

May 13, 2024, Aviation Committee Comments

The following comments regarding the Newport Beach [Aviation Committee](#) meeting agenda are from:
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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 these [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

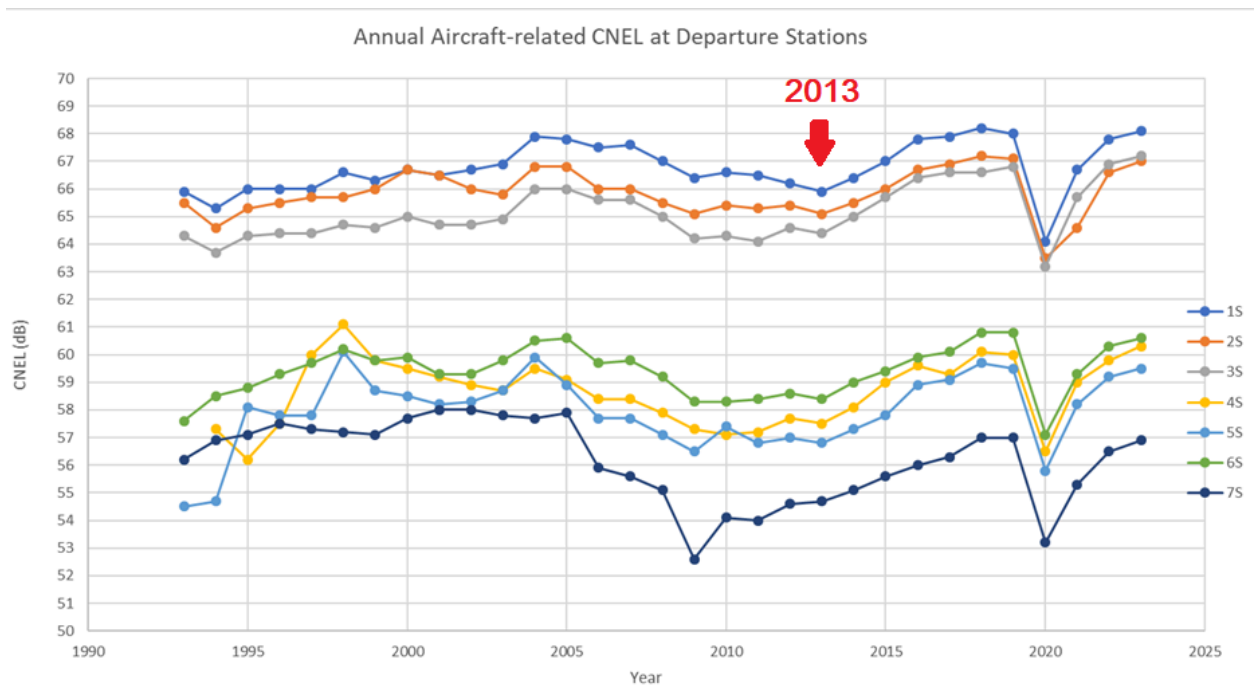
Aviation Noise and Emissions Symposium

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.