questions about the **MAPCAP MAP cap**.”*

Page 3, paragraph 3, sentence 2: *“The newer **aircrafts aircraft** are also quieter.”*

Page 3, paragraph 4, sentences 1 and 2: *“J.”im Mosher commented on the **MAPCAP MAP cap** and the Fly Friendly program. He said passenger growth for jets at JWA has been restrained due to the **MAPCAP MAP cap**. He also mentioned some problems with the Fly Friendly program.”*

Page 3, Item 2, paragraph 3: *“Chair Blom said that City representatives would return to Washington, D.C. this spring to try to get questions answered and advocate for cities and counties to have **a** role in the implementation of Advanced Air Mobility.”*

Page 4, paragraph 1, sentence 2: “The ~~Hawaiian-Alaskan~~ Hawaiian-Alaska acquisition will merge operations but they will continue to brand two different airlines.”

Page 4, paragraph 2: “Committee Member Stranberg added that two major locations for noise mitigation studies are Amsterdam and ~~Charles-de-Gaulle~~ Charles de Gaulle and he is interested in reviewing the reports.”

Page 5, paragraph 3, sentence 3: “She also expressed concern regarding ~~aircrafts~~ aircraft flying over the beach.”

Item IV.A. Oral Reports

It is disappointing that the Aviation Committee meetings have devolved into quarterly listening sessions, with little or no advance disclosure of the details of what will be presented, and hence little opportunity to formulate questions in advance.

While such presentations serve a useful information function for the few members of the public who attend (much like the long anticipated community forum), it is unclear what, if any, actions committee members are expected to take in response to the intelligence they receive. Although the [committee's webpage](#) is exceptionally vague as to what the committee's purpose is, this completely passive role seems incompatible with the committee's most recent enabling [Resolution No. 2019-26](#), which continues to see it as active group reporting and making recommendations to the City Council.

Report from County of Orange

The County's [Fly Friendly reporting portal](#) improved some months ago to enable the public to see month-by-month results. However, although we are well into 2024, the reporting has been frozen at November 2023. This is apparently so the public will not be able to see the year-end results, but it is unclear why seeing them is regarded as a bad thing. Progress, or lack of progress, in reducing GA jet noise can be tracked by following the quarterly noise averages reported in Table 8-GA of JWA's [Quarterly Noise Reports](#) or in the GANO Semi-Annual Reports found at the same link – although since many GA jets are not reported at the more distant monitors, the fraction not reported may be a better indicator of progress than the average noise of those that are reported.

Meanwhile, the City's otherwise very useful and informative John Wayne Airport [Flight Data Dashboard](#) for regularly-scheduled commercial departures, which was intended to provide equally or even more timely information, remains stuck on June 2023. I understand this is because of the County's inability to provide the data to be displayed.

Chair's Report

I understand the committee's April meeting had to be canceled because the Chair and Vice Chair were expected to be in “DC.” Yet the City Manager's [May 3 Newsletter](#) recounts a trip that occurred “earlier in the week.” Have there been two trips to “DC” since the committee last met?

Vice Chair's Report

From the agenda announcement, this report will focus on fleet modernization by the commercial carriers. Those interested in tracking progress should review Tables 9 and 10 of JWA's [Noise Abatement Program Quarterly Reports](#), especially the [October - December 2023 report](#), which provides annual total operations by carrier and aircraft model from 2023 back to 2019 (earlier reports go back farther).

In 2023, Air Canada was the only carrier with 100% new technology aircraft (the Boeing MAX 8). Frontier and Breeze are close, while Delta has made notable progress in transitioning from the A319 and B712 that carried many of their passengers in 2021 to the A220 and A223 that carry them today (although a significant number remain on the B752).

Alaska notably backslid from the old technology but quieter A320 to the noisier B738.

Federal Legislative Update

We will apparently learn a version of The FAA Reauthorization Act of 2024 [passed the Senate](#) on May 9. It seems to focus on safety, jobs and the consumer experience. Hopefully we will hear if it promises anything for impacted communities.

Airport Working Group (AWG) Update

Mel Beale was a featured speaker at UC Davis' recent [2024 Aviation Noise and Emissions Symposium](#) in Palm Springs. Both the presentation [slides](#) and [video](#) have been posted.

Item IV.B. Community Forum Ad Hoc Committee Formation and Individual Committee Member Assignments

Community Forum Ad Hoc Committee

When the current Ad Hoc Committee was appointed last year, it was anticipated the forum would take place in Spring 2024. Obviously that didn't happen.

Wouldn't it make more sense to extend the term of the existing committee than to appoint a new one?

And is there any more realistic expectation something will actually happen this time?

Orange County Airport Commission attendee

It might be noted the Airport Commission meetings are [archived online](#), and the archive includes audio recordings from November 2, 2022 and video from May 17, 2023.

John Wayne Airport Quarterly Noise meetings attendee

These poorly-attended, state-required meetings are now virtual only, with dates, times and access codes announced on the [Access and Noise Office home page](#). They do not seem to be archived. Minutes, but not the presentation materials, if any, can be found on the final pages of the ANO's [Quarterly Noise Reports](#) to the state.

Item V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

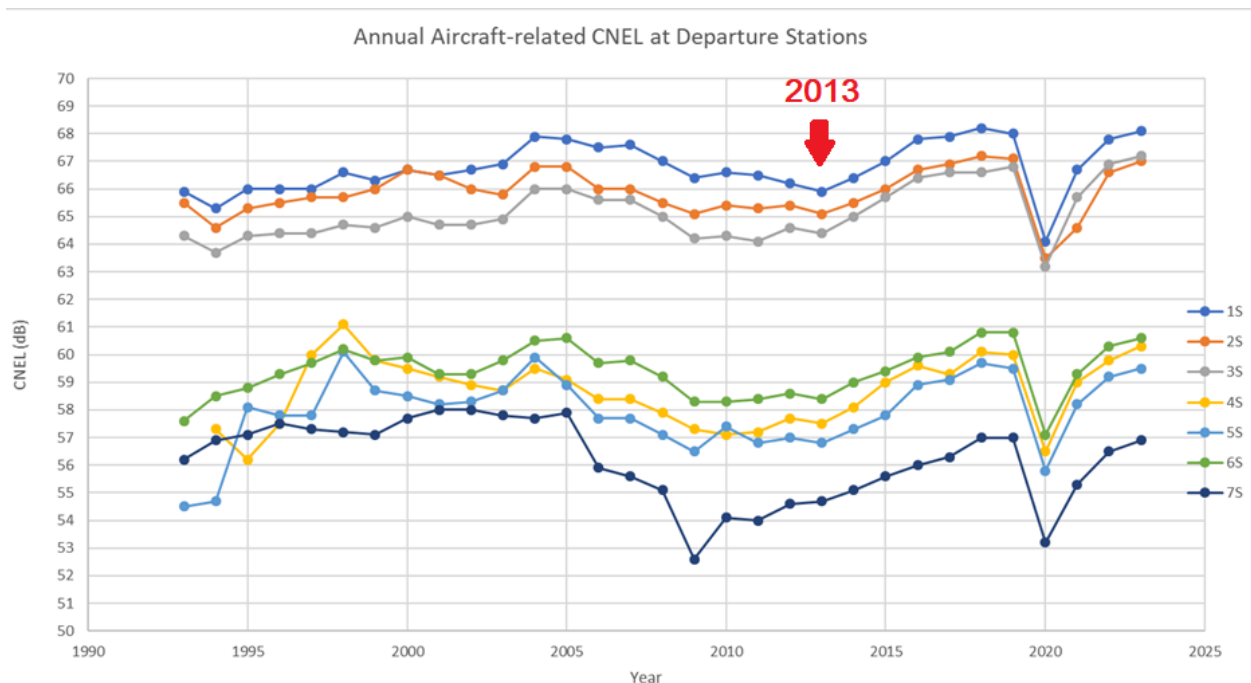
Aviation Noise and Emissions Symposium

As noted above, the 2024 symposium was recently held and appears to have covered a great deal of interesting information, much of which can now be [viewed online](#).

It might be noted that Mel Beale's presentation was preceded by one by Jacqueline Huynh, a professor at UC Irvine, who trained at the [MIT International Center for Air Transportation](#) and now heads the [UCI Aircraft Systems Laboratory](#), which [includes](#) six graduate and two undergraduate students. One of the PhD students is interested in "implementing empirical noise data to create validated and improved noise models and operation flight procedures," although they seem to be focused on Boston and Seattle airports. It would seem some collaboration might be mutually beneficial if it hasn't started already.

Long Term Noise Reduction and Settlement Agreement

Table 2 of the Quarterly Noise Reports supplement the [Long Term Measured Aircraft Noise Levels](#) table found on the ANO's [Access & Noise FAQs](#) page, with data now complete through 2023:



The year 2013 is marked as significant, because the Environmental Impact Report for the most recent [Settlement Agreement](#) extension ([EIR 617](#)), approved in 2014, promised the contemplated increases in plane and passenger levels through 2030 could be accomplished without significantly increasing the CNELs being experienced in Newport Beach in 2013, where a 1 dB increase at stations experiencing 65 dB or more would be considered "significant":

**TABLE 4.6-9
PROPOSED PROJECT COMMUNITY NOISE EQUIVALENT LEVELS
AND CHANGES IN COMMUNITY NOISE EQUIVALENT LEVELS**

CNEL Levels					Change in CNEL Over Existing Conditions			
NMS*	Existing	Proposed Project Phase			NMS*	Proposed Project Phase		
		1	2	3		1	2	3
1S	66.2	66.6	66.9	67.1	1S	0.4	0.7	0.9
2S	65.4	65.8	66.1	66.4	2S	0.4	0.7	1.0
3S	64.7	64.7	65.0	65.1	3S	0	0.3	0.4
4S	57.5	57.8	58.1	58.4	4S	0.3	0.6	0.9
5S	57.3	57.4	57.7	57.9	5S	0.1	0.4	0.6
6S	58.2	58.2	58.5	58.6	6S	0	0.3	0.4
7S	55.8	55.9	56.2	56.4	7S	0.1	0.4	0.6

(note: "Existing" in this table is said to be a "modeled" value, which seems to be up to 0.3 dB above the CNEL reported by direct measurement.)

To ensure this, certain "[mitigation measures](#)" were agreed to as part of the EIR certification, including reevaluating the homes around Monitors 1, 2 and 3 for eligibility for sound insulation if the CNELs there rose more than 1 dB, and, most importantly, not implementing the [Phase 3](#) increase from 11.8 to 12.3 or 12.5 MAP in 2026 through 2030 except to the extent it could be done without increasing the CNEL and Monitors 1 and 2 by more than 1 dB.

As can be seen from the graph above, by 2015 the CNEL at NMS 1 and 2 had already increased by 1 dB over the 2013 levels, and rose even higher in subsequent years, prior to the COVID cutback starting in March 2020, from which in 2023 the CNELs have returned to 2019 levels.

As a result, unless the CNEL at NMS 1 and 2 can be restored to within 1 dB of 2013 levels, no increase in MAP above the current 11.8 million limit would be allowed in 2026-2030. The status of the noise insulation program for close-in homes is unclear.



CITY OF NEWPORT BEACH
MINUTES of the
AVIATION COMMITTEE SPECIAL MEETING
(draft until approved by the Committee)

MEETING DATE & LOCATION: Monday, May 13, 2024, 5:00 p.m., Civic Center Community Room, 100 Civic Center Drive, Newport Beach, CA 92660

ATTENDANCE:

Councilmember Noah Blom, Chair
Councilmember Lauren Kleiman, Vice Chair

Jeffrey Cole - District 6 (excused)
Jeff Herdman - SPON Representative (excused)
Julie Johnson - CAANP Representative
Anthony Khoury - AWG Representative (excused)
Stephen Livingston - General Aviation
Hugh Logan - District 7 (excused)
Sharon Ray - District 2
Ron Rubino - District 4
Jack Stranberg - Member At Large (excused)
Drew Teicheira - District 1 (excused)
Cameron Verdi - District 5
Vacant - Newport Coast Representative
Vacant - District 3

Staff: Assistant City Manager Tara Finnigan, City Attorney Aaron Harp, and Executive Assistant to the City Manager Jennifer Biddle

I. CALL MEETING TO ORDER

Chair Noah Blom called the meeting to order at 5:05 p.m.

II. ROLL CALL

Committee Members Jeffrey Cole, Jeff Herdman, Anthony Khoury, Hugh Logan, Jack Stranberg, and Drew Teicheira had excused absences. Charles Klobe filled in for Jeff Herdman and Mel Beale filled in for Anthony Khoury.

III. APPROVAL OF MINUTES

A **Motion** was made by Committee Member Livingston, and it was seconded by Committee Member Verdi to approve the Draft Minutes as amended for October 16, 2023, and January 22, 2024.

The motion failed for lack of a quorum and the approval of the minutes was continued.

IV. CURRENT BUSINESS

a) Oral Reports

1. Report from County of Orange - Orange County Supervisor Katrina Foley will provide an update on County airport-related matters.

****Heard out of order after items 2 and 3.***

- Orange County Supervisor Katrina Foley gave a presentation and reported that new airport concessions (food and beverage) lease contracts for 40,000 square feet of casual dining and quick service restaurants, specialty retail, and coffee spaces were approved by the Board of Supervisors. The openings will be phased in from fall 2025 through 2026. The County is considering opening John Wayne Airport for easier public access to businesses, with an expected additional \$4 million in airport revenue. This revenue will be used to improve the airport.
- The House of Representatives has until May 17 to pass the Federal Aviation Administration Reauthorization Act of 2024 and then it will go to the President. The bill addresses Polyfluoroalkyl Substances (PFAS) disposal and includes \$350 million in transition grant programs. The bill also addresses the shortage of aircraft controllers and pilots, which impacts flights and cancellations. There are about 3,000 vacant controller positions nationwide. The bill also includes \$19.35 billion for infrastructure improvement grants to support increasing demand and the integration of emerging technology, cleaner fuel alternatives, and improved consumer support.
- Capital Improvement Program projects are underway. Airport Director Charlene Reynolds assessed the upgrade needs at the airport which calculated to an approximately \$700 million investment, including \$400 million this fiscal cycle. The improvements will upgrade baggage handling, escalators, taxiways, power generation, concessions infrastructure, the terminal roof, restrooms and rental car areas.
- The General Aviation Improvement Program was approved in 2019. Many are advocating to save some of the flight schools. The Jay's Air Center plan has been completed and permitting will occur in summer 2024. Clay Lacy's construction has not yet begun. In regard to the fixed base operators' capital investments, ACI Jet totals \$86 million; Clay Lacy totals \$57 million; and Jay's Air Center totals \$17 million. Clay Lacy must move forward with its construction before the others can move forward with their projects.
- The Airport awarded the parking and shuttle contract to Ace Parking which will help reduce costs and grow revenue. The new operator has a reservation program where the public can reserve a parking spot. The operator will also manage the courtesy shuttle, employee shuttle, and valet parking. The operator will use the five electric shuttle buses that were acquired two years ago through a grant.
- The Fly Friendly Program 2023 winners were recently announced. Operators in the Tier 1 category were Verijet, Mountain Aviation and XO Jet. Tier 2 included Baker Aviation, Air Transport (ATI Jet), and Volato. Tier 3 had Global Jet, International Jet Aviation, and Southwest Aircraft Charter, and Tier 4 were Robert & Karen Broderson, White Pines Leasing LLC, and Mount Olive Holdings. The first two years of the program focus on creating a baseline and educating the pilots on the program. The goal is for fewer flights at night because general aviation is not subject to the commercial curfew.
- The District 5 Aviation Advisory Team is scheduled to meet to work on noise audit issues.

PUBLIC COMMENTS

- Dennis Bress commented on Supervisor Foley's overview of the Fly Friendly program and noise issues. He said it is important to give pilots information on quiet departures and to educate the community on the Fly Friendly Program. He mentioned a video Supervisor Foley's office made that shared pertinent information regarding noise issues, and thanked staff for their time.
- Jim Mosher mentioned advanced air mobility and the new aircraft systems laboratory at the University of California, Irvine (UCI), including a research project on the anticipated impacts of advanced air mobility noise. He suggested the committee reach out to the UCI group.
- Sue Dvorak asked if advanced air mobility (AAM) was added to the City's General Plan. Assistant City Manager Tara Finnigan responded that the American Planning Association had recently released AAM planning guidelines and those were shared with the Community Development Department.
- Alan Guenther commented on the Fly Friendly program and looking into the possibility of northerly departures for general aviation.

2. Chair's Report - Chair Noah Blom will discuss the recent advocacy trip that a City of Newport Beach delegation took to Washington, D.C. to talk with Congressional offices and federal agencies about aviation-related matters.

****Heard out of Order before Item 1, and combined with the Vice Chair Report***

- Chair Blom reported on the City delegation's visit to Washington, D.C. and productive meetings with the Department of Transportation (DOT), and the Federal Aviation Administration (FAA). DOT was very receptive to the delegation and provided several connections to different resources.
- The delegation also met with elected officials and staff who showed concern for the issues raised and took Newport Beach's input into consideration.

3. Vice Chair's Report - Vice Chair Lauren Kleiman will provide a status update on efforts that she and Committee Member Jack Stranberg (Absent) are taking regarding air carrier fleet transition and Vice Chair Kleiman reported on her trip to Washington D.C.

- Vice Chair Kleiman reported further on the meetings City representatives had with members of Congress and their staff members during which the City noted its proposed language for the Fiscal Year 2025 Appropriations bill and requested more community engagement on AAM matters. She said DOT is more community facing and recognizes cities' role in the AAM implementation process. Newport Beach requested a "seat at the table" for AAM community engagement and expressed interest in learning more about the technology and the upcoming changes to regulations.
- Chair Blom said there is currently no clear timeline, but industry is pushing for implementation.
- Vice Chair Kleiman reported on behalf of Jack Stranberg who met with some of the air carriers. Fleet transition discussions are on hold due to supply chain issues. The FAA is investigating the 737 and 787 planes and the Max 7 is not yet certified. Southwest had the largest order of Max 8s. She also shared Committee Member

Stranberg's updates on the pilot shortage as well as the Department of Justice's decision to veto the Spirit Airlines / JetBlue merger plans.

- Vice Chair Kleiman reported that the Southern California Association of Governments (SCAG) AAM Working Group spring meeting included an informative presentation on preliminary detailed noise studies.

4. Federal Legislative Update - Zac Commins, Carpi & Clay, will provide an update on the 2024 Federal Aviation Administration Reauthorization Act.

- Zac Commins, Carpi & Clay, reported that the FAA Reauthorization Bill is soon to be signed into law; it passed through the Senate the previous Friday and is expected to be voted on by the House of Representatives and then signed by the President. The bill is over 1,000 pages and reauthorizes the FAA and Transportation Safety Board (TSB) programs until September 30, 2028. He highlighted a provision that the City advocated for that creates a Community Engagement Office, with the FAA to facilitate policies and procedures related to the community's engagement in airport planning and development, noise environmental policy, air traffic route changes, and AAM. Under the new bill, FAA is required to research undesirable aircraft noise, work with the National Research Council to study airborne ultra fine particles and the effects on aviation adjacent communities, review airport noise compatibility planning regulations, and establish an aircraft noise advisory committee (including impacted communities). There are several provisions in the bill on advanced air mobility. DOT is expected to release the national AAM strategy later this year.
- Assistant City Manager Tara Finnigan asked Mr. Commins to elaborate on the Appropriations bill language that the City had submitted and what was to happen next on the issue. In response to Ms. Finnigan's question, Mr. Commins said the City submitted language on advance air mobility that directed the FAA to conduct thorough community engagement on AAM. He has spoken with Congressional offices about submitting the proposed language. The Appropriations Committee technically has until September 30, 2024 to approve the bill, but the City should know within the next few months (July/August) if its proposed language will be included in the bill.
- AWG Representative Mel Beale asked Mr. Commins where he could find a summary of the 1,000 paged document. Mr. Commins said he would provide a copy.

5. Airport Working Group (AWG) Update - Mel Beale, president, Board of Directors will provide an update on AWG's activities.

- Mel Beale, stated that the AWG April air carrier workshop was postponed until September due to not receiving the primary noise data from the airport.
- Mr. Beale reported on his involvement in the UC Davis Aviation Noise & Emissions Symposium. He served as a panelist with a UCI professor that created UCI Aircraft Systems Laboratories.

PUBLIC COMMENTS

- Committee Member Julie Johnson inquired about the FAA Reauthorization and ultra fine particulates, stating there are currently no regulations on the levels. In response to Ms. Johnson's question, Mr. Commins stated that the study required in the FAA bill was focused on larger airports.

- Committee Member Johnson asked about Next Gen. Mr. Commins stated that the Next Gen office is being eliminated at the end of 2025, and the responsibilities will be integrated into other branches of the FAA.
- Committee Member Steve Livingston reported that the John Wayne Airport air traffic control tower had opened to public tours.
- Dennis Bress stated that the roll out of Next Gen modeled what the potential and current airport noise would be without noise abatement. There had been 466 noise complaints from the community prior to Next Gen and noise complaints went up to 120,000 post-Next Gen. Mr. Bress questioned if, under the current Reauthorization Bill, the community is still entitled to meet with the FAA if the community can prove increased noise post-Next Gen and if noise abatement procedures would be incorporated in regard to velocity and altitude to avoid some of the loud noise that is made by Alaska Air, as an example.
- Alan Gunther commented that years ago, the mayor wrote letters to several air carriers. He suggested sending a letter to Horizon's chief executive officer to thank the air carrier for doing a great job and see if that could be way to reach Alaska Airlines.

b.) Community Forum Ad Hoc Committee Formation and Individual Committee Member Assignments

Recommendations:

1. Disband the existing Community Forum Ad Hoc Committee that is scheduled to sunset on May 31, 2024.
2. Approve the formation of a new Community Forum Ad Hoc Committee consisting of up to five (5) members of the Aviation Committee, to work with the City of Newport Beach to plan an educational community forum focused on aviation issues and make recommendations related thereto to the full Aviation Committee. Ad Hoc Committee members would also provide progress reports to the full committee at its quarterly meetings. The Ad Hoc Committee would not be subject to the Brown Act and would expire on June 1, 2025.
3. Approve the appointment of one Aviation Committee member to attend meetings of the Orange County Airport Commission and report back to the full committee at its quarterly meetings on relevant actions taken. The assignment would expire on May 1, 2025.
4. Approve the appointment of one Aviation Committee member to attend John Wayne Airport's Quarterly Noise meetings and report back to the full committee at its quarterly meetings on relevant actions taken. The assignment would expire on May 1, 2025.

PUBLIC COMMENT:

- Dennis Bress noted that the Airport's meetings are offered virtually, through Zoom or Microsoft Teams, so no one would have to drive to the airport to attend.

Motion to disband the existing Community Forum Ad Hoc by Charles Klobe, seconded by Julie Johnson. The motion was approved.

Chair Blom appointed the new Community Forum Ad Hoc members as District 4 Representative Ron Rubino, SPON Representative Jeff Herdman, District 2 Representative Sharon Ray, and Vice Chair Lauren Kleiman.

Motion by Charles Klobe, seconded by Sharon Ray to approve the Community Forum Ad Hoc Committee. The motion was approved.

Julie Johnson volunteered to attend the Orange County Airport Commission meetings.

Motion by Charles Klobe, seconded by Sharon Ray, to approve the appointment of Julie Johnson to attend the Airport Commission's meetings. The motion was approved.

Chair Blom tabled the appointment of a committee member to attend the John Wayne Airport Quarterly Noise Meetings until a future meeting when more committee members were present.

V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

- Dennis Bress noted the data for American Airlines was incredible and he has already started the analysis on the quiet flights. He thought the City delegation's Washington, D.C. trip was positive and showed furthered collaboration between D.C. and OC.
- Jim Mosher stated that the Quarterly Noise Meeting was a good opportunity for the City to have someone advocate for its interests and positions on issues, instead of just having a representative that listens and reports back.
- Charles Klobe commented that the General Plan Advisory Committee's subcommittee on safety discussed AAM safety and was waiting for more information.
- Steve Livingston inquired about how the Clay Lacy project would be managed during construction and the effect on the community. In response to Mr. Livingston's question, Chair Blom stated that information would be provided at a later date.

VI. NEXT MEETING - JULY 15, 2024

VII. ADJOURNMENT

Chair Blom adjourned the meeting at 6:06 P.M.

July 15, 2024, Aviation Committee Comments

The following comments regarding the Newport Beach [Aviation Committee](#) meeting agenda are from:
Jim Mosher (jimmosher@yahoo.com), 2210 Private Road, Newport Beach 92660 (949-548-6229)

Item III. APPROVAL OF MINUTES

Draft Minutes - October 16, 2023, and January 22, 2024

Suggested corrections to these draft minutes were submitted in advance of these meetings, and are included in the current agenda packet.

Draft Minutes - May 13, 2024, meeting

Corrections to these [draft minutes](#) are suggested below as ~~strikeout~~ underline changes to the passages shown in *italics*.

Page 4, Item 4, bullet 2, sentence 2: *"In response to Ms. Finnigan's question, Mr. Commins said the City submitted language on ~~advance~~ advanced air mobility that directed the FAA to conduct thorough community engagement on AAM."*

Page 4, Item 4, bullet 3: *"AWG Representative Mel Beale asked Mr. Commins where he could find a summary of the 1,000 ~~paged~~ page document. Mr. Commins said he would provide a copy."*

Page 4, Item 5, bullet 2, sentence 2: *"He served as a panelist with a UCI professor that created ~~the~~ UCI Aircraft Systems Laboratories."*

Page 5, bullet 4, sentence 2: *"He suggested sending a letter to Horizon's chief executive officer to thank the air carrier for doing a great job and see if that could be a way to reach Alaska Airlines."*

Item IV.A. Oral Reports

These reports are difficult to comment on in advance since the agenda provides little or no advance disclosure of what the content might be.

1. Report from County of Orange

Judging from the May 13 minutes, this will mostly be about matters before the Board of Supervisors. One matter it looks like the supervisors will be acting on before this committee's next meeting will be the annual allocation of seats to the commercial carriers for calendar year 2025 in accordance with the [Phase 2 Access Plan](#), currently scheduled for review and recommendation by the [Airport Commission](#) on July 17 as their [Item 2](#), and action by the Board of Supervisors on July 23.

The exercise consists of assigning to each carrier an allowed number of Class A and Class E departures for specified kinds of planes, hoping the actual number of passengers served will come in under the Million Annual Passengers cap (currently 11.8) in the Settlement Agreement at year's end.

It is curious that the exercise is done by seats, since those making the allocations don't know how many of the allowed seats will be filled, and hence how close the allocations will come to the passenger limits – sometimes forcing withdrawal of assigned “seat capacity” near the end of the year. It is also curious that a commitment for the whole year is made so long before it even starts, without reliable knowledge of what the various carriers’ “load factors” (the fraction of seats occupied) may actually be.

Last year, some members of the public, though a records request, had seen the carriers’ requests. This year, I do not have such information, so the following table summarizes the assignments in the staff report with a guess as to the average “plane size” requested, obtained by dividing the allowed number of seats by the number of departures:

JWA Commercial Carrier Allocations for Plan Year 2025													
	ADDs (Average Daily Departures) by Class							Seats by Class				Plane size	
	A - Reg	A- Int	A - Sup	Total A	PE	E	Total	Class A	PE	E	Total	Class A	Class E
Air Canada		1		1			1	123,370			123,370	168.5	
Alaska	12			12		4	16	1,392,840		217,248	1,610,088	158.6	74.2
Horizon	3			3		4	7	166,440		199,728	366,168	75.8	68.2
Allegiant	3			3			3	402,960			402,960	183.5	
American	18			18		2	20	2,162,260		267,472	2,429,732	164.1	182.7
Breeze	3			3			3	300,030			300,030	136.6	
Delta	8			8		2	10	872,350		189,800	1,062,150	149.0	129.6
WestJet	2			2		1	3	223,380		43,216	266,596	152.6	59.0
Frontier	3			3			3	407,340			407,340	185.5	
Southwest	17	2		19	14	9	42	2,035,873	1,408,997	905,784	4,350,654	146.4	137.5
Spirit	3			3			3	398,580		14,016	412,596	181.5	?
United	17			17		2	19	1,973,088		113,180	2,086,268	158.6	77.3
totals:	89	3	0	92	14	24	130	10,458,511	1,408,997	1,950,444	13,817,952		

The numbers are not much different from the assignments made for the current calendar year (2024), as shown in the following table, obtained by subtracting the 2024 assignments from those recommended for 2025:

Changes in JWA Commercial Carrier Allocations for Plan Year 2025 vs 2024													
	ADDs (Average Daily Departures) by Class							Seats by Class				Plane size	
	A - Reg	A- Int	A - Sup	Total A	PE	E	Total	Class A	PE	E	Total	Class A	Class E
Air Canada								-338			-338	-0	
Alaska								-3,816		-27,826	-31,642	-0	-10
Horizon								-456		-25,582	-26,038	-0	-9
Allegiant								+1,092			+1,092	+0	
American								-23,492		+40,845	+17,353	-2	+28
Breeze								-822			-822	-0	
Delta						+2	+2	-240,290		+189,800	-50,490	-41	+130
WestJet						+1	+1	-54,780		+43,216	-11,564	-37	+59
Frontier								-1,116			-1,116	-1	
Southwest						-1	-1	+12,083	-21,521	-116,015	-125,453	+1	-2
Spirit								-1,092		-1,795	-2,887	-0	?
United								-12,124		+11,040	-1,084	-1	+8
totals:	0	0	0	0	0	2	2	-325,151	-21,521	113,683	-232,989		

Total seat allocations for 2025 are down very slightly from the number assigned in the current year (which were themselves down significantly from the 14,499,222 seats assigned for 2023 – the year in which JWA famously had to implement mandatory capacity withdrawals at the end of the year to stay within the Settlement Agreement MAP cap).

The main changes are that Southwest lost one discretionary Class E departure, while WestJet and Delta picked up one and two, respectively.

Additionally, American, which entered the Class E game this year (2024) with two daily departures, increased its allowed seat count in that category without increasing the number of departures, leading to Class E plane size larger (in seats) than its average Class A departure. This is strange, since according to Table 7 of [JWA's Quarterly Report for January - March 2024](#), the first giving any information on American's Class E performance, their "A21N" aircraft (the Airbus 320-100 Neo), with a quarterly average at NMS 3S of 90.2 dB SENEL came perilously close to the Class E [noise limit](#) of 90.3 at that monitor.

The inclusion of Delta, for the first time, as a Class E carrier is also strange, since they have long been listed as one in Table 7 of the Quarterly Reports, if not in the allocations. But then, the entire Class E allocation and reporting system is confusing, since the Class E departures allocated to Alaska, Horizon (?) and United are all flown by SkyWest and not distinguished from that brand in the Quarterly Reports.

The County's oral report to the Aviation Commission will likely also touch on its General Aviation [Fly Friendly](#) program. While the intent is laudable, the [reporting portal](#) remains frustrating in that there is no provision for downloading the information displayed in a spreadsheet format so that it can be analyzed in more depth. Equally importantly, the information producing the information displayed is not accessible to the public, so what contributed to the scores displayed is unknown. One thing that can be seen is that operators of the same model of aircraft can receive very different scores:

TIER 4 Jan 2023 - Dec 2023							
OPERATORS				QUIETEST DEPARTURES			
Call Sign / N-Number	Operator	Total Ops	Primary Aircraft Type	Quiet Departure Noise Score (MAX 50 Pts)	Minimize High Noise Events Score (MAX 20 Pts)	Quietest Fleet Score (MAX 5 Pts)	Quietest Departure Total Score (75 Total Points)
N100VP	VCS Encore, LLC	89	C560	37.3	19.5	0.0	56.7
N102VP	Flying Fortress, LLC	34	C560	36.1	19.7	0.0	55.8
N103BZ	TriPacific Aviation, LLC	64	C560	36.9	19.5	0.0	56.3
N104VP	JDLFOX TRANSPORTATIO...	65	C560	36.6	19.4	0.0	56.1
N106VP	MTG IV, LLC	51	C560	34.7	18.5	0.0	53.1
N190K	RFS Equipment, LLC	42	C560	25.5	6.4	0.0	31.9
N501JG	Challenger Aircraft Chart	32	C560	29.1	13.7	0.0	42.7
N50CM	WIZARD AVIATION LLC	44	C560	34.6	19.0	0.0	53.6
N560JL	Care Flight, LLC	52	C560	28.6	12.0	0.0	40.6

To the extent that Fly Friendly is intended to be a friendly competition resulting in quieter departures, one might hope, for example, that the owners and operators of [N190K](#) and [N560JL](#), with Quietest Departure Scores of 31.9 and 40.6, would be told that other operators of the C560 aircraft had achieved scores of 56 and higher – and would be rewarded if they did better by emulating whatever it is those other operators do. The former is actually registered in Newport Beach, and might care.

Meanwhile, the City's otherwise very useful and informative John Wayne Airport [Flight Data Dashboard](#) for regularly-scheduled commercial departures, which was intended to provide timely information, remains stuck on June 2023. I understand this is because of the County's inability to provide the data to be displayed.

The other thing touched on in the last report from the County was the "District 5 Aviation Advisory Team." This is a shadowy group whose composition and activities are not widely known. Greater transparency as to who they are and what they are advising would seem helpful.

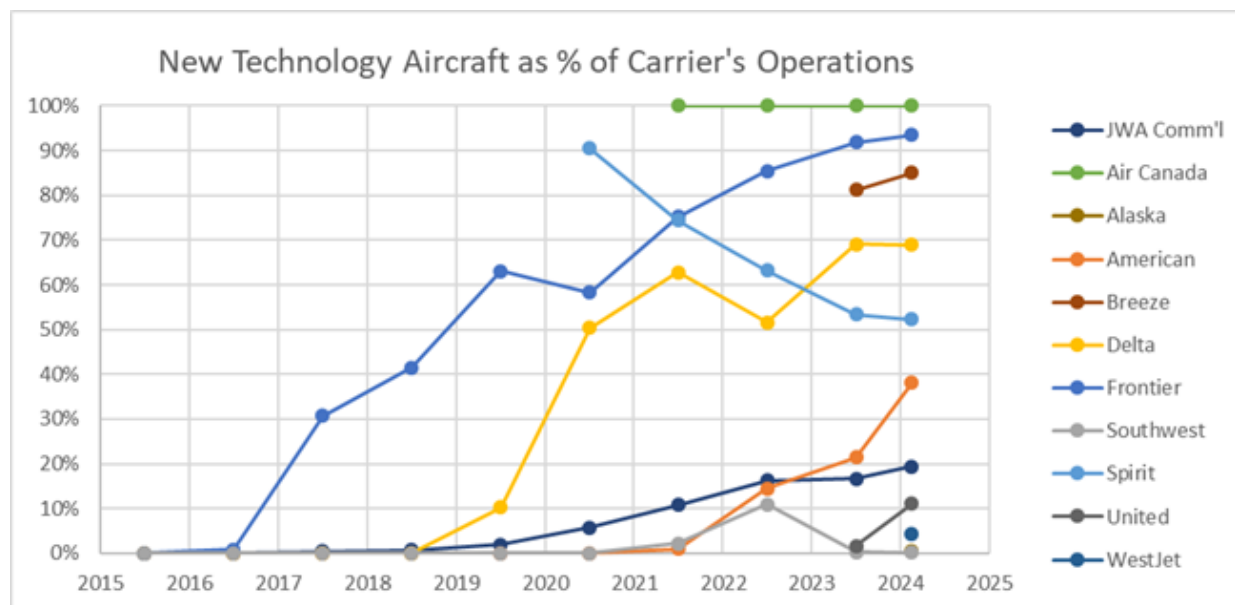
3. Air Carrier/Industry Update

From the agenda announcement, it sounds like this report may focus on air carrier fleet modernization from an industry-wide perspective..

As previously noted, the actual commercial carrier fleet mix at JWA is tracked in Tables 9 and 10 of JWA's [Noise Abatement Program Quarterly Reports](#). Since I last reported on what those

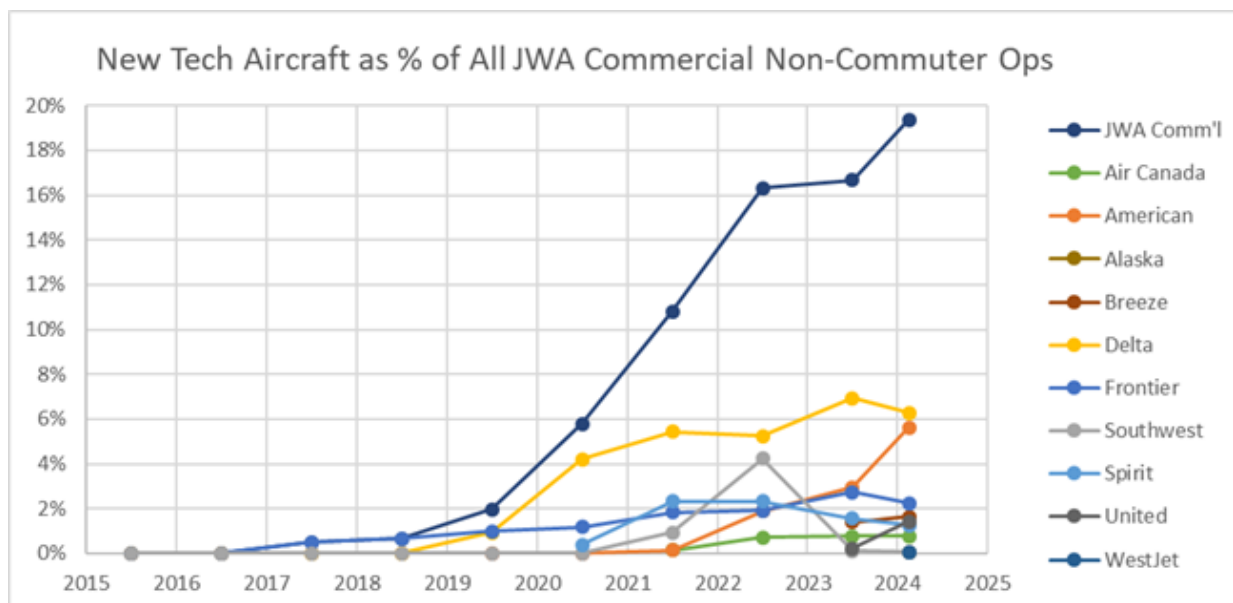
show, we have full-year statistics for 2023, in the [2023 Quarter 4](#) report as well as numbers of January through March 2024 in the [2024 Quarter 1](#) report.

The following graph shows which carriers have been most aggressive in adding new technology to their fleets since Frontier Airlines first brought any to JWA with the A320neo in 2017. The “A20n” now comprises over 90% of their operations, second only in percentage to Air Canada, which has employed exclusively new technology aircraft (currently the Boeing 737 MAX 8) since they returned to JWA in 2021. Breeze is close behind, followed by Delta and Spirit, both with more than 50% of their JWA operations with new technology (although Spirit has consistently lowered, rather than increased, their percentage each year). Allegiant, Horizon, Skywest Commercial, FedEx and UPS are not listed since they continue to operate no new technology aircraft at JWA.



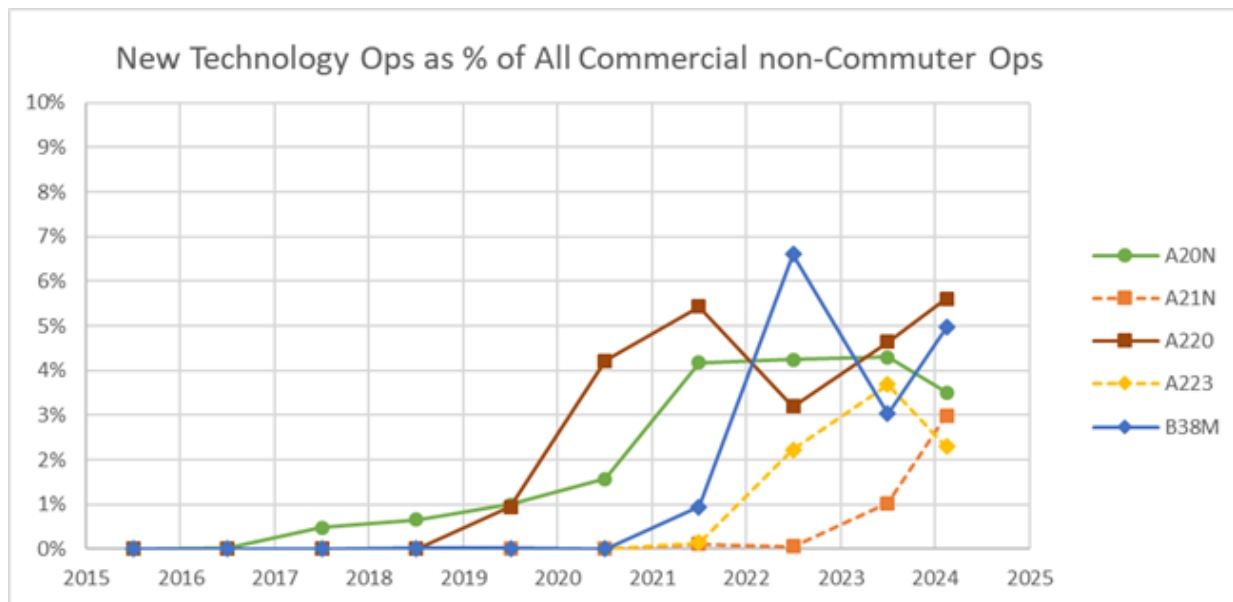
These percentages in use at JWA likely reflect the prevalence of the new technology models in the carrier’s complete fleets as reported by [planespotters.net](https://www.planespotters.net).

Unfortunately, the carriers operating the highest percentages of new technology are relatively minor players at JWA, so the percentage in the overall operations, dominated by Southwest with less than 1% new technology, remains relatively modest, as shown by the upper dark blue line in the following graph, with the lower lines showing how much each carrier contributes to that overall line:



The overall percentage for the commercial carriers did rise to 19.4% in the last report (for the first quarter of 2024), largely as a result of American and United swapping in Boeing 737 MAX 8's. American is now close to tying Delta, each contributing 6% of the overall 19.4%.

This final graph shows the breakdown of the overall percentage by new technology model, rather than carrier operating it:



The Boeing 737 MAX 8 was briefly the dominant new technology model when Southwest operated it in 2022. Although Southwest retreated, other carriers have adopted it, so in the first quarter of this year it was rivaling the Airbus 220 in numbers.

The replacement of older aircraft with new, cleaner and quieter models is certainly a positive development. The downside, as I noted at the end of my [May 13, 2024, comments](#) (see pages 123-124 of the present agenda packet), if this were capable of bringing noise averages back

close to to where they were in 2013, the Settlement Agreement, as presently written, would allow an increase in passenger count in the 2026 through 2030 timeframe. The increase in count would likely negate the improvement (and could be worse, since people are irritated not just by average loudness, but also by the frequency of disturbance).

5. Airport Working Group (AWG) Update

From the minutes of the Aviation Committee's May 13, 2024, meeting, AWG's air carrier workshop that had been planned for April had to be "*postponed until September due to not receiving the primary noise data from the airport.*"

The noise data is actually available in JWA's [Detailed Noise Event Reports](#). I believe what is missing is the takeoff weight and altitude information that had been provided to the City for display on its JWA [Flight Data Dashboard](#). AWG's need of this for its communications with the carriers seems yet another reason to encourage the County to resume providing it.

Item IV.B. John Wayne Airport (JWA) Altitude/Noise Correlation Analysis Presentation

It would have been helpful to post the slides for this presentation in advance of the meeting so questions about it could be prepared.

It would also be helpful to post them after the meeting so they can be reviewed.

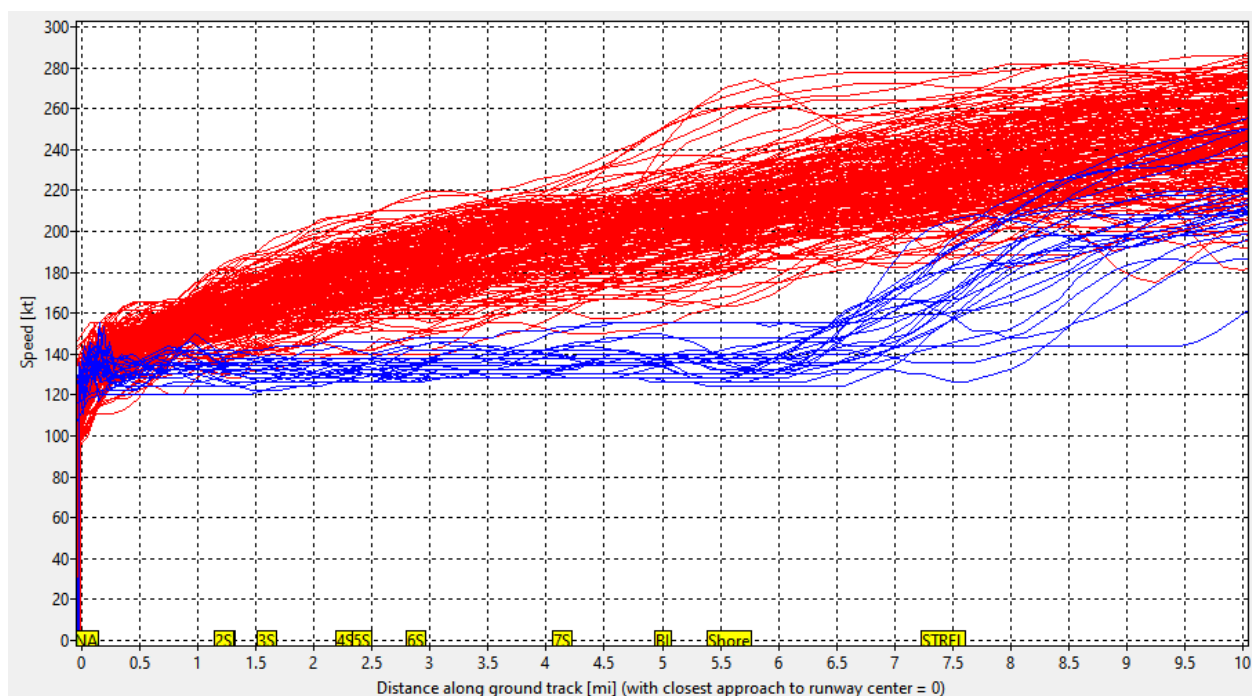
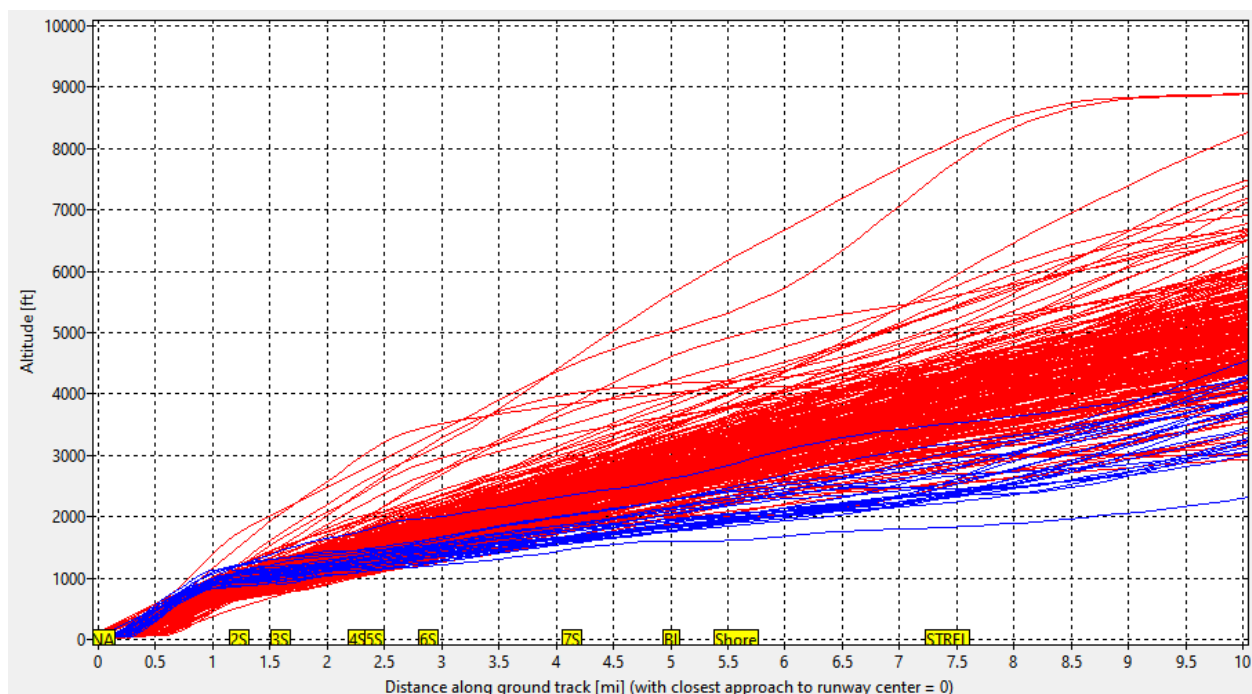
Item IV.C. Appoint Aviation Committee Member to Attend John Wayne Airport's Quarterly Noise Meetings

These poorly-attended, state-required meetings are now virtual only, with dates, times and access codes announced on the [Access and Noise Office home page](#). They do not seem to be archived. Minutes, but not the presentation materials, if there were any, can be found on the final pages of the ANO's [Quarterly Noise Reports](#) for the quarter following the one in which the meeting was held.

Item V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

I have previously tried to call attention to [Regency Air](#), a JWA-based charter carrier that operates a fleet of four [Beechjet Hawker 400XP](#) aircraft (the "BE40"). For better or worse, they are one of the most prolific jet operators during JWA's curfew hours (especially during the hour before 7 a.m. and 8 a.m. on Sundays), and they appear to have perfected a curfew hour departure procedure that avoids tripping the "nighttime" [GA noise limits](#).

The following chart, based on the airport's [WebTrak Flight Tracker](#) radar data, shows the altitudes and speeds of all 275 southbound Regency Air BE40 departures for 2022, of which 24 were during "nighttime" (curfew) hours (blue), and the remainder during "daytime" (non-curfew) hours (red).



The curfew hour departures, generating significantly less noise on the ground than the “daytime” ones, are distinctive in both altitude (top chart) and speed (lower chart).

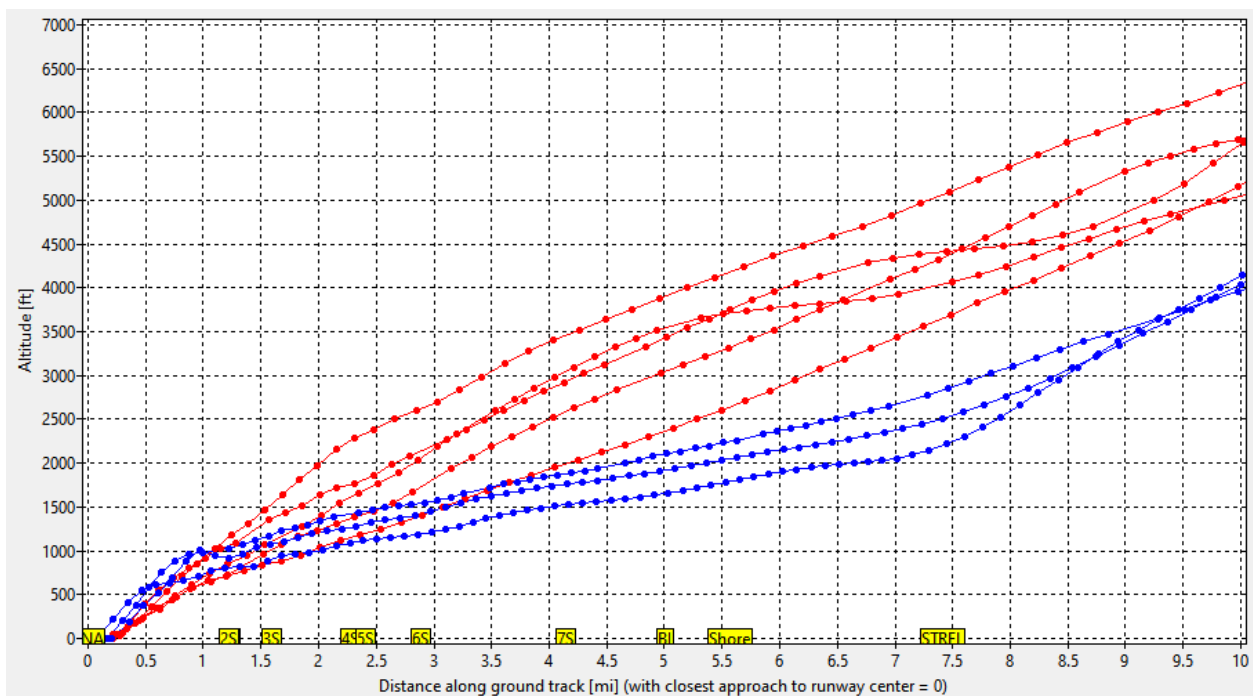
In altitude, the curfew hour departures climb more rapidly on takeoff, achieving a greater height as they cross the 73 freeway on their way to noise monitors 1 and 2, but from that point climb less rapidly.

In speed, they take off at approximately the same velocity as the “daytime” flights, but instead of accelerating, they maintain that speed until over the ocean.

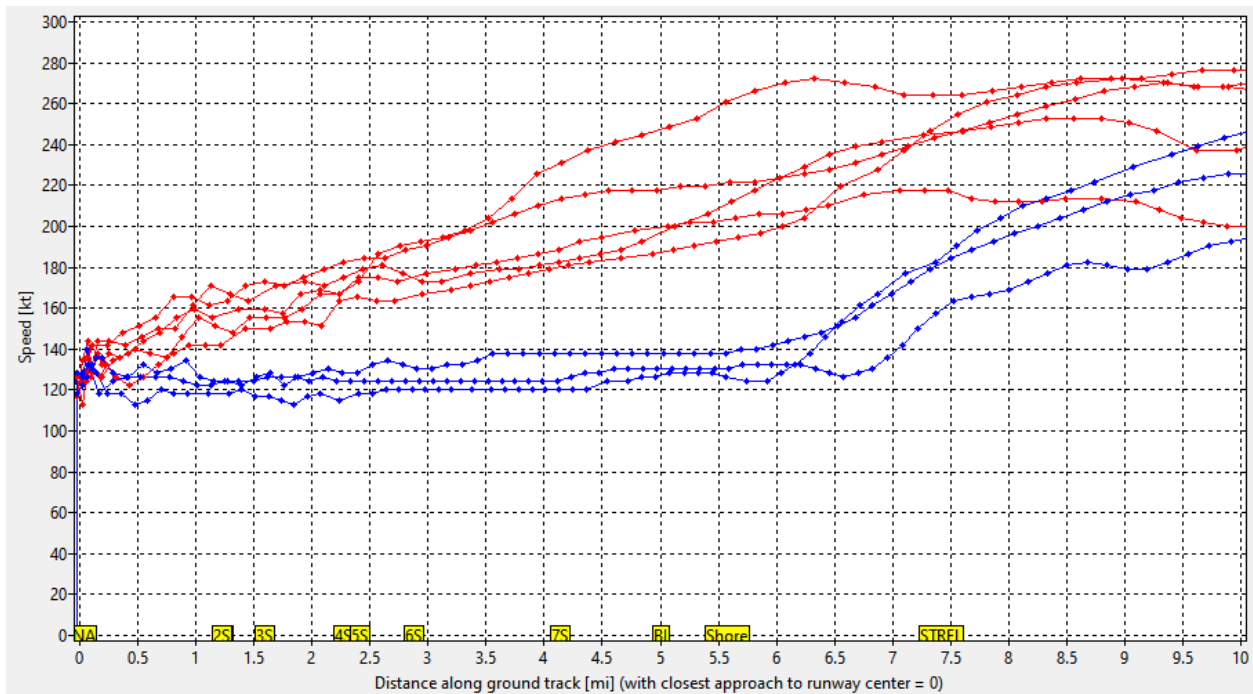
To confirm they are still doing this, and to be sure it is the same plane being tracked, here is the data from March 2024 for a single Regency Air plane, N872RA, which flies as “RGY 872,” and is shown in this 2021 [photo by Nick Dean](#).



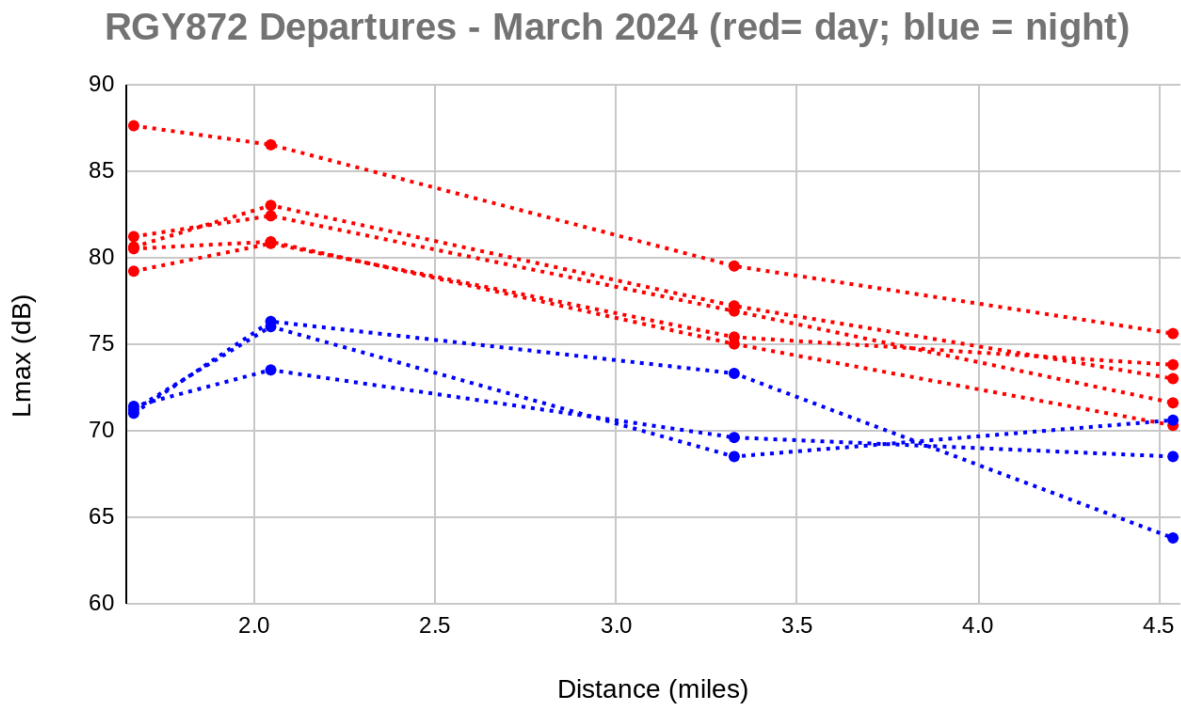
Here are the altitudes for its five “daytime” and three curfew-hour southbound departures in March 2024:



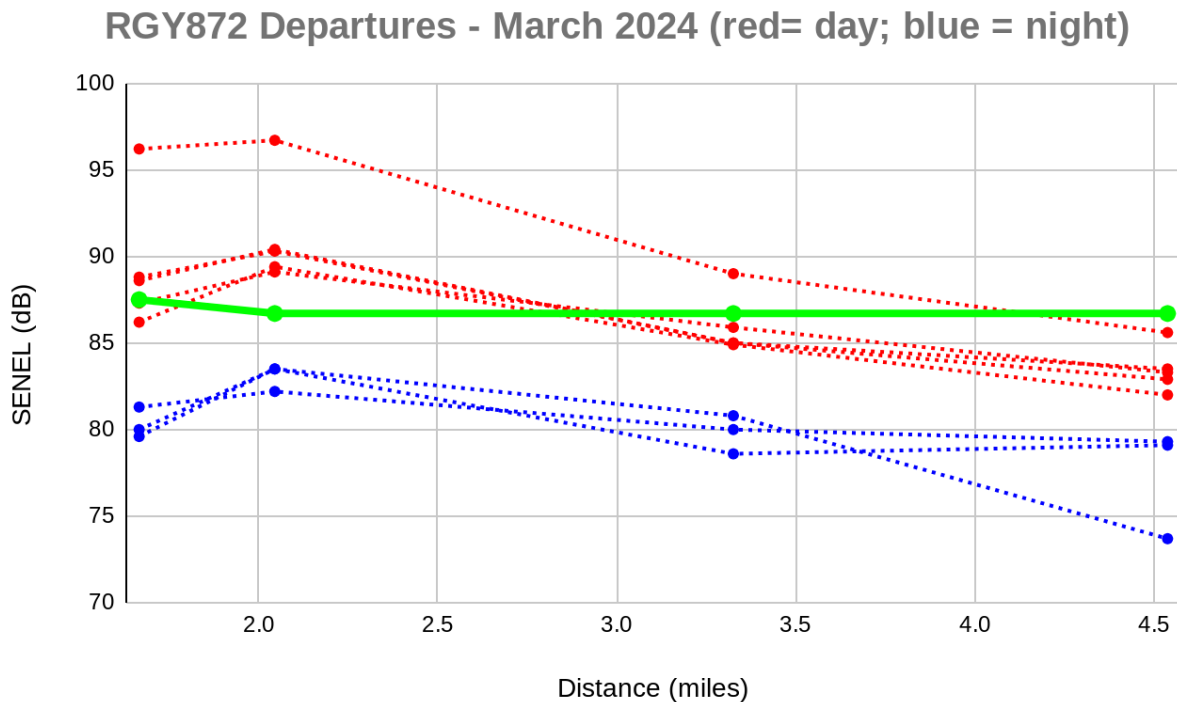
And here are its speeds:



The resulting noise in terms of maximum loudness (Lmax) at [Noise Monitors](#) 1, 3, 6 and 7 was as follows (with the horizontal scale having a slightly different origin from the previous plots):



Finally, here is the noise at the same monitors in terms of the regulated SENEL, with the green line representing the GA Curfew Hour [Noise Limits](#):



The “daytime” flights would all be in violation at NMS 3S (shown at “2.1 miles”).

The curfew hour flights average more than 10 dB quieter at that point, and are safely under the limit.

Not being a pilot, I don’t know what Regency Air is doing, but my guess is they are simply departing with the lowest safe thrust.

It would be nice if other GA carriers could copy them, and if Regency Air could use the same procedure doing the “day” as they do at “night.”



CITY OF

NEWPORT BEACH

Aviation Committee Staff Report

July 15, 2024
Agenda Item No. IV.C

TO: CHAIR AND MEMBERS OF THE AVIATION COMMITTEE

FROM: Grace K. Leung, City Manager - 949-644-3001,
gleung@newportbeachca.gov

PREPARED BY: Tara Finnigan, Assistant City Manager,
tfinnigan@newportbeachca.gov

PHONE: 949-644-3035

TITLE: Appointment of Committee Member to Attend John Wayne Airport's
Quarterly Noise Meetings

ABSTRACT:

Staff recommends appointing an Aviation Committee member to attend and report back to the Aviation Committee on actions taken at John Wayne Airport's Quarterly Noise Meetings. Committee members will have the opportunity to volunteer to attend these meetings and be appointed at the Aviation Committee's May 13, 2024 meeting.

RECOMMENDATIONS:

1. Approve the appointment of one Aviation Committee member to attend John Wayne Airport's Quarterly Noise meetings and report back to the full committee at its quarterly meetings on relevant actions taken. The assignment would expire on May 1, 2025.

DISCUSSION:

At the Aviation Committee's May 13, 2024 meeting, committee members had the opportunity to volunteer for and be appointed to serve on the Community Forum Ad Hoc Committee or to attend the Orange County Airport Commission's meetings or John Wayne Airport's Quarterly Noise Meetings and report back to the committee on actions taken. After the Aviation Committee appointed members to serve on the ad hoc committee and appointed a member to attend the Airport Commission meetings, Chair Blom tabled the appointment of a committee member to attend the Quarterly Noise Meetings until a future meeting when more committee members were present. Thus, staff is returning to the Aviation Committee with this proposed appointment for its consideration.

NOTICING:

The agenda item has been noticed according to the Brown Act (72 hours in advance of the meeting at which the City Council considers the item).