



AWG NEWSLETTER

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AIRLINE-JWA NOISE MITIGATION WORKSHOP INITIATIVE

Mid-cycle update report

Airport Working Group (AWG) members began a major outreach initiative with the airlines in mid-2017 which found acceptance both with the other local community organizations and the City of Newport Beach. In Q2 2018, there was enough interest among all parties to move forward as a formal initiative, and it was felt that combining the forces of AWG's expertise and industry contacts along with the efforts of the Newport Beach city manager's office and city retained consultants would be mutually beneficial (as long as the initiative was carefully managed and executed). This article summarizes the history of this initiative, its objectives and status as of September 2019.

Background

Aircraft noise has many key variables for consideration in looking for improvement for the local communities around JWA:

1. **Departure tracks from John Wayne** – These are approved and monitored by the FAA and typically take months or years to modify or replace. The authorizing entity to work with in this area is the FAA, including staff at the local, regional and national levels.
2. **Airline operating procedures** for filed and flown departures using the FAA approved departure tracks (see # 1 above) – Airline operator hubs, for example, Chicago network operations center (NOC) for United, Atlanta's system operations center (SOC) for Delta, DFW's SOC for American, Dallas Love Field SOC for Southwest, etc., control standard operating procedures (SOPs) and routings.
3. **Aircraft capabilities and individual flight crew practices** for each and every takeoff – Using 1 and 2 above, once the brakes are released for takeoff, the flight crew is in control and each departure may be different based on the Air Traffic Control clearance and how the crew flies it; how the aircraft is equipped, and the weather.

All of these factors are the determinants of a specific aircraft's actual departure path, altitude, thrust and speed, and the actual and perceived noise level. AWG recognized that although important, variables 1 and 3 above are difficult to change in the short term, so if our objective is to get relief from noise in the shorter term, working directly with the

airlines' technical staff and flight operations management - aligned with #2 above- is the variable with near term benefit opportunities.

That being said, all the commercial airlines flying from JWA today meet all FAA requirements and local noise level limits mandated by the JWA Settlement Agreement. Hence, any airline changes to support noise reduction efforts are purely voluntary on the part of the carriers. So, the strategy developed by Airport Working Group back in 2017 was to approach senior management of the airlines serving JWA, and initiate exploratory conversations with them about working with us (us being AWG's airline operations-experienced team) in a collaborative manner to attack this.



In April 2018, AWG met at JWA with three executives of one of the major carriers, who were kind enough to fly in from their hub, for a full four (4) hour working session. This airline fully supported our effort and stated they would be a full partner to this exercise and were eager to start, assuming we could get other carriers to join. Furthermore, they offered to try to help recruit other airline partners for the initiative.

Five other airlines were contacted and were offered the same opportunity to work together, and happily, all accepted with caveats that we needed to agree on objectives and maintain a high degree of confidentiality. In parallel, to prevent any conflicts with other local initiatives, we reached out to other parties with interest in noise control, such as SPON/AirFair, CAANP, and the City of Newport Beach. All agreed that going forward and to prevent conflicting efforts which could damage the primary initiative, AWG and the City of Newport Beach would be the local partners involved in this program, and we would provide

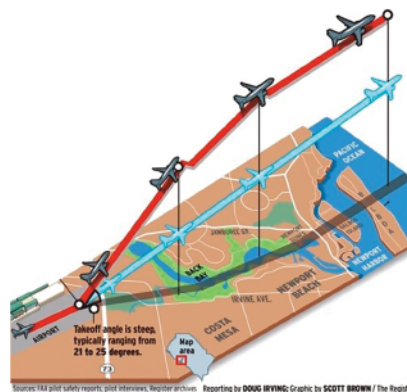
feedback to the rest of the community and the NB city council on a monthly basis.

In parallel, and in a synergetic effort, the City of Newport Beach (NB) had independently contracted with HMMH, a noise consulting firm, in January 2018 to develop noise models for the existing approved departure procedures out of John Wayne and the primary aircraft fleet types used. HMMH used an FAA tool (AEDT-2d, co-developed with Boeing) to model the noise profiles of these aircraft given certain assumptions (e.g., aircraft weight, takeoff procedure, temperature). The HMMH work would be quite valuable in further credentialing the local efforts, although the carrier participants in our initiative uniformly stated they would only consider flight operations procedures they actually flew in test trials. There are a multitude of different procedures / variations which could be test flown, and with such a large number, it would be difficult to “fly” that many. Use of an FAA approved noise model would allow a mixture of flown tests and model results from HMMH work tasks, yielding a rich foundation to study possible improvements.

Airline Noise Mitigation Workshop Initiative

Time line, Workshop Output, and Current Status

- **“Official” Kickoff meeting** Sept. 20, 2018, in Newport Beach – Participants included representatives of AWG and NB (NB City Manager and HMMH consultant), and all six of the primary airlines operating at John Wayne – Alaska, American, Delta, Frontier, Southwest, and United. Approach to the initiative proposed – a series of workshops with a common objective of finding if there are quieter departure procedures within the control of the airlines that could be tested and implemented. Structure was to be informal with facilitated sessions. There was unanimous agreement to support this initiative, and the first workshop was planned for January 2019.
- **1st Workshop** – January 24, 2019, in Newport Beach – Prior to the workshop, individual teleconferences were held with each airline, Newport Beach city reps, and HMMH, to review the HMMH models generated in a prior contract task covering all commercial flights over a 4-month period (Nov. 2017- March 2018). This analysis could be used for a baseline for further improvements based on workshop ideas and commitments. The deliverable for this workshop session, driven by the AWG facilitator and agreed agenda, was that each airline make individual commitments on what they would do / test over the next 2-3 months as part of their contribution to meeting the objectives. Commitments were made and documented (each airline made 1 or more detailed commitments) and distributed within 1 week of the workshop. Second, we agreed the next session would be in the late spring of 2019 where results achieved would be shared.
- **2nd Workshop** – June 25, 2019 in Newport Beach – Participants – 5 of the 6 airlines, AWG facilitator NB City Manager, and 2 NB consultants (HMMH and MagnusAero). Results of over 200 test flights were reviewed. Results were “mixed,” and could be considered inconclusive, based on weather conditions, the limited number of test flights, or other factors. Important to note that the test flights, included both new procedures, i.e., the STAYY2 (new 2-turn procedure approved by FAA), and variations of older procedures – NADP-1 and NADP-2 (see illustration) with different



types (quieter, more eco-friendly aircraft) would be test flown at JWA for airport class type authorization.

- **3rd Workshop** – held on November 7, 2019, gave time for completion of the October test flights and to analyze the noise data. After this 3rd workshop, over 1550 additional test flights have been flown in 2019, and a new aircraft has been certified for use at John Wayne for scheduled commercial flights.
- **Future workshops** – Q1 and Q2 2020 – TBD, but likely at least 2 more to get a large enough quantity of data to use in defining possible new procedures to be used by the individual airlines.
- **Public “Report back”** to the community on this initiative – projected mid-year 2020. All participants, airlines, NB, and the local groups participating, agreed we would hold a public session to report back to the community, and hopefully celebrate some successes.

Current Status

Group participation has been excellent and solid working relationships have been developed with airlines across the US at the senior operations level. Sessions are very open and participants actively engage.

Results so far on reducing noise have been disappointing in that many changes tested have shown only marginal noise reducing effect, but there are more tests to be done and there is definitely a unified commitment to do all we collectively can.

Summary

AWG very much appreciates both the support of the community and your patience with this complex effort, our close partnership with the City of Newport Beach, and the very active participation of the airlines working with us. It was agreed at the very beginning that this would be a confidential effort so that airlines could try innovative approaches without external oversight or influences, and thus far this has worked very well and we have stayed true to that commitment. As added value, beyond this current initiative, the relationships built and mutual respect earned will be invaluable in maintaining future channels of collaboration.

We continue on from here and will report back further information with detailed results in the Spring 2020 issue of this newsletter and in a scheduled public forum. In the interim, the city of Newport Beach will be issuing its own newsletter that will present some of the results of the HMMH modeling compared to early test flight results. *STAYY tuned!*

power cutbacks, flap and power settings, etc. Although participation was deemed excellent and much appreciated, all agreed more work was to be done. To get more conclusive findings, it was agreed that test flights would continue into October, and in addition, new aircraft

AWG SUPPORTS & LEADS LOCAL COMMUNITY EFFORTS IN OPPOSING JWA GENERAL AVIATION JET GROWTH

John Wayne Airport's administration launched a major upgrade program initiative, the General Aviation Improvement Program (GAIP), for the general aviation user community – those that own and operate private aircraft at John Wayne Airport (JWA). Many of the facilities were in poor condition and needed maintenance, but unfortunately, in the opinion of AWG, the proposed plan defined by consultants hired by the County of Orange airport staff yields a significant bias toward larger aircraft versus the smaller aircraft population being displaced. Hence, we fought vigorously to get modifications to these plans. The key facts and events that led up to the OC Board of Supervisors unanimous vote on September 10th to release the airport-drafted Request for Proposal (RFP) to “fixed base operator” (FBOs) firms to propose plans to buildout the new facilities are shown below along with AWG's actions at each step.

- **Draft Environmental Impact Report 627** issued for public comment Sept. 2018 – approx. 2000 pages including Appendices. – On November 20th, AWG submitted 18 detailed and well researched comments to the DEIR basic assumptions, contradicting many of the key assertions of the consultants. Disregarding the strong basis upon which the comments were made, the county staff did not accept any as being valid or negative to the approval of the EIR627.
- **Orange County Airport Commissioners meetings** – In both the April 2019 commissioners meeting and again at the August 2019 meeting, AWG representatives used documents drafted to support our positions and presented during the public comment period to try to persuade the commissioners to reject the DEIR 627, or request changes to satisfy our positions. These were ignored or rejected as insufficient and the commissioners voted to submit the DEIR and the proposed project to the OC BoS for final approval at the Sept. 10th BoS meeting.
- **Many individual Meetings with OC Supervisors** – to educate them on AWG's rationale for our positions and request for support prior to the Sept. 10th meeting.
- **Orange County Board of Supervisors meetings** – May 8th, June

25th, and September 10, 2019. AWG attended all these sessions and spoke on behalf of our community and position partners (SPON and SoCalPilots Association). Our comments were supported by projected slides of information and letters describing economic discrimination liabilities implicit in the project plan. The Supervisors voted 4-0 to approve the EIR and proposed project plan, a result we were strongly against, and instructing the JWA staff to issue the RFP's to qualified FBO candidates.

Results and status as of Oct. 1, 2019.

There was a limited level of success in at least getting certain parcels designated for general aviation small aircraft, however, this was essentially negated by the erroneous definition of small aircraft in the RFP by the JWA staff as being aircraft of less than 49' wingspan, or, less than 12,500 pounds. This will result in an economic bias toward larger aircraft that can fit at least one of these criteria, including many jet powered corporate fleet type planes, a position argued strongly by the SoCal Pilots.

Why is this a problem for our AWG communities? Answer is 1– in the increase in noise and pollution from increased jet aircraft flights over our neighborhoods, with the right to operate 24 hours a day (compared to commercial flights restricted by a strict night curfew), and, 2. GA jet aircraft will fly the same departure tracks used by commercial airlines, versus fanning left and right post liftoff by the smaller prop aircraft.

What's next? – AWG continues the fight – The RFP's have been issued and are due back December 19th 2019. BUT, in the meantime, we continue to meet with OC Supervisors, and, importantly, have issued a letter to the Orange County Airport staff attorney clearly pointing out major legal errors in the county's support for GA aircraft definitions and the inherent bias that will produce, yielding grounds for economic discrimination against the current JWA based small aircraft owners being pushed off the field, either physically based on the project design, or more indirectly, in projected high hangar rental rates. – *Stay tuned.*



photo: NICK GERDA, Voice of OC

Citizens attend the Orange County supervisors meeting on Tuesday, June 25, 2019, to oppose private jet expansion at John Wayne Airport.

DONATIONS NEEDED!

AWG needs your financial support to cover expenses related to our activities. The Board has extensive expertise in legal, aviation, airport operations, both general and commercial, but we need to stay current with both the technology available and other national initiatives on noise and pollution generated by aviation in our communities. The board members commit many hours each year, and you can show your support with your donations. Please use the enclosed pre-addressed envelope to send your contributions, or visit our website – www.awgoc.com, and use the PayPal link. Thank you for your support!!

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PLEASE SUPPORT THE EFFORTS OF AWG BY MAKING A CONTRIBUTION TODAY.

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1048 Irvine Avenue – PMB 467 – Newport Beach, CA 92660**

If you would like further information or to report any noise complaints, visit our website at: www.awgoc.com

AWG 2019 ANNUAL MEETING BRINGS THE LOCAL COMMUNITY TOGETHER ON CONTROLLING AIRPORT IMPACT

On July 8th, AWG held its annual meeting, attended by over 110 people at the Newport Beach Oasis Senior Center. Organizations and partners were well represented, including local municipalities, state assembly member staff, local congressional member and staff, and community organizations-SPON and CAANP. The proposed AWG Board of Directors slate was approved. The meeting agenda included in depth presentations on the two major initiative efforts covered by articles in this newsletter as well as speeches / comments by Newport Beach Mayor Dianne Dixon, Costa Mesa Mayor Katrina Foley, AWG President Mel Beale, and SoCal Pilots board member Fred Fourcher. Our keynote speaker was the Honorable Harley Rouda, Representative of the 48th Congressional District, who spoke on programs at the national level which are supportive of local efforts on reducing the impact of airport operations on local communities. AWG believes by bringing these groups together on a common purpose, we are collectively stronger, and can build solid relationships.



John Wayne Airport photo D Ramey Logan.jpg from Wikimedia Commons by D Ramey Logan, CC-BY 4.0

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