



CITY OF NEWPORT BEACH AVIATION COMMITTEE AGENDA

Committee members will participate via Zoom. Please see Special Notice regarding COVID-19 for public participation information.

Monday, October 26, 2020 - 5:30 PM

Aviation Committee Members:

Council Member Jeff Herdman, Chair
Council Member Diane Dixon, Vice Chair

Nancy Alston
Jeffrey Cole
Susan Dvorak
Alan Guenther
Roger Ham
Anthony Khoury
Stephen Livingston
Hugh Logan
Thomas Meng
Bonnie O'Neil
Jack Stranberg
Sharon Ray
Cameron Verdi

Staff Members:

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

SPECIAL NOTICE REGARDING COVID-19

On March 4, 2020, Governor Newsom proclaimed a State of Emergency in California as a result of the threat of COVID-19. On March 12, 2020, Governor Newsom issued Executive Order N-25-20, which allows Aviation Committee Members to attend Aviation Committee meetings by electronic means. Please be advised that to minimize the spread of COVID-19, Aviation Committee Members may attend this meeting either electronically or telephonically.

Also, please be advised that on March 17, 2020, Governor Newsom issued Executive Order N-29-20, which allows for the public to participate in any meeting of the Aviation Committee telephonically or by other electronic means. Given the health risks associated with COVID-19, the City of Newport Beach will conduct this meeting via Zoom. As a member of the public, if you would like to participate in this meeting, you can participate via the following options:

1. You can submit your questions and comments in writing for the Aviation Committee's consideration by sending them to Aviation@newportbeachca.gov. To give the Aviation Committee adequate time to review your questions and comments, please submit your written comments by Monday, October 26, 2020, at 10 a.m. All emails will be made part of the record.
2. You can connect with a computer by joining through Zoom. Click the link below to register for the meeting using a valid email address. You will receive a confirmation email allowing you to join the meeting:
<https://zoom.us/j/97604516452?pwd=TCt4K01lVkl5ckxiaDdXbmZUM0Fadz09>
3. Or you may connect by Phone/Audio Only by calling: 1-669-900-9128. The meeting ID is 976 0451 6452#

Please know that it is important for the City to allow public participation at this meeting. While the City does not expect there to be any changes to the above process for participating in this meeting, if there is a change, the City will post the information as soon as possible to the City's website.

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 - August 24, 2020](#)

[Correspondence](#)

IV. CURRENT BUSINESS

1. Washington, D.C. / Legislative Update - Lobbyist Channon Hanna, Carpi & Clay, will provide a brief update on relevant federal and legislative activities.
2. Presentation on Southern California Airspace and Aircraft Speed Assignments - Kevin Karpe, Diverse Vector Aviation, will provide information on the regulation and management of airspace and aircraft speeds.
3. John Wayne Airport Update - Nick Gaskins, Access and Noise Manager for John Wayne Airport, will discuss the airport's proposed Capacity Allocations for the 2021 Plan Year and Spirit Airlines' Aircraft Noise Test.
4. General Aviation Improvement Program Update - Tara Finnigan, Deputy City Manager, will provide current information on the General Aviation Improvement Program.
5. Update on City Aviation Initiatives - Council Member Jeff Herdman and City Manager Grace Leung will provide updates on City meetings and activities, including recaps of recent meetings with the air carriers and the Coastal Orange County Noise Mitigation Task Force.
6. Ad Hoc Committee Reports
 - a. Technical Matters / Departures - Committee Member Alan Guenther
 - b. Government Relations - Committee Member Hugh Logan
 - c. Communication & Outreach - Committee Member Tony Khoury

[IV. 1 - Correspondence](#)

[IV. 2 - Presentation: Kevin Karpe, Diverse Vector Aviation](#)

[IV. 3 - Correspondence](#)

[IV. 3 - Presentation: Nick Gaskins, JWA Access and Noise Manager](#)

[IV. 4 - Correspondence](#)

V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Public comments are invited on agenda and 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 agenda or 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 - November 30, 2020, 5:30 p.m.

VII. ADJOURNMENT



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

MEETING DATE & LOCATION: **Monday, August 24, 2020, 5:30 p.m.**, Virtual meeting from Newport Beach, CA 92660

ATTENDANCE:

Committee membership:

Council Member Jeff Herdman, Chairman
Council Member Diane Dixon, Vice Chairman
Nancy Alston – SPON representative
Jeffrey Cole – District 6
Susan Dvorak – CAANP representative
Alan Guenther – District 1
Roger Ham – Newport Coast representative
Anthony Khoury – AWG representative
Stephen Livingston – General Aviation
Hugh Logan – District 7
Thomas Meng – District 4
Bonnie O'Neil – District 3
Jack Stranberg – Member at Large
Sharon Ray – District 2
Cameron Verdi – District 5

Staff: City Manager Grace Leung, Deputy City Manager Tara Finnigan, City Attorney Aaron Harp, Executive Assistant to the City Manager Shirley Oborny
Consultants: Tom Edwards, Cori Takkinen, Townsend & Associates; Channon Hanna, Carpi & Clay; Justin Cook, HMMH; Kevin Karpe, Diverse Vector Aviation

I. CALL MEETING TO ORDER

Chairman Herdman called the meeting to order at 5:45 p.m.

II. ROLL CALL

All members of the Aviation Committee (Committee) were present.

III. APPROVAL OF MINUTES

Motion to approve the minutes of the July 27, 2020 meeting as presented was made by Committee Member Meng and seconded by Committee Member Ham. The motion carried unanimously.

IV. CURRENT BUSINESS

1. General Aviation Improvement Program Update

Michelle Steel, Chair, Orange County Board of Supervisors, reported that on August 11, the Board of Supervisors selected two full-service fixed based operators (FBO) and one limited-service FBO. Chair Steel said she moved to adopt the City of Newport Beach's recommendations

for lease terms, but Board members preferred to discuss recommendations from the City of Newport Beach and other organizations in its closed session on August 25.

Deputy City Manager Finnigan reported the selected full-service FBOs are ACI Jet and Clay Lacy Aviation, and the limited-service FBO is Jay's Aircraft. The Board referred Newport Beach's recommendations to the Airport Ad Hoc Committee, which is comprised of Chair Steel and Supervisor Bartlett. The City sent a letter to the Board of Supervisors regarding Newport Beach's recommendations, sent additional information to Supervisors Steel and Bartlett, and had good discussions with both full-service FBOs.

Cori Takkinen, Townsend & Associates, that she had follow-up conversations with all five Supervisors' offices to clearly state Newport Beach's recommendations. The Board's Airport Ad Hoc Committee met earlier in the day, and she provided the committee with the City's proposed draft language to include in lease agreements. The Board will discuss the recommendations in closed session on August 25. The final lease agreements will return to the Board in late September or early October, and a four-fifths vote is required to approve the leases.

Deputy City Manager Finnigan reiterated the City's recommendations and requests and explained that City staff sent the non-lease-related requests to John Wayne Airport (JWA) staff for consideration. Both full-service FBOs have expressed interest in a fly quiet program at JWA.

In response to Committee Member Dvorak's question, Deputy City Manager Finnigan explained that the City has recommended lease provisions that would prohibit the operation of commercial airlines at an FBO and eliminate the ability of any lessee to construct and operate a General Aviation Facility.

Committee Member Dvorak indicated she shares the concerns listed in Mr. Mosher's written comments.

Committee Member Meng believed the City's terms and conditions should be part of the contract.

Committee Member Alston noted community concern about not being able to enforce the recommendations if they are not included in leases.

In response to questions from the public and the Committee, Deputy City Manager Finnigan reiterated that the City is communicating with the Board's Airport Ad Hoc Committee and the Board of Supervisors. The City Attorney crafted proposed language for the terms the City wants to see included in the leases and that language was provided to the Board. If the County's attorneys feel the proposed language raises Airport Noise and Capacity Act (ANCA) issues, staff will obtain an opinion from the City's legal counsel. Additional issues arose after the City Council provided direction to staff. The City's proposed provisions addressing these additional issues align with Council Policy A-17, and the Mayor signed the letter requesting the County consider the additional provisions. John Pope, Public Information Manager, will help communicate the GAIP issues to the community in the coming weeks. Staff will contact Corridor Cities.

Chair Herdman noted Anaheim Hills' concerns relate to arrivals rather than departures.

Committee Member Alston hoped staff would contact Laguna Beach even though it is not a Corridor City.

2. Consultant Updates on Federal Legislation

Tom Edwards, consultant, reported the House of Representatives passed the infrastructure bill, HR-2, and it included an incentive for air carriers to transition their fleets. The concept was based on a tax incentive program that Edwards drafted for the City. Mr. Edwards briefly explained the tax incentive concept.

Channon Hanna, Carpi & Clay, advised that Congressman Rouda's office designed a program in which vouchers, worth up to \$10 million each, would be available to air carriers that update their fleets. She is currently working with Senator Feinstein's and Senator Harris' offices to garner support for the incentive in the Senate. She has also been working with Congressman Rouda's office to review the noise provisions contained in the Federal Aviation Administration (FAA) Reauthorization Act. The bill requires the FAA to submit at least three reports in October.

In response to Committee Member Guenther's question, Ms. Hanna said that the Quiet Skies Caucus is looking at the noise provisions, the FAA's actions, and other methods for enforcing the provisions.

3. Presentation on John Wayne Airport Noise Abatement Departure Procedures (NADP) Analysis – Consultant will explain the findings from HMMH's analysis of possible improvements to NADP-1 or NADP-2 that would reduce noise levels at Noise Monitoring Stations 5-7

City Manager Leung explained that this has been a long-term project and involves working with the air carriers. Those relationships resulted in several carriers voluntarily implementing procedures that reduce noise impacts on the community.

Justin Cook, HMMH, used a PowerPoint presentation (see attached) to discuss HMMH's work on the project using both modeled and measured data; the data collection, types of aircraft and cutback altitudes analyzed; and how the AEDT Noise Model was refined during the process. The results indicated little to no noise level differences between modeled NADP-1 scenarios with varying cutbacks. The measured results indicated a reduction in noise levels at NMS 6 and 7 utilizing NADP-1 with a cutback at an altitude of 1,500 feet and a slight increase in noise levels at NMS 5.

City Manager Leung advised that Southwest and United are flying NADP-1, and American will begin flying NADP-1.

In response to questions, Mr. Cook indicated the Airbus is about 5 dB quieter than typical Boeing aircraft regardless of NADP-1, NADP-2, and cutback. The analysis considered noise abatement departure procedures independent of the actual procedure being flown. Boeing is aware of the noise generated by its aircraft. Aircraft manufacturers are likely aware of community noise issues and are advancing quieter technology. Measured data is generally higher than modeled data.

Dennis Bress requested a spreadsheet of City expenditures for consultants.

In response to Julie Johnson's query, Mr. Cook advised that reducing speed will result in a larger noise reduction. There is a tradeoff between thrust and aircraft traveling higher faster, and NADP-1 considers that. Aircraft maneuvers at 3,000 feet could be analyzed.

4. Ad Hoc Committee Report **a. Technical/Departures**

Committee Member Guenther reported the Technical/Departures Ad Hoc Committee is focusing on Priorities 1 and 4 for noise mitigation and has developed action plans for each.

airline use of NADP-1 will be a significant part of the solution. The Ad Hoc committee will explore additional noise factors such as speed, altitude, ground track, make and model of aircraft, takeoff weight, and stage length.

Kevin Karpe, Diverse Vector Aviation, said he is working with the Ad Hoc committee to prepare action items to support implementing NADP-1.

Committee Member Stranberg advised that other data sources in the community indicate speed, altitude, and thrust are major contributors to noise. Many federal aviation regulations are violated on departure. The City should consider assimilating and validating all data and using the findings to make additional recommendations.

In response to questions, City Manager Leung indicated a campaign to reward airlines that fly quietly will be part of future communications.

Committee Member Logan remarked that implementing rewards and penalties raises some legal concerns. Anything the City can do to incentivize the use of new equipment will be valuable.

Committee Member Ham explained that FAA procedures direct aircraft to fly "by" the STREL waypoint. Changing the procedure to direct aircraft to fly "over" STREL would solve noise problems for Cameo Shores, Corona del Mar and Newport Coast.

Committee Member Guenther noted aircraft can be observed turning early and being cleared to a much higher altitude.

Mr. Karpe believed this issue can be addressed following implementation of NADP-1.

Mel Beale noted topics to address with the airlines have been prioritized, and City Manager Leung suggested focusing on NADP-1 first. Any factor that creates noise will be discussed.

Dennis Bress commented that community members have invested hundreds of hours in collecting data and have been interviewing potential partners.

In answer to Committee Member O'Neil's questions, Chair Herdman indicated seven NMS are in place, and an air quality study was conducted.

V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

None

VI. ITEMS FOR THE NEXT MEETING'S AGENDA

Committee Member O'Neil requested information regarding noise monitoring and air quality tests.

VII. NEXT MEETING – September 28, 2020, 5:30 p.m.

VIII. ADJOURNMENT

Chairman Herdman adjourned the meeting at 7:19 p.m.

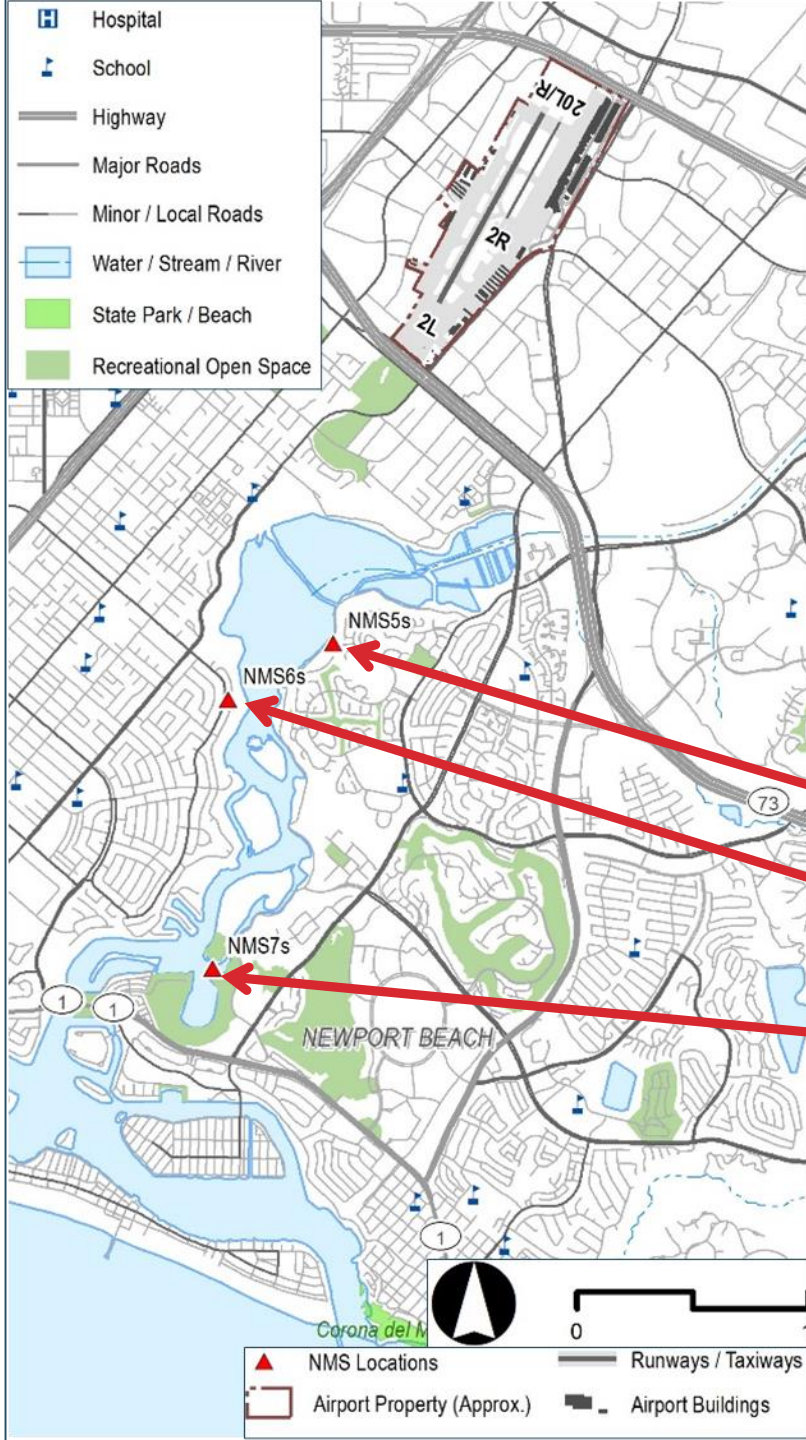
SNA NADP Analysis Summary

HMMH Project Number 309680
Task 2

Presentation by Justin W. Cook
July 27, 2020

Goal of Task 2

- Determine if there are improvements to NADP-1 or NADP-2 to reduce noise levels at NMS 5s, 6s, and 7s by comparing measured and modeled data at those locations



Noise Monitor Locations

- HMMH used the FAA's Aviation Environmental Design Tool (AEDT) (Version 2d) to model noise levels for various scenarios at:

• **NMS 5s**

• **NMS 6s**

• **NMS 7s**

Modeling

Aircraft Operations

2,257 Modeled

Time of Day

7:00 a.m. and 9:00 a.m.

Temperature

65° F

Sea-level Pressure

1015.38 Millibars

Relative Humidity

69.45%

Dew Point

52.96° F

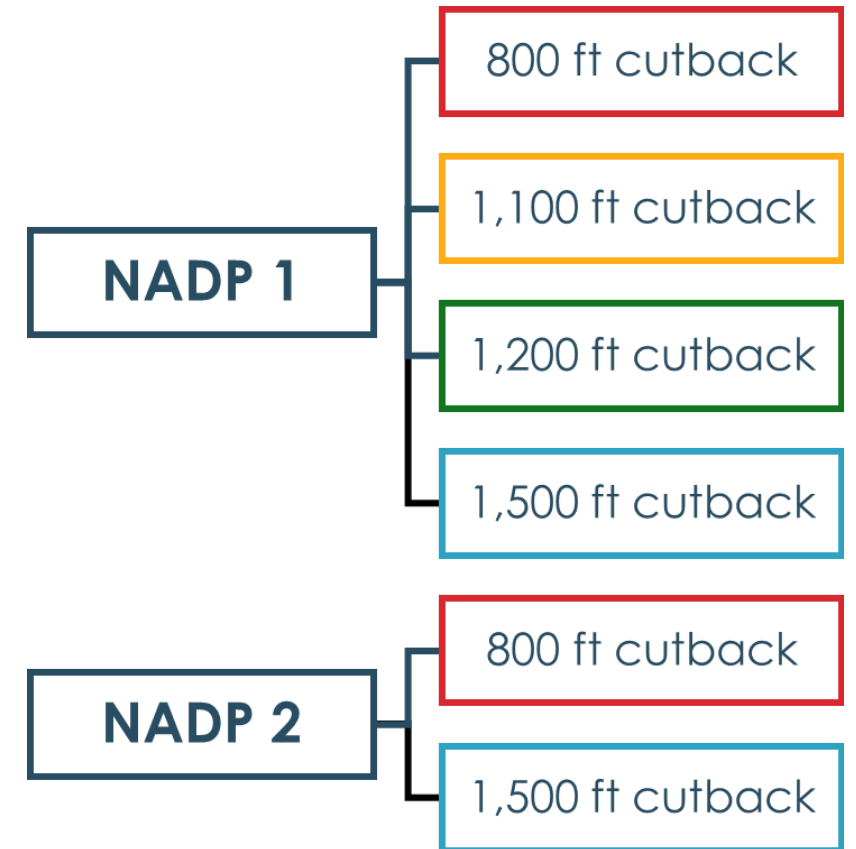
Wind Speed

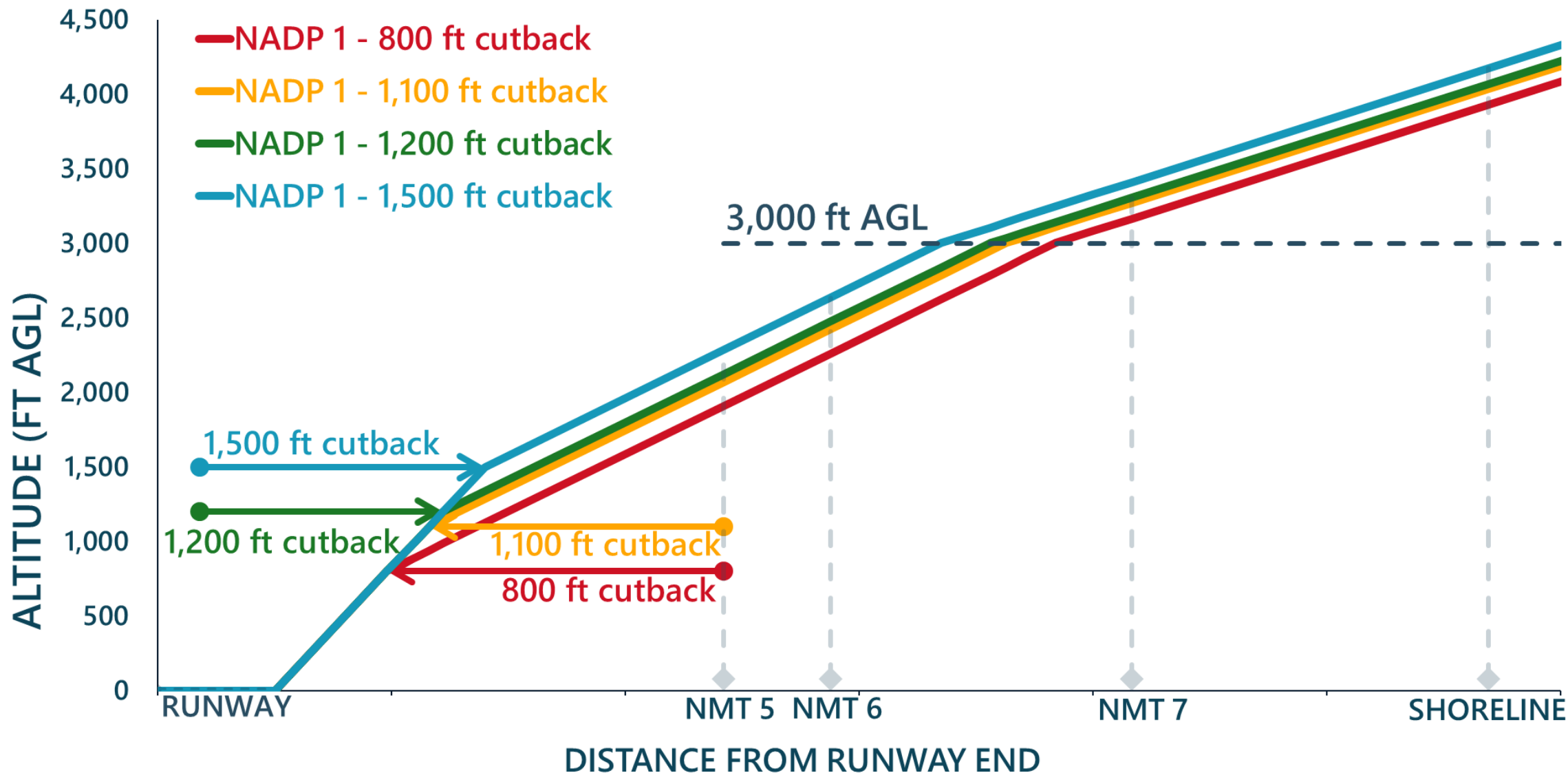
5.54 knots

Aircraft Analyzed

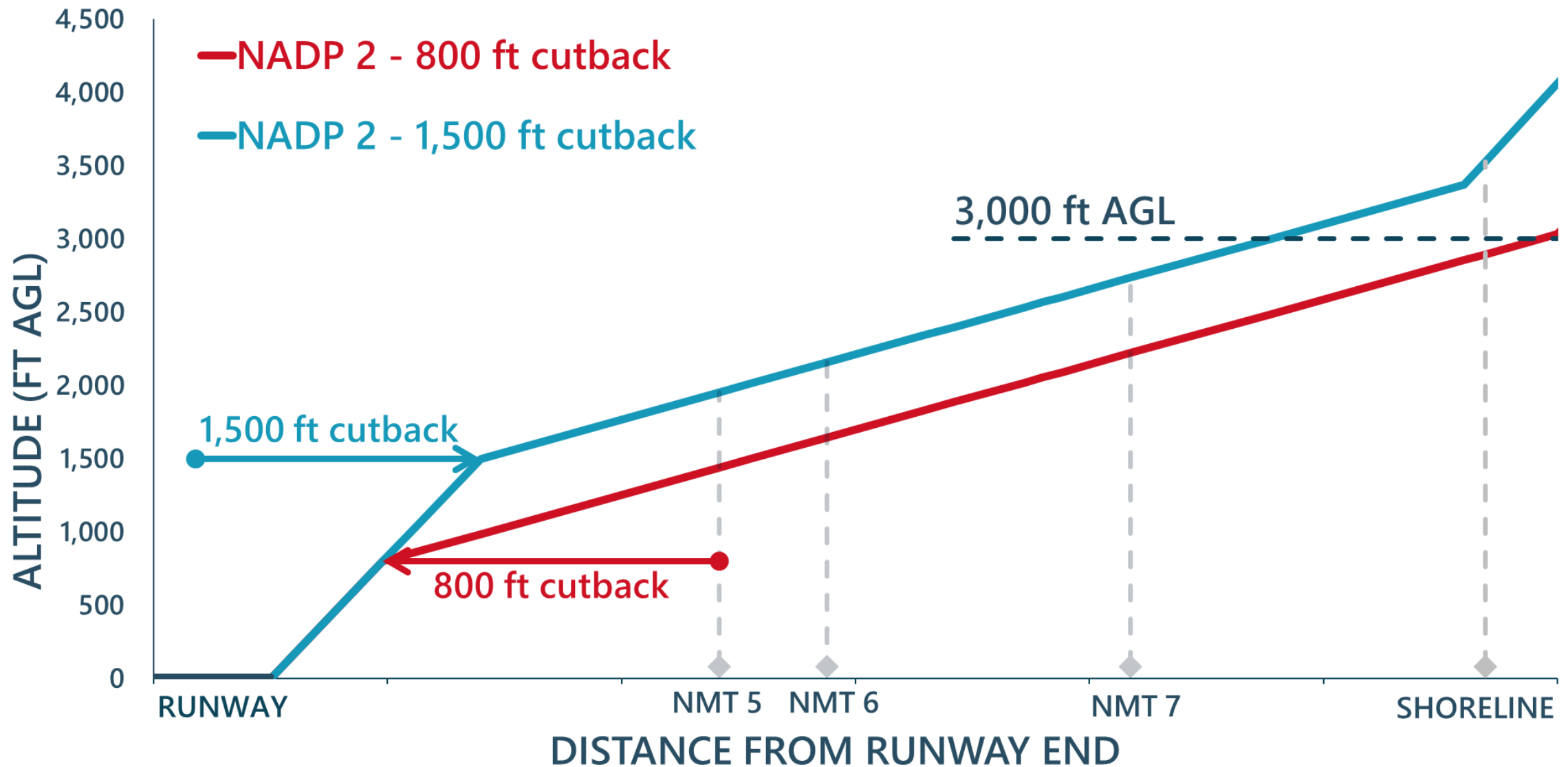
- 1) Boeing 737-700
- 2) Boeing 737-800
- 3) Airbus A319
- 4) Airbus A320

Scenarios Analyzed





NADP 1 – 800, 1,100, 1,200, and 1,500 ft Cutbacks



NADP 2: 800 ft and 1,500 ft Cutbacks

■ Measured, 10/2017 to 1/2018
■ Measured, 3/2019
■ Measured, 7/2019 to 9/2019
■ Modeled, N/A

			NMS 5s				NMS 6s				NMS 7s			
Cutback			A319	A320	B737	B738	A319	A320	B737	B738	A319	A320	B737	B738
NADP-1	800 ft	Measured	84.4	85.0	90.2	90.0	85.6	86.6	90.8	90.6	81.7	83.1	87.2	88.3
		Modeled	83.0	83.2	89.6	89.1	84.5	87.4	89.9	89.0	81.4	84.8	87.2	86.4
	1,100 ft	Modeled	82.8	83.0	89.5	89.0	84.3	87.1	89.9	88.8	81.4	84.5	87.2	86.4
	1,200 ft	Modeled	82.7	82.9	89.5	89.0	84.3	87.1	89.8	88.8	81.3	84.4	87.2	86.3
	1,500 ft	Measured	86.3	86.6	91.5	91.4	86.6	86.5	91.2	90.5	82.2	83.0	87.2	86.6
		Modeled	84.8	85.3	90.2	90.1	85.1	85.6	90.1	89.6	79.5	80.4	85.4	85.8
NADP-2	800 ft	Measured	85.1	85.7	89.5	89.1	86.7	88.0	90.4	90.0	84.7	86.1	85.7	86.1
		Modeled	84.4	85.0	90.2	90.0	85.6	86.6	90.8	90.6	81.7	83.1	87.2	88.3
	1,500 ft	Modeled	83.6	87.3	88.3	88.9	84.6	87.5	89.8	89.1	82.9	85.5	87.2	86.2

Results

Measured, 10/2017 to 1/2018			Measured, 3/2019				Measured, 7/2019 to 9/2019				Modeled, N/A			
			NMS 5s				NMS 6s				NMS 7s			
Cutback			A319	A320	B737	B738	A319	A320	B737	B738	A319	A320	B737	B738
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		Modeled	83.0	83.2	89.6	89.1	84.5	87.4	89.9	89.0	81.4	84.8	87.2	86.4
	1,100 ft	Modeled	82.8	83.0	89.5	89.0	84.3	87.1	89.9	88.8	81.4	84.5	87.2	86.4
	1,200 ft	Modeled	82.7	82.9	89.5	89.0	84.3	87.1	89.8	88.8	81.3	84.4	87.2	86.3
	1,500 ft	Measured	86.3	86.6	91.5	91.4	86.6	86.5	91.2	90.5	82.2	83.0	87.2	86.6
		Modeled	84.8	85.3	90.2	90.1	85.1	85.6	90.1	89.6	79.5	80.4	85.4	85.8
NADP-2	800 ft	Measured	85.1	85.7	89.5	89.1	86.7	88.0	90.4	90.0	84.7	86.1	85.7	86.1
		Modeled	84.4	85.0	90.2	90.0	85.6	86.6	90.8	90.6	81.7	83.1	87.2	88.3
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	1,500 ft	Measured	86.3	86.6	91.5	91.4	86.6	86.5	91.2	90.5	82.2	83.0	87.2	86.6
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	1,500 ft	Modeled	83.6	87.3	88.3	88.9	84.6	87.5	89.8	89.1	82.9	85.5	87.2	86.2

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			A319	A320	B737	B738	A319	A320	B737	B738	A319	A320	B737	B738
NADP-1	800 ft	Measured	84.4	85.0	90.2	90.0	85.6	86.6	90.8	90.6	81.7	83.1	87.2	88.3
		Modeled	83.0	83.2	89.6	89.1	84.5	87.4	89.9	89.0	81.4	84.8	87.2	86.4
	1,100 ft	Modeled	82.8	83.0	89.5	89.0	84.3	87.1	89.9	88.8	81.4	84.5	87.2	86.4
		Modeled	82.7	82.9	89.5	89.0	84.3	87.1	89.8	88.8	81.3	84.4	87.2	86.3
	1,500 ft	Measured	86.3	86.6	91.5	91.4	86.6	86.5	91.2	90.5	82.2	83.0	87.2	86.6
		Modeled	84.8	85.3	90.2	90.1	85.1	85.6	90.1	89.6	79.5	80.4	85.4	85.8
NADP-2	800 ft	Measured	85.1	85.7	89.5	89.1	86.7	88.0	90.4	90.0	84.7	86.1	85.7	86.1
		Modeled	84.4	85.0	90.2	90.0	85.6	86.6	90.8	90.6	81.7	83.1	87.2	88.3
	1,500 ft	Modeled	83.6	87.3	88.3	88.9	84.6	87.5	89.8	89.1	82.9	85.5	87.2	86.2

Results

		Measured, 10/2017 to 1/2018	Measured, 3/2019	Measured, 7/2019 to 9/2019	Modeled, N/A									
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	1,200 ft	Modeled	82.7	82.9	89.5	89.0	84.3	87.1	89.8	88.8	81.3	84.4	87.2	86.3
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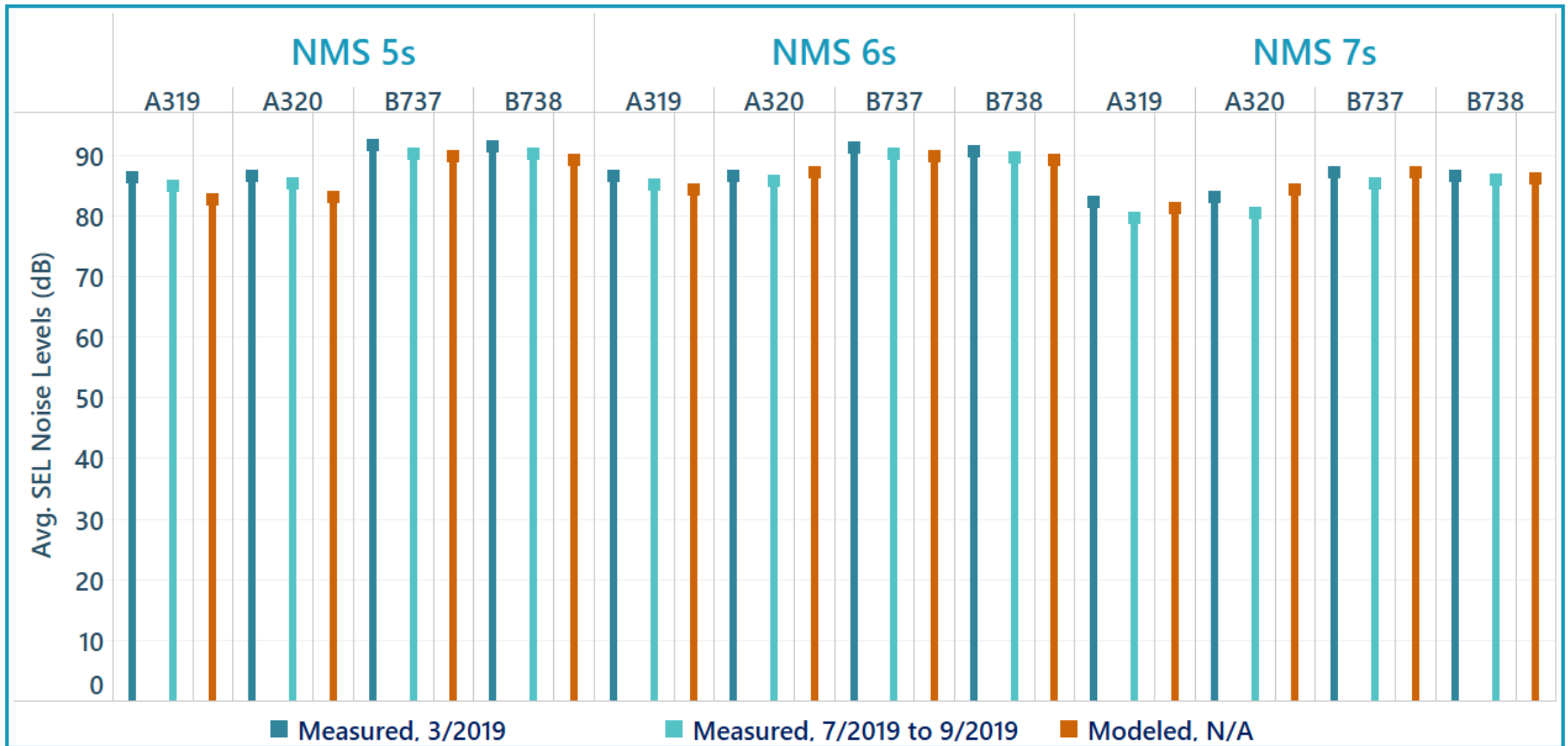
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Results



Sample Results: NADP 1 – 1,500 ft cutback

Summary of Results

- Little to no noise level differences between modeled NADP-1 scenarios with varying cutbacks
- NADP-1 with a 1,500-foot cutback measured (July-September 2019) and modeled data correlate very well
- Comparing modeled data; NADP-1 with 1,500-foot cutback generally had lower noise levels at NMS 5s, 6s, and 7s
- Comparing measured data; NADP-1 with 1,500-foot cutback generally had lower noise levels at NMS 6s and 7s, but slight increase at 5s with Boeing aircraft types

October 26, 2020, Aviation Committee Comments

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Jim Mosher (jimmosher@yahoo.com), 2210 Private Road, Newport Beach 92660 (949-548-6229)

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Have those reports been produced?

Item IV.3. John Wayne Airport Update - proposed Capacity Allocations for the 2021 Plan Year

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The following table compares the 2021 recommendations to the allocations that have been approved in recent years, as well as the actual levels of commercial operations that resulted, and a projection for those actual levels in the current, abnormal year:

	2017	2018	2019	2020	2021	
MAP	10.8	10.8	10.8	10.8	11.8	Settlement Agreement
Commercial seats						
requested	14.32	15.18	15.60	15.83	15.54	million
allocated	12.74	12.65	12.61	11.83	15.54	million
Actuals						
Passengers	10.42	10.66	10.66	3.95 ¹		million
Operations						
commercial	90,250	91,875	90,074	47,211		
commuter	619	1,785	5,360	4,955		
Calculated						
MAP/seats	0.85	0.85	0.86	0.91	0.76	
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As indicated, the Settlement Agreement allows the commercial Million Annual Passengers limit to increase from 10.8 to 11.8 on January 1 (a **9%** increase), but understanding the [Access Plan](#) (Section 8.3.6) requires commercial carriers to end the year having used at least 90% of their requested allocations of seats and ADD's, and penalizes them if they do not (Section 8.7.2), it is a bit startling to see the Supervisors are being asked to approve a **31%** increase in seats (which implies more planes), from 11.8 million allocated this year to 15.5 million seats being approved for 2021.

This is especially concerning because commercial (but not commuter) operations were sharply off this year with barely one-third of the allocated seats being used – a situation JWA accommodated by waiving the penalties.

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The increased allocations in response to decreased demand seem contrary to the anticipation, stated at the [Quarterly Noise Meetings](#) that there would be no waivers of penalties in 2021 and as a result the carriers would be expected to make more modest and realistic requests.

Instead, as seen in the second and third rows of the table, the carriers' requests for seats (and therefore, planes) were off only very slightly and all those requests are being recommended to be granted, resulting in the previously mentioned 31% increase in seats allocated.

This looks like a plan to potentially fly the full 11.8 MAP (the highest ever) with less-than-full flights, resulting in a completely unprecedented number of commercial flights, and an especially vast increase compared to the sharply depressed number of flights those under the flight path have experienced since March.

Since the [staff report](#) going to the Supervisors on November 3 provides no explanation of the change from prior years (in which the recommended seats only slightly exceeded the expected MAP), it would seem both the Committee and the public would want to become informed about:

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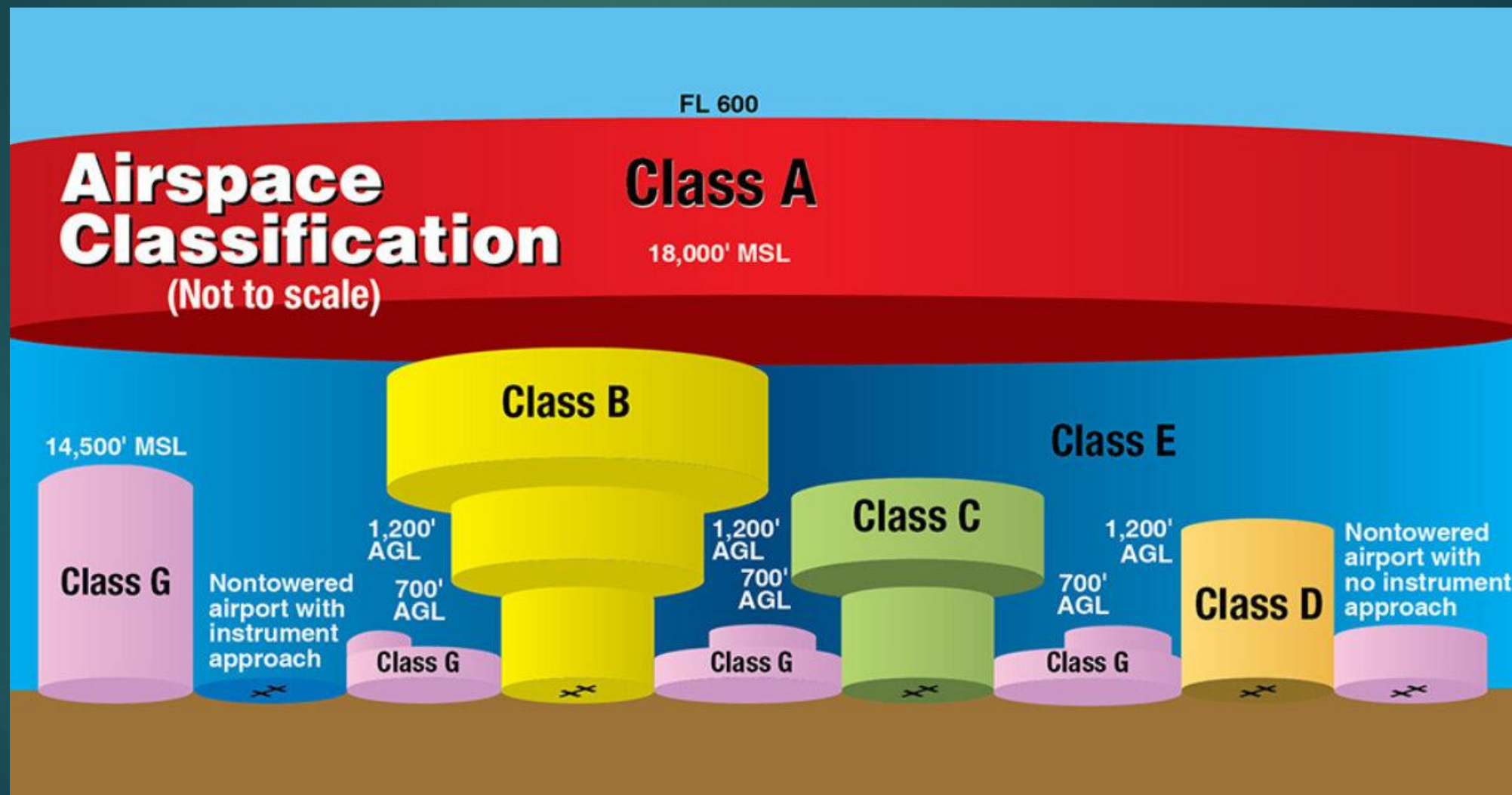
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Overview of Airspace and Air Traffic

AVIATION COMMITTEE MEETING
OCTOBER 26, 2020



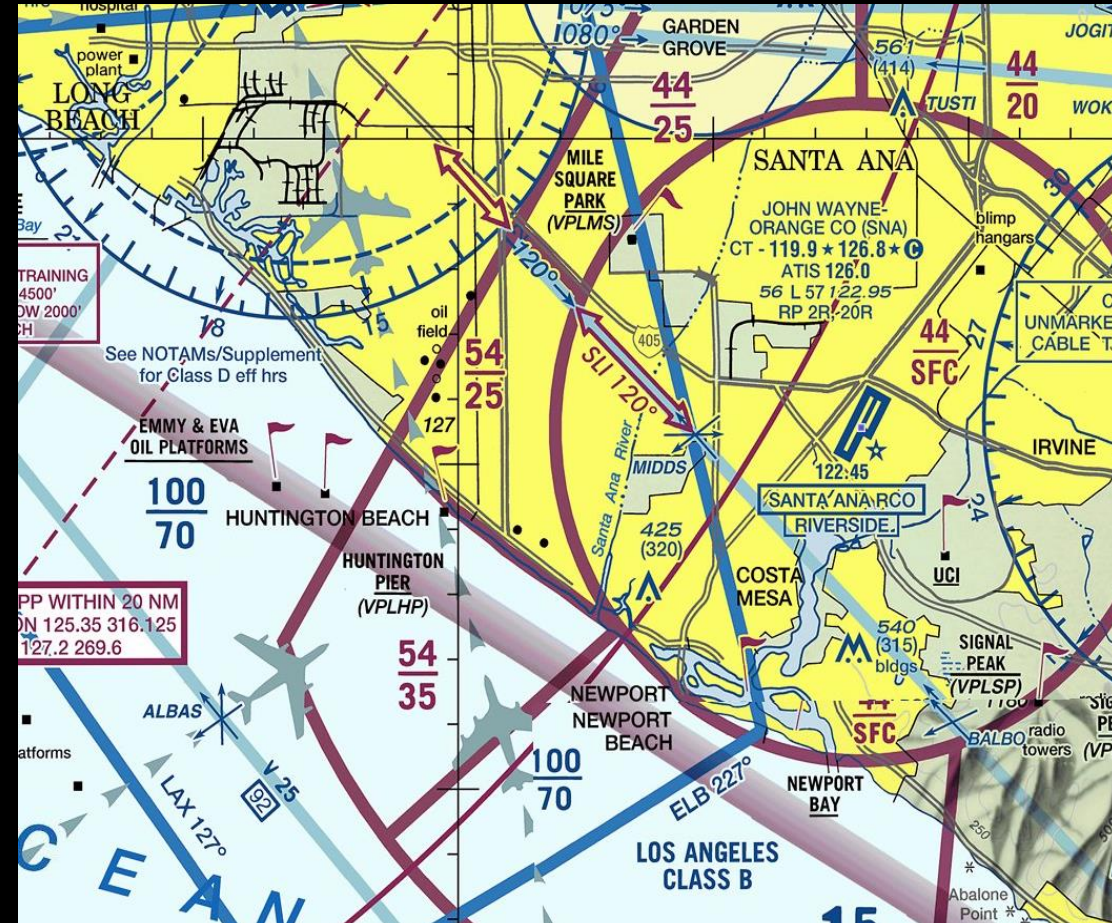
Airspace Classifications



SNA Class C Airspace

What is it?

ATC provides sequencing and separation within the inner core after two-way radio communication is established



SANTA ANA

JOHN WAYNE AIRPORT—ORANGE CO (SNA)(KSNA) 4 S UTC-8(-7DT) N33°40.54' W117°52.09'

LOS ANGELES

56 B TPA—See Remarks Class I, ARFF Index C NOTAM FILE SNA MON Airport

COPTER

RWY 02L-20R: H5701X150 (ASPH-GRVD) S-70, D-200, 2S-121, 2D-300 PCN 89 F/B/X/T HIRL 0.3% up S

H-4I, L-3E, 4H, A

IAP, AD

RWY 02L: PAPI(P4L)—GA 3.0° TCH 72'. RVR-R

RWY 20R: MALSR. PAPI(P4L)—GA 3.0° TCH 63'. RVR-T Rgt ttc.

RWY 02R-20L: H2887X75 (ASPH-GRVD) S-25, D-60 PCN 72 F/B/X/T MIRL 0.4% up S

RWY 02R: Rgt ttc.

RWY 20L: REIL. PAPI(P4L)—GA 3.0° TCH 26'. Bldg.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 02L:TORA-5701 TODA-5701 ASDA-5701 LDA-5701

RWY 02R:TORA-2887 TODA-2887 ASDA-2887 LDA-2887

RWY 20L:TORA-2887 TODA-2887 ASDA-2887 LDA-2887

RWY 20R:TORA-5701 TODA-5701 ASDA-5701 LDA-5701

SERVICE: S4 FUEL 100LL, JET A QX 3, 4 LGT When twr clsd ACTIVATE MALSR Rwy 20R and PAPI Rwy 02L, and Rwy 20R—CTAF.

AIRPORT REMARKS: Attended continuously. Rwy 02R-20L CLOSED when twr is clsd. Be alert to birds on and in/ovf apt. Noise abatement procedures in effect contact apt noise office 949-252-5185. Maintain at or above 300' AGL until established on final. VFR Acft: to avoid overflight of Rwy 20R, Rwy 20L arrival fly final at 15° angle to rwy, Rwy 20L departures turn 15° left at departure end of rwy. To avoid overflights of Rwy 02L, Rwy 02R departures turn 15° right at freeway. ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces. Rwy 02L-20R TPA—1056 (1000) small acft, 1556 (1500) turbine acft over 12500 lbs. Rwy 02R-20L TPA—856 (800) small single engine acft, 1056 (1000) twin engine acft. FBO general aviation aprons limited to max gwt of 100,000 lbs (dual gear) and with wingspans less than 100'. General aviation acft prohibited from using any portion of the air carrier commercial ramp. When twr clsd no local training or touch and go operations. Overnight tiedown fee.

AIRPORT MANAGER: 949-252-5171

WEATHER DATA SOURCES: ASOS (714) 424-0590 LAWRS (1400-0700Z).

COMMUNICATIONS: CTAF 126.8 D-ATIS 126.0 714-546-2279 UNICOM 122.95

SANTA ANA RCO 122.45 (RIVERSIDE RADIO)

Ⓡ SOCIAL APP CON 121.3

TOWER 119.9 (Rwy 02R-20L) 126.8 (Rwy 02L-20R) 128.35 (1415-0700Z)

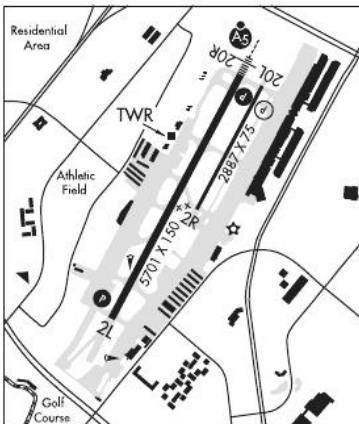
GND CON 120.8 (East) 132.25 (West) CLNC DEL 118.0 121.85

Ⓡ SOCIAL DEP CON 128.1 124.1

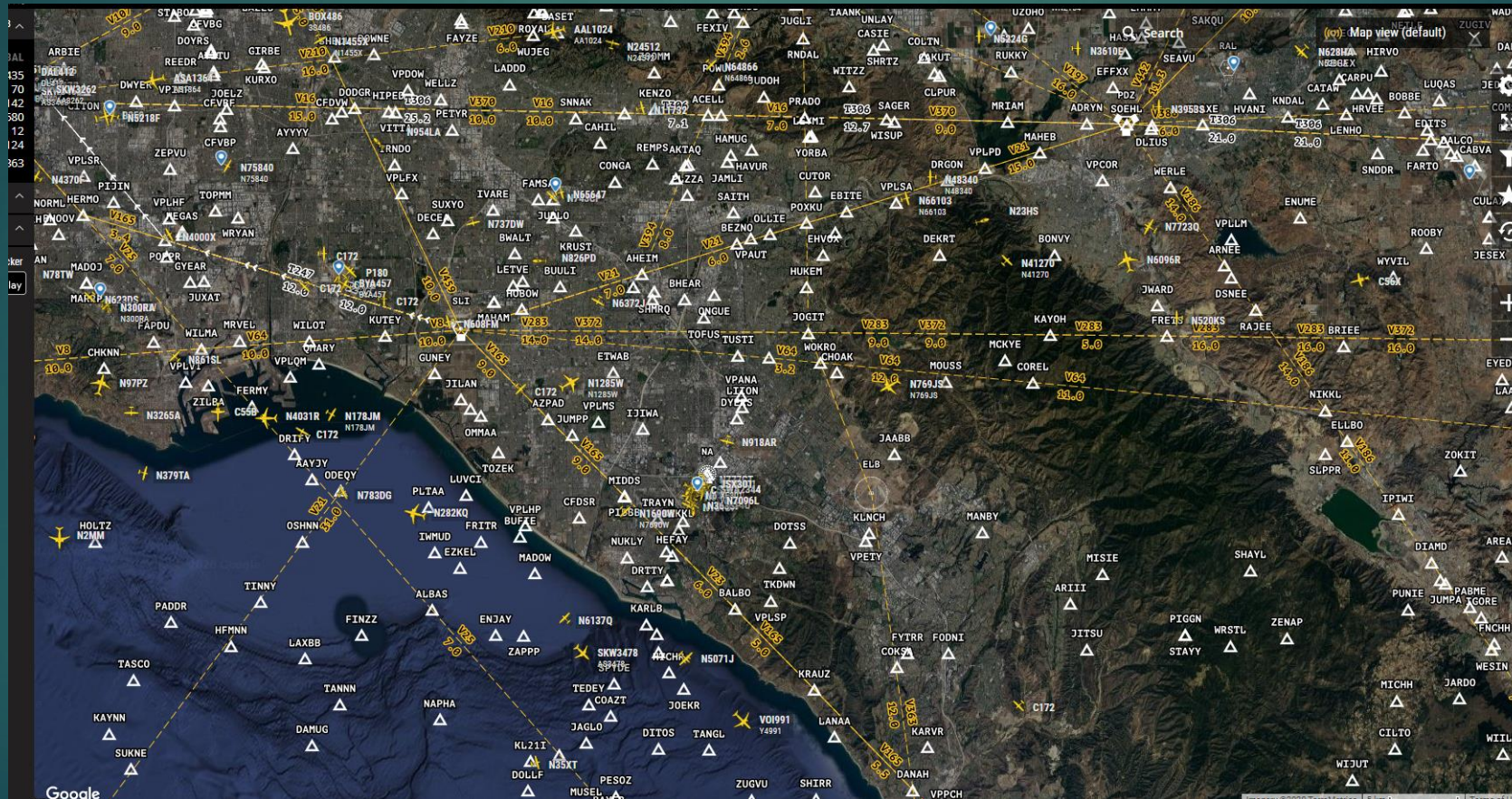
CPDLC (LOGON KUSA)

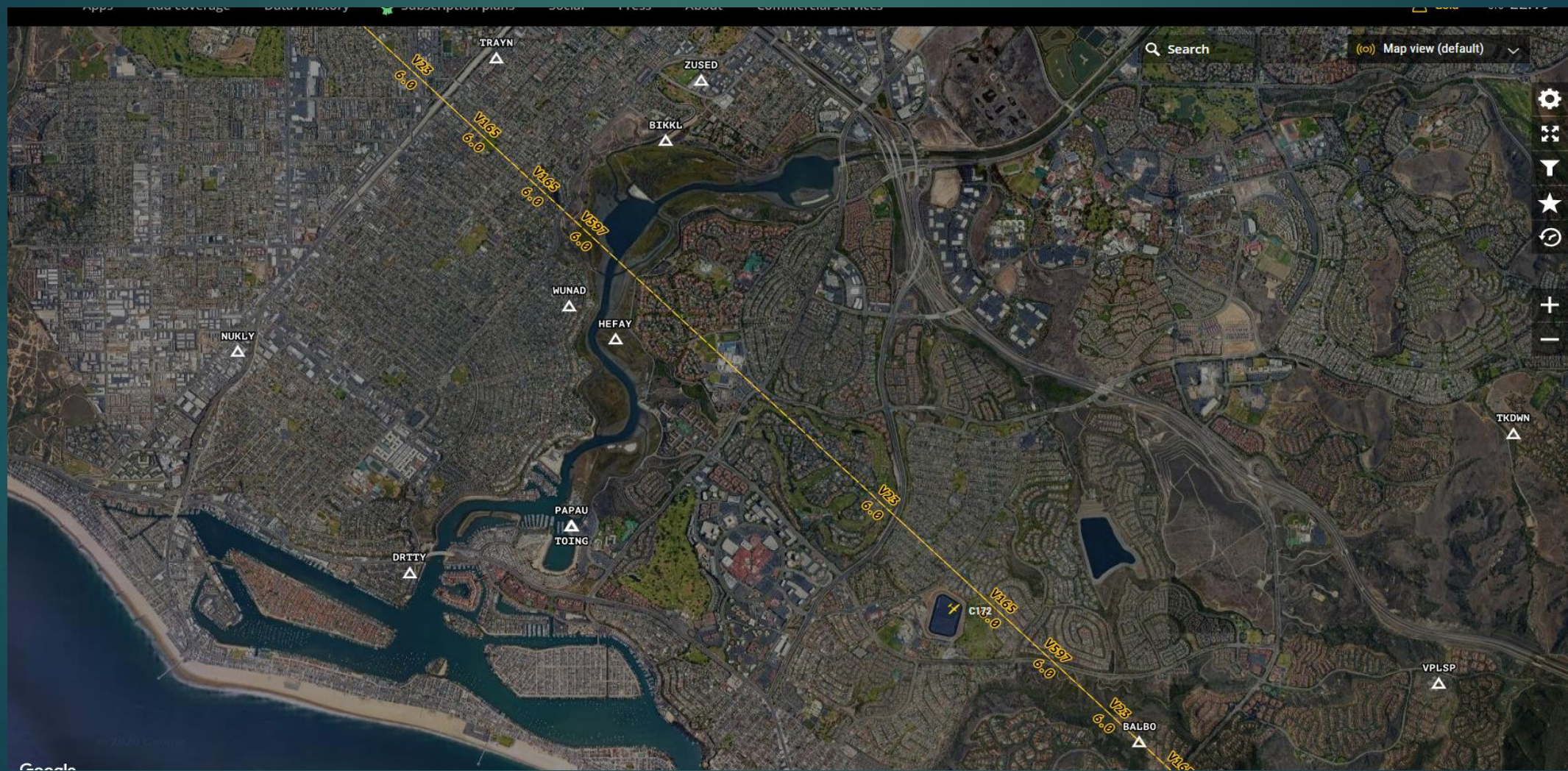
CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS C svc ctc APP CON svc 1415-0700Z other times CLASS G.



SoCal Airspace - We're not alone

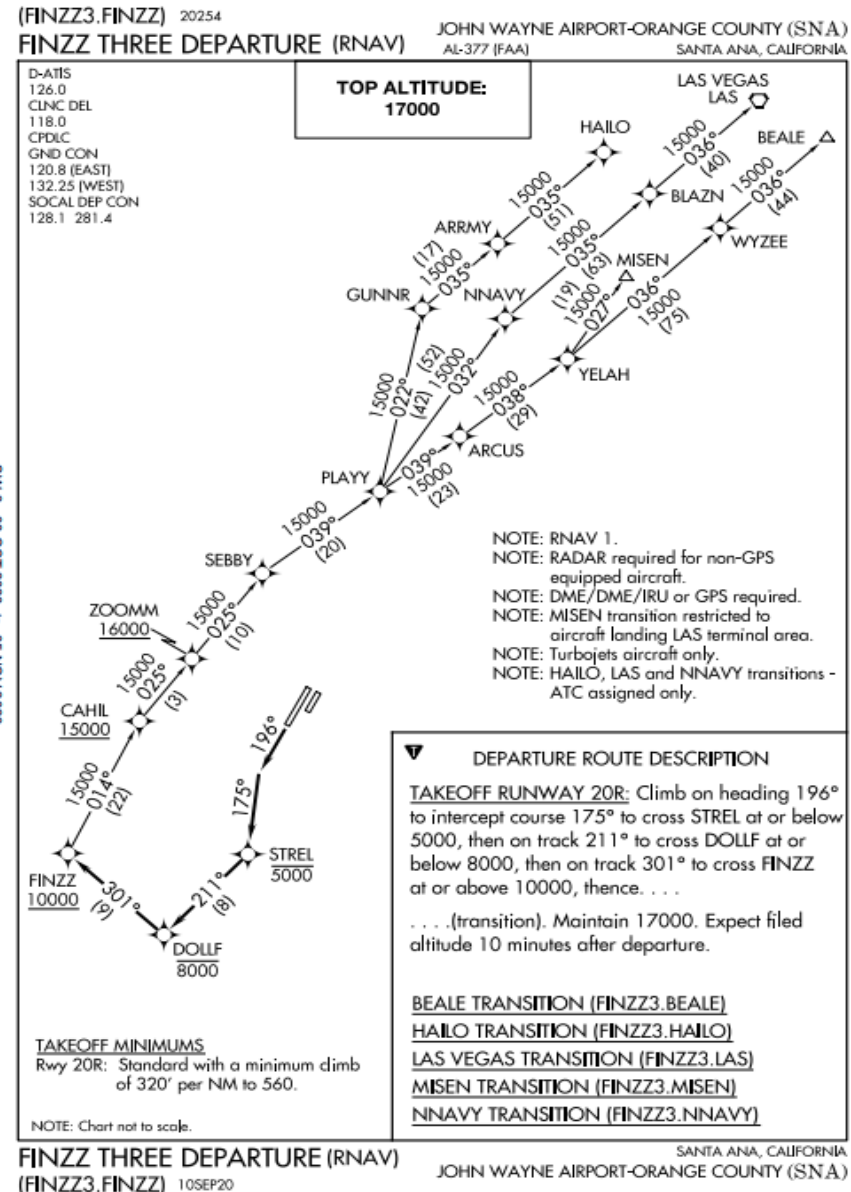




SNA Published Departure Procedures

ANAHEIM ONE
CHANNEL THREE
EL TORO FOUR
FINZZ THREE (RNAV) ****NEW****
HAWWC THREE (RNAV)
HHERO THREE (RNAV)
HOBOW THREE (RNAV) ****NEW****
IRVINE FIVE
MIKAA ONE (RNAV)
MUSEL EIGHT
PIGGN TWO (RNAV)
STAYY THREE (RNAV)

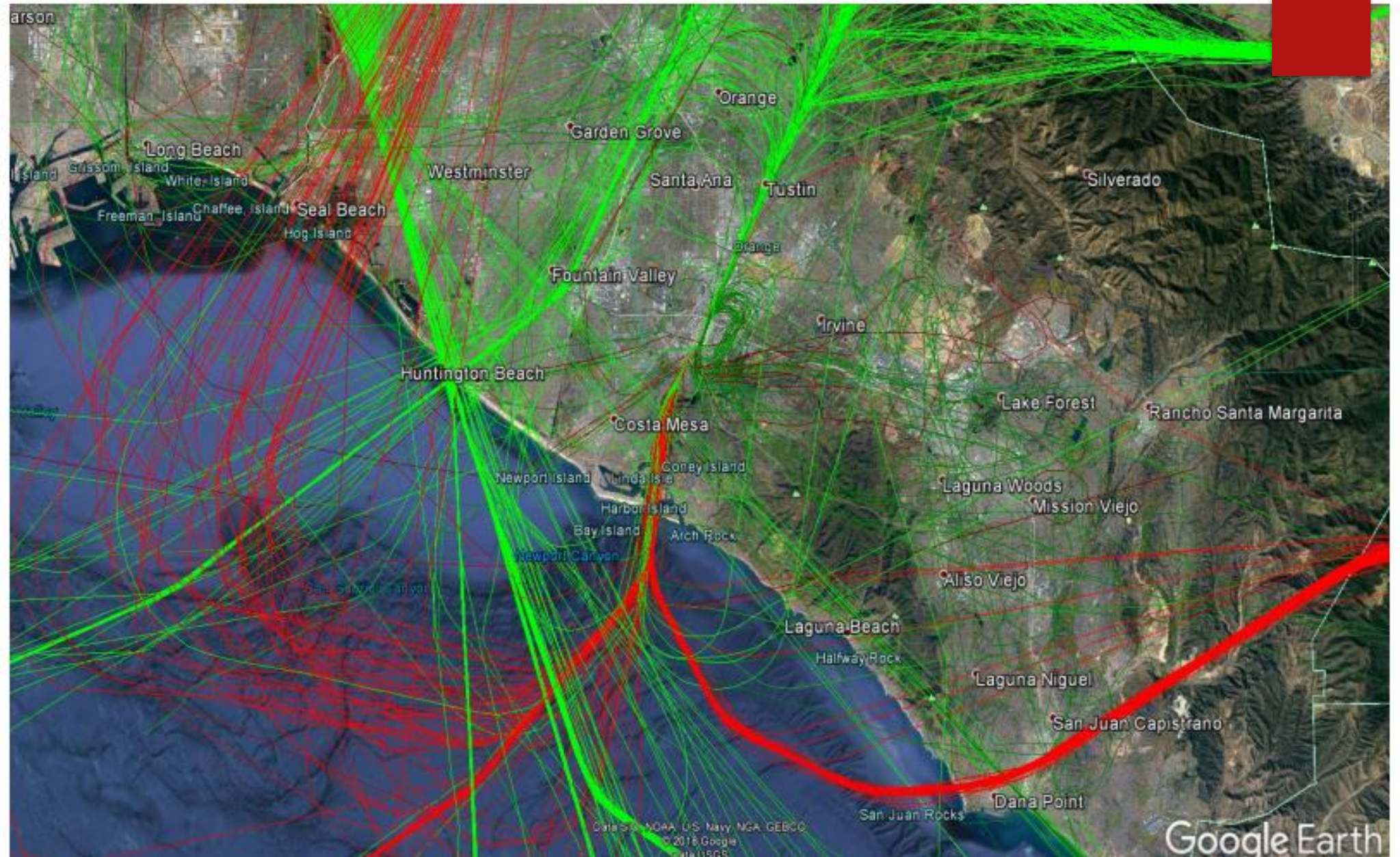
FINZZ Three Departure







LAX Arrivals





Aircraft Speed Regulation

- ▶ Determined by the Code of Federal Regulations
- ▶ CFR Title 14 Aeronautics and Space
 - ▶ Chapter I. FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION
 - ▶ Subchapter F. AIR TRAFFIC AND GENERAL OPERATING RULES
 - ▶ Part 91. GENERAL OPERATING AND FLIGHT RULES
 - ▶ Subpart B. Flight Rules
 - ▶ Subjgrp 4. General
 - ▶ **Section 91.117. Aircraft speed.**

Speed Classification

- ▶ Indicated Airspeed

- ▶ It is the speed of the aircraft relative to the body of air through which it is flying, and is shown on the airspeed indicator of the aircraft.

- ▶ True Airspeed

- ▶ **True Airspeed** is equivalent **airspeed** corrected for temperature and pressure altitude.

- ▶ Ground Speed

- ▶ The speed of an aircraft relative to the surface of the earth.

What are the rules?

- ▶ **§ 91.117 Aircraft speed.**

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

FAR 91.117

- ▶ **(b)** 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.

FAR 91.117

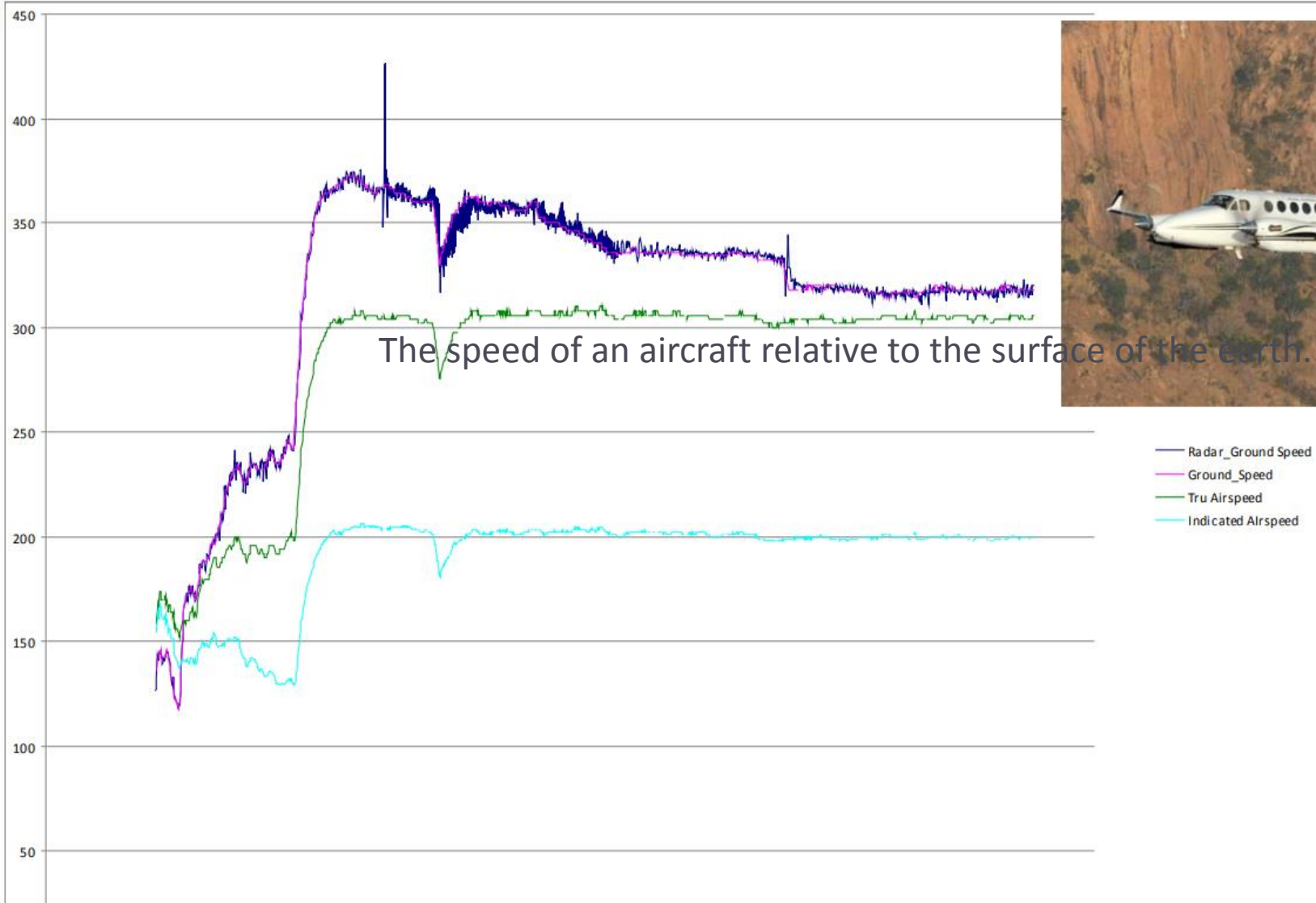
- ▶ (c) No person may operate an aircraft in the airspace underlying a Class B airspace area designated for an airport or in a VFR corridor designated through such a Class B airspace area, at an indicated airspeed of more than 200 knots (230 mph).

FAR 91.117

- ▶ **(d)** If the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed in this section, the aircraft may be operated at that minimum speed.

The Pilot-in-Command of the aircraft has the final decision as to speed.





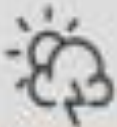
Speed Differences



The speed of an aircraft relative to the surface of the earth.



Flight Tracking Programs

	CALIBRATED ALTITUDE 37,025 ft	VERTICAL SPEED 0 fpm
	GPS ALTITUDE 39,200 ft	TRACK 168°
 Speed & altitude graph 		
	GROUND SPEED 467 kts	TRUE AIRSPEED 458 kts
	INDICATED AIRSPEED 254 kts	MACH 0.784 Ma
	TEMPERATURE -54°F	WIND 19 kts ↘ 326°

Questions??

AVIATION COMMITTEE MEETING
OCTOBER 26, 2020



October 26, 2020, Aviation Committee Comments

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

Item III. Draft Minutes - August 24, 2020

The passages shown in *italics* below are from the draft minutes. A suggested correction is indicated in ~~strikeout~~ underline format.

Page 1, last paragraph: "*Michelle Steel, Chair, Orange County Board of Supervisors, reported that on August 11, the Board of Supervisors selected two full-service fixed based operators (FBO) and one limited-service FBO. Chair Steel said she moved to adopt the City of Newport Beach's recommendations for lease terms, but **Board members preferred to discuss recommendations from the City of Newport Beach and other organizations in its closed session** on August 25.*" [emphasis added]

Comment: This statement by Supervisor Steel was disturbing because California's open meeting law, the Brown Act, allows (in [Section 54956.8](#)) discussion in closed session of the *price and terms of payment* to be offered for a lease, but it does not allow private discussion of the lease terms in general (such as operational conditions), which is what the Newport Beach suggestions related to. The public should have been allowed to observe the discussion and know the position each supervisor took on each suggestion.

Page 2, paragraph 2: "*Cori Takkinen, Townsend & Associates, ~~said that~~ she had follow-up conversations with all five Supervisors' offices to clearly state Newport Beach's recommendations.*" [or "reported"]

Comment: regarding the following sentence ("*The Board's Airport Ad Hoc Committee met earlier in the day, and she provided the committee with the City's proposed draft language to include in lease agreements.*"), I don't know if the "The Board's Airport Ad Hoc Committee" is an officially appointed committee, but I don't think the public in general is made aware of its meetings or invited to attend.

Page 3, Item 3, paragraph 5: "*Dennis Bress requested a spreadsheet of City expenditures for consultants.*"

Comment: That seems a reasonable request since airport-related expenses are not differentiated as a separate item in the [City budget](#). It would seem good for the Committee (and public) to know how much is being spent on what.

Item IV.1. Washington, D.C. / Legislative Update

The minutes from the previous meeting (Item III, above, on the current agenda) say Congressman Rouda's office was set "*to review the noise provisions contained in the Federal Aviation Administration (FAA) Reauthorization Act. The bill requires the FAA to submit at least three reports in October.*"

Have those reports been produced?

Item IV.3. John Wayne Airport Update - proposed Capacity Allocations for the 2021 Plan Year

I was not able to attend the October 20, 2020, meeting of the Orange County [Airport Commission](#), where the [proposed capacity allocations](#) for 2021 were discussed as [Item 3](#), but I see they are going forward as consent calendar [Item 6](#) on the Board of Supervisors' November 3, 2020, [agenda](#).

The following table compares the 2021 recommendations to the allocations that have been approved in recent years, as well as the actual levels of commercial operations that resulted, and a projection for those actual levels in the current, abnormal year:

	2017	2018	2019	2020	2021	
MAP	10.8	10.8	10.8	10.8	11.8	Settlement Agreement
Commercial seats						
requested	14.32	15.18	15.60	15.83	15.54	million
allocated	12.74	12.65	12.61	11.83	15.54	million
Actuals						
Passengers	10.42	10.66	10.66	3.95 ¹		million
Operations						
commercial	90,250	91,875	90,074	47,211		
commuter	619	1,785	5,360	4,955		
Calculated						
MAP/seats	0.85	0.85	0.86	0.91	0.76	
passengers/seat	0.82	0.84	0.85	0.33		Actual per allocated seat
passengers/operation	115	114	112	76		observed

As indicated, the Settlement Agreement allows the commercial Million Annual Passengers limit to increase from 10.8 to 11.8 on January 1 (a **9%** increase), but understanding the [Access Plan](#) (Section 8.3.6) requires commercial carriers to end the year having used at least 90% of their requested allocations of seats and ADD's, and penalizes them if they do not (Section 8.7.2), it is a bit startling to see the Supervisors are being asked to approve a **31%** increase in seats (which implies more planes), from 11.8 million allocated this year to 15.5 million seats being approved for 2021.

This is especially concerning because commercial (but not commuter) operations were sharply off this year with barely one-third of the allocated seats being used – a situation JWA accommodated by waiving the penalties.

¹ The "actuals" of passengers and operations listed for 2020 are projections based on the [posted statistics](#) for September 2020, assuming they will grow by yearend 2020 in the same proportions the September 2019 statistics grew by yearend 2019.

The increased allocations in response to decreased demand seem contrary to the anticipation, stated at the [Quarterly Noise Meetings](#) that there would be no waivers of penalties in 2021 and as a result the carriers would be expected to make more modest and realistic requests.

Instead, as seen in the second and third rows of the table, the carriers' requests for seats (and therefore, planes) were off only very slightly and all those requests are being recommended to be granted, resulting in the previously mentioned 31% increase in seats allocated.

This looks like a plan to potentially fly the full 11.8 MAP (the highest ever) with less-than-full flights, resulting in a completely unprecedented number of commercial flights, and an especially vast increase compared to the sharply depressed number of flights those under the flight path have experienced since March.

Since the [staff report](#) going to the Supervisors on November 3 provides no explanation of the change from prior years (in which the recommended seats only slightly exceeded the expected MAP), it would seem both the Committee and the public would want to become informed about:

1. **What MAP does JWA staff expect to see in 2021 and how does that relate to the sharply increased number of seats/planes being recommended for approval?**
2. **Given planes may continue flying less than full in 2021, what level of daily *operations* is JWA staff expecting in 2021 compared to earlier normal years?**
3. **If demand for air travel remains low in 2021, will the large allocations coupled with the penalty structure in the Access Plan incentivize carriers to run otherwise unneeded flights to maintain their allocations in future years?**

Another interesting thing to know would be: **has JWA staff noticed any reduction in the noise level of individual flights as a result of the reduced loads carried this year?** (and, if so, has the reduction been enough to reduce the number of complaints about those flights?)

Those questions may have been answered at the Airport Commission meeting. One hopes answers will be provided to the City's Aviation Committee.

Item V. PUBLIC COMMENTS ON NON-AGENDA ITEMS

Comment 1:

The Aviation Committee is one of the very few Newport Beach boards, commissions or committees that meets with no advance posting of any agenda materials other than the draft minutes of the previous meeting. This leads to both the committee and the public having to react to material they see for the first time at the meeting, and in the present case, at a Zoom meeting where interaction and sharing is typically more awkward and less efficient than at an in-person meeting.

It would seem highly desirable for staff to add any presentations related to the agenda items, as well as public comments on them, to the City's [public notices](#) website as soon as they are available. That would allow them to be reviewed in advance of the meeting, and likely lead to better questions being asked about them.

Comment 2:

While the Aviation Committee is working on airport issues, a separate committee -- the [Housing Element Update Advisory Committee](#) – has been charged with making recommendations about [planning](#) for a large amount of [new housing](#) to be added to the City by 2029. They expect much of that to be added to “the Airport Area” (generally bounded by Bristol, Campus and Jamboree).

It would seem the Aviation Committee should provide input to those discussions in terms of the desirability of adding housing in that area, and where, both in terms of its impact on jets (which we want fewer of) and on the small planes which we claim we want to protect, but which fly over the area.

Additionally, a number of technical airport-related matters have come up in the HEUAC’s discussions, including the significance of the 65 dB CNEL contour shown on the City and the Airport’s planning maps and which is generally thought to restrict housing based on a policy in the [Noise Element](#) of our [General Plan](#), specifically Policy N 3.2 on page 12-28.

The questions that have arisen involve not only the desirability of building within the 65 dB CNEL area, but also whether it should be a flat prohibition or merely require interior sound attenuation, whether the contours are dynamic or something fixed in time and whether they represent all noise sources or only airport noise, and if the latter, all airport noise or commercial operations only.

It would also be interesting to know how the locations of both the historical and [current contours](#) to the sides of the airport are determined because JWA does not routinely monitor noise at those locations. Since HMMH is now the consultant preparing the noise maps for the County, they should know.

In any event, given the City’s potentially conflicting priorities, advancing plans for housing in the airport area without consulting the Aviation Committee does not seem wise.

Even without the HEUAC activity, the Aviation Committee may wish to review the General Plan Noise Element to see if it needs updating with regard to the airport.

JOHN WAYNE AIRPORT

Newport Beach Aviation Committee Meeting October 26, 2020

SETTLEMENT AGREEMENT: 2014 AMENDMENT

- Settlement Parties
 - County, City, Airport Working Group (AWG), and Stop Polluting Our Newport (SPON)
- Term
 - Phase 1: January 1, 2016 through December 31, 2020
 - Phase 2: January 1, 2021 through December 31, 2025
 - Phase 3: January 1, 2026 through December 31, 2030
- Average Daily Departures (ADDs)
 - Maximum of **85 Class A ADDs** for passenger service through December 31, 2020
 - Maximum of **95 Class A ADDs** for passenger service from January 1, 2021 through December 31, 2030
- Million Annual Passengers (MAP)
 - Phase 1: **10.8 MAP** through December 31, 2020
 - Phase 2: **11.8 MAP** from January 1, 2021 through December 31, 2025
 - Phase 3:
 - **12.2 MAP** from January 1, 2026 through December 31, 2030 IF **11.21 MAP** is not served between January 1, 2021 and December 31, 2025
 - **12.5 MAP** from January 1, 2026 through December 31, 2030 IF **11.21 MAP** is served between January 1, 2021 and December 31, 2025

PLAN YEAR 2021 CAPACITY ALLOCATIONS

- Grandfathered incumbent's existing Class A Average Daily Departures (ADDs).
- Three new entrant Air Carriers
 - Allegiant Air
 - Sun Country Airlines
 - Air Canada
- Allocated approximately 15.5 million seats with a 75% load factor
 - Projected MAP → 11.6 for PY 2021

From: [Julie Johnson](#)
To: [Finnigan, Tara](#); [Leung, Grace](#); [Herdman, Jeff](#); [Dixon, Diane](#); [Harp, Aaron](#); [Oborny, Shirley](#)
Cc: [Susan Dvorak](#); [Jack Stranberg](#); [Nancy Alston](#); [Alan Guenther](#)
Subject: BOS vote and ANCA
Date: Monday, October 26, 2020 12:16:03 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Aviation Committee,

The city attorney submitted a written letter to the County stating that the GAIP requested lease provisions were not in conflict with ANCA. However, at the BOS vote, the county counsel stated that the lease provisions were in conflict with ANCA. Therefore, the lease provisions that provided some protection to the residents were not enforced.

Has the City submitted a letter to challenge county counsel? If not, then the FBOs can defer to the county counsel's ruling and say they cannot insert lease provisions into the leases as they agreed to do.

Thank you,

Julie