

# Welcome to Vice Chair Michelle Steel's John Wayne Airport Town Hall with Newport Beach Mayor Diane Dixon

## AGENDA

April 6, 2019 10 a.m. to 12 p.m.

### INTRODUCTION AND REMARKS

Vice Chair Michelle Steel and Mayor Diane Dixon

### NOISE AND DEPARTURE FLIGHT PATH OVERVIEW

Nick Gaskins – Manager, Airport Noise and Access Office

### Q & A PERIOD FROM COMMENT CARDS

### GENERAL AVIATION IMPROVEMENT PROGRAM OVERVIEW

Lawrence Serafini – Deputy Airport Director, Facilities Development

### Q & A PERIOD FROM COMMENT CARDS

### CLOSING REMARKS

Vice Chair Michelle Steel and Mayor Diane Dixon

**PLEASE SILENCE YOUR CELL PHONES.**

**PLEASE BE RESPECTFUL OF THE SPEAKERS AND THOSE IN ATTENDANCE.**





# John Wayne Airport Noise, Flight Paths and General Aviation Improvement Program (GAIP) Overview

*Hosted by:*

**Michelle Steel, Orange County Board of  
Supervisors, Second District**

**Diane Dixon, Mayor, Newport Beach**

*April 6, 2019*

# Noise and Departure Flight Path Overview

Presented by:

**Nick Gaskins**  
Manager, Access and Noise Office



# Current Regulatory Structure

- Settlement Agreement
  - ✓ Operational specifics (mandatory limits: noise, passengers and operations)
- Phase 2 Commercial Airline Access Plan and Regulation (Access Plan)
  - ✓ Operational specifics (mandatory limits: noise, curfew and departures)
  - ✓ Capacity requirements (minimum and maximum utilization for month, quarter and year)
  - ✓ Restrictions and penalties (sanctions and disqualification)
- General Aviation Noise Ordinance (GANO)
  - ✓ Noise limits and violation policy
  - ✓ Curfew
- Airport Noise and Capacity Act (ANCA) of 1990
  - ✓ JWA Settlement Agreement limits are grandfathered under ANCA



# Noise Monitoring Stations (NMS) Location Map



# Noise Limits

Noise Monitoring Station	Commercial Aircraft		General Aviation	
	Class A	Class E	Daytime	Nighttime
NMS 1S	102.5 dB SENEL	94.1 dB SENEL	102.5 dB SENEL	87.5 dB SENEL
NMS 2S	101.8 dB SENEL	93.5 dB SENEL	101.8 dB SENEL	87.6 dB SENEL
NMS 3S	101.1 dB SENEL	90.3 dB SENEL	101.1 dB SENEL	86.7 dB SENEL
NMS 4S	94.8 dB SENEL	86.6 dB SENEL		86.7 dB SENEL
NMS 5S	95.3 dB SENEL	87.2 dB SENEL		86.7 dB SENEL
NMS 6S	96.8 dB SENEL	87.2 dB SENEL		86.7 dB SENEL
NMS 7S	93.7 dB SENEL	86.6 dB SENEL		86.7 dB SENEL
NMS 8N				86.9 dB SENEL
NMS 9N				86.9 dB SENEL
NMS 10N				86.9 dB SENEL



# Noise Level Enforcement

## Commercial

- ✓ Quarterly average
- ✓ Noise violation = denial of use of aircraft type for noise class
- ✓ Last violation was in 2006

## General Aviation (GA)

- ✓ Single event
- ✓ 3 noise violations within 3 years = denial of use for 3 years
- ✓ 2018 violations: 147 (135 first; 10 second; and 2 third)
- ✓ 2019 violations: 24 (20 first; 2 second; and 2 third)



# Hours of Operation: Commercial Curfew vs. GA Nighttime Hours

- Departures
  - ✓ Monday through Saturday, 7:00 am – 10:00 pm  
(Sundays 8:00 am – 10:00 pm)
- Arrivals
  - ✓ Monday through Saturday, 7:00 am – 11:00 pm  
(Sundays 8:00 am – 11:00 pm)
- Commercial operations are not permitted to operate outside of times listed above, except when a curfew extension has been approved by the Airport (Weather, Mechanical, Air Traffic Control, or Emergency).
- GA operations may operate 24/7, but must adhere to nighttime noise limits.

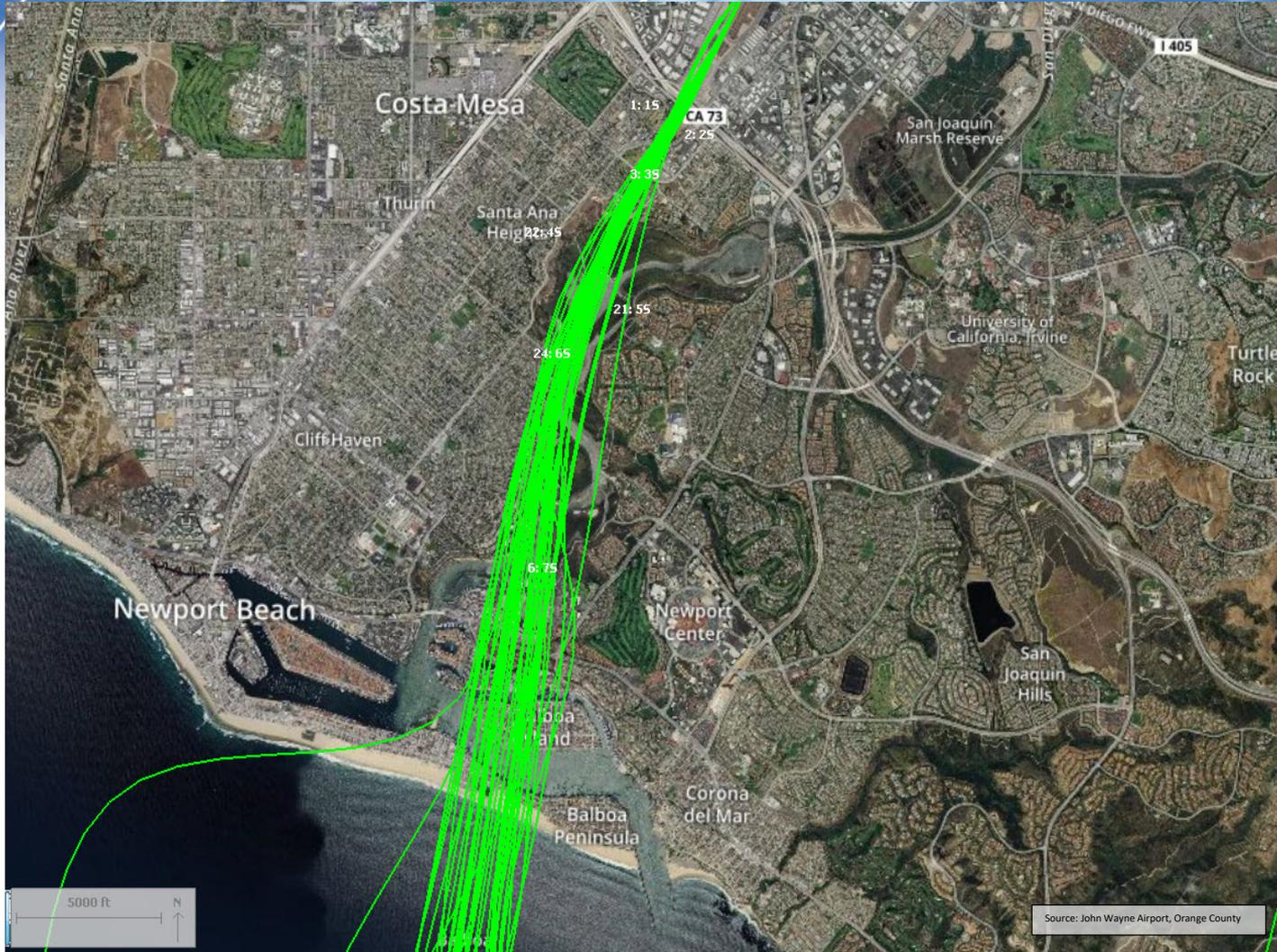


# John Wayne Airport Departure Flight Path Overview

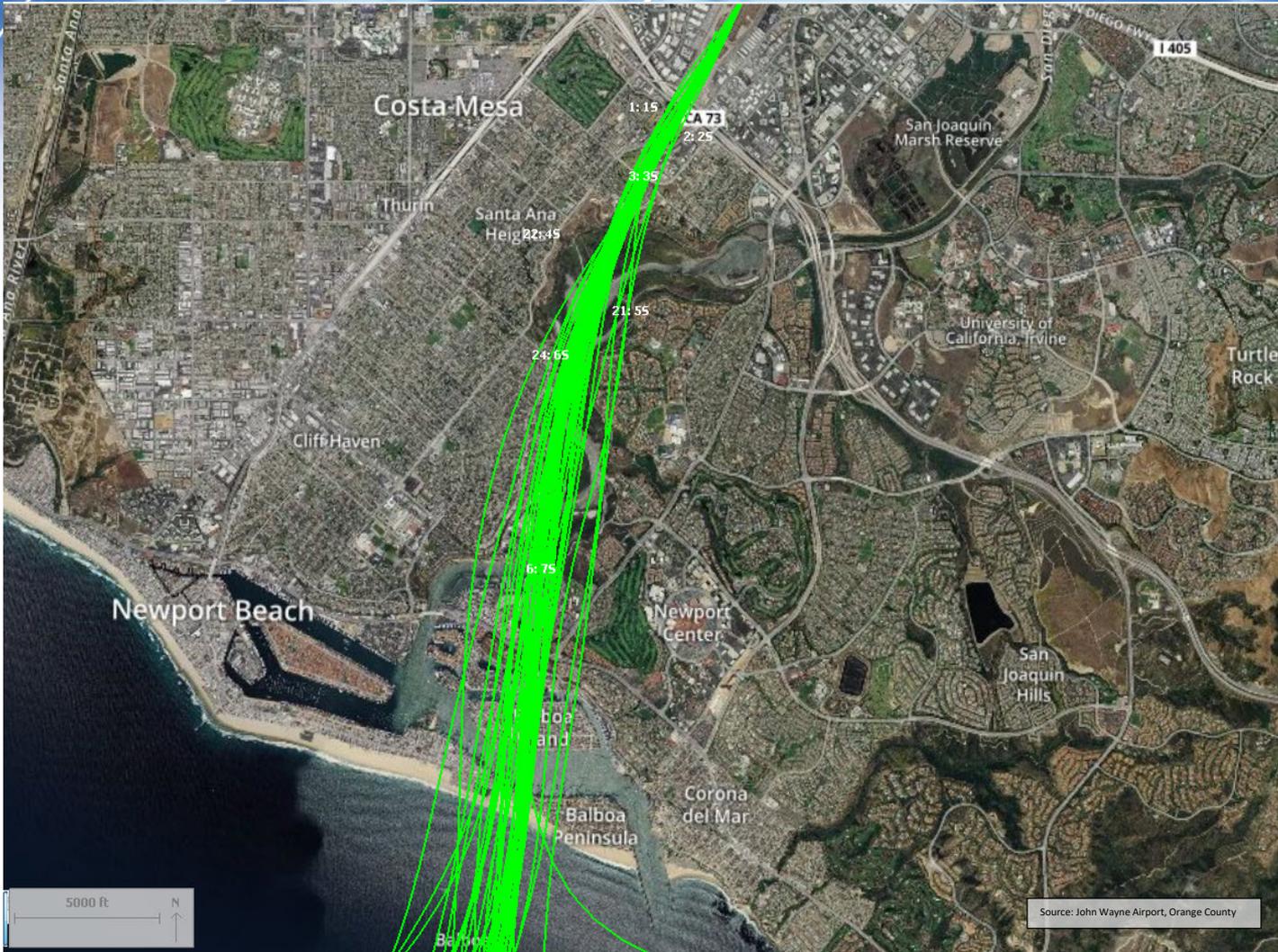
- August 2<sup>nd</sup> – 2016, 2017, 2018
- GA Jets
- GA Props
- Commercial Jets



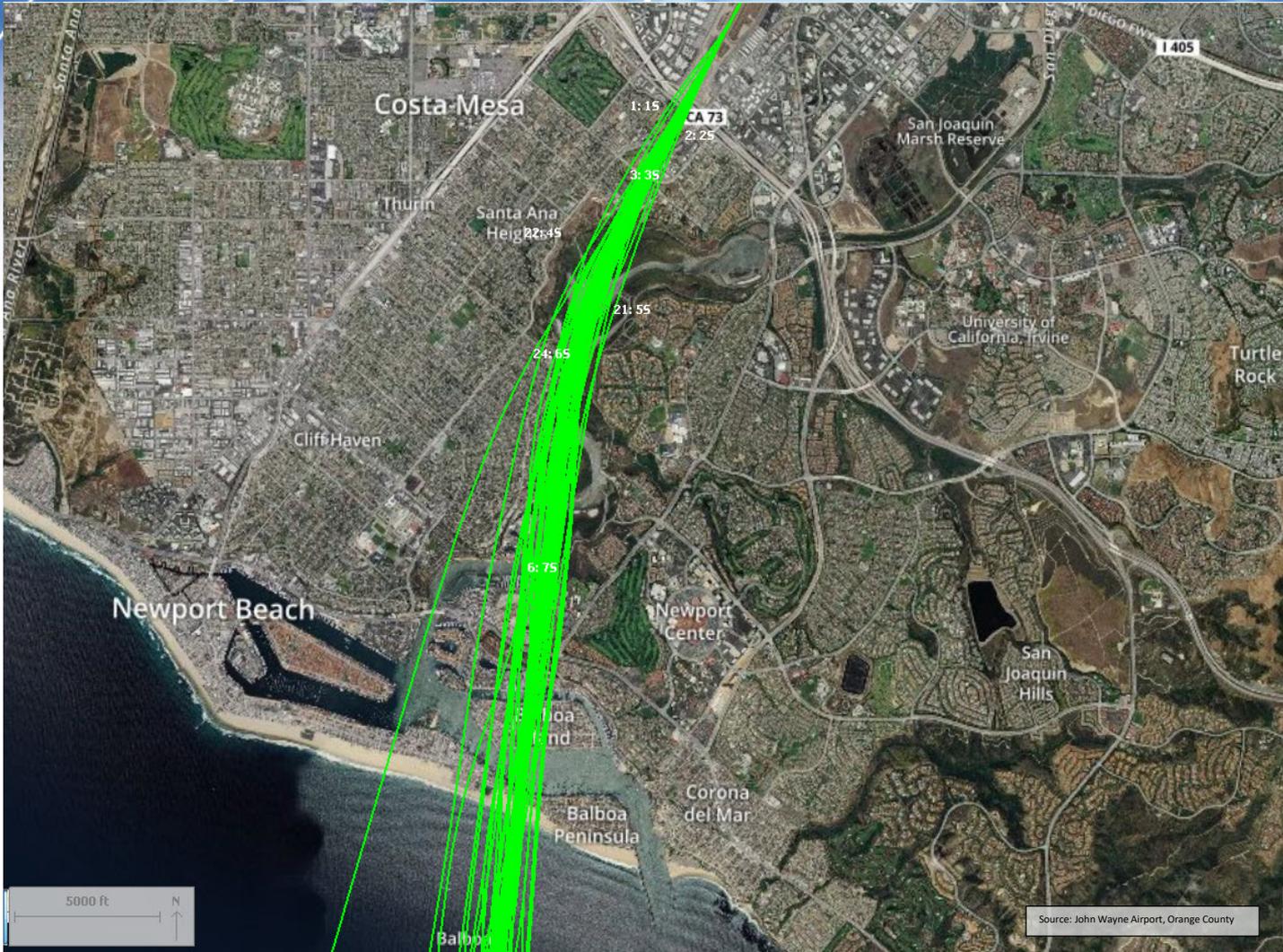
# JWA General Aviation Jets - 20R Departures – Count: 40 Newport Beach | Tuesday, August 2, 2016



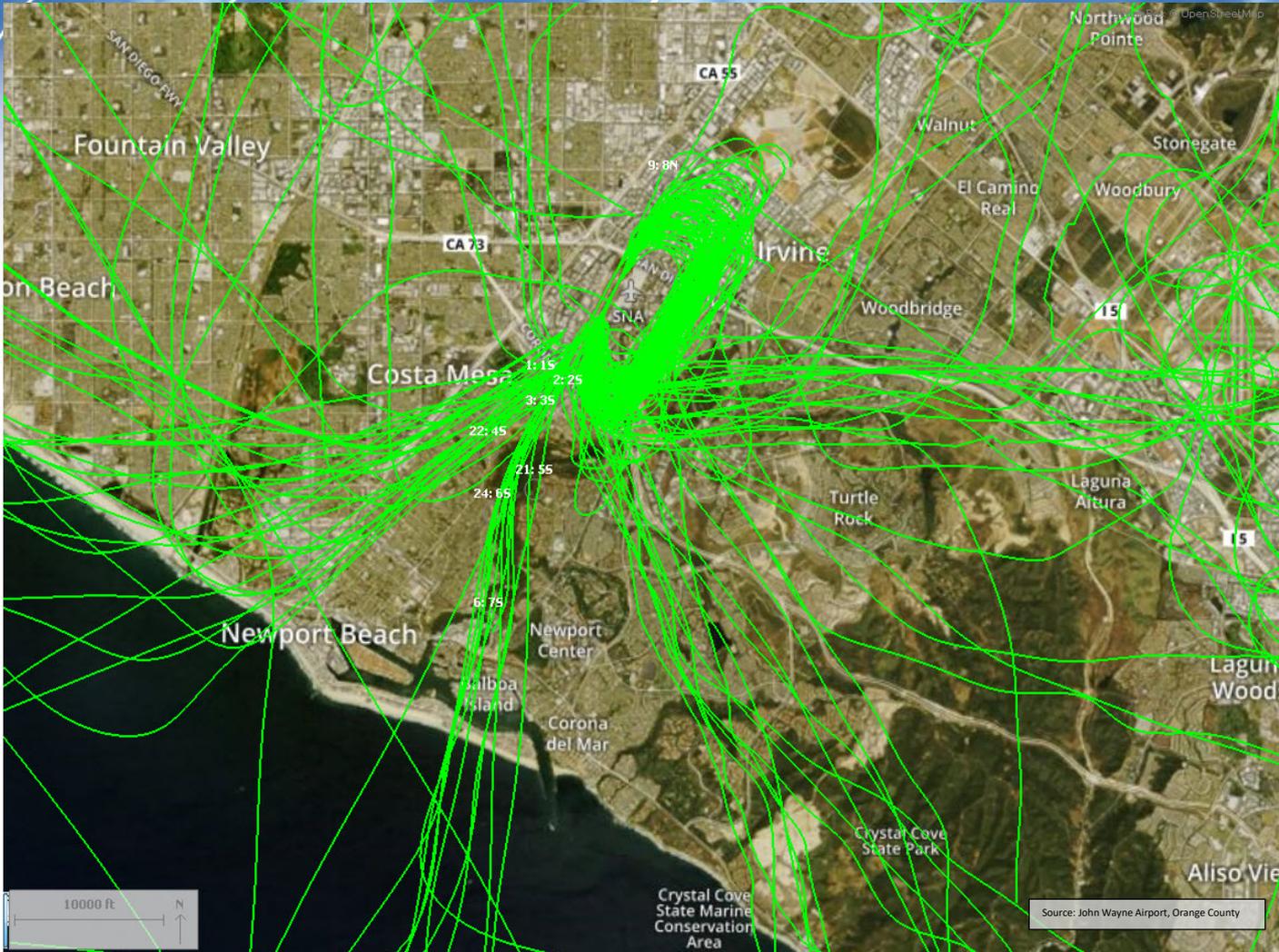
# JWA General Aviation Jets - 20R Departures – Count: 45 Newport Beach | Wednesday, August 2, 2017



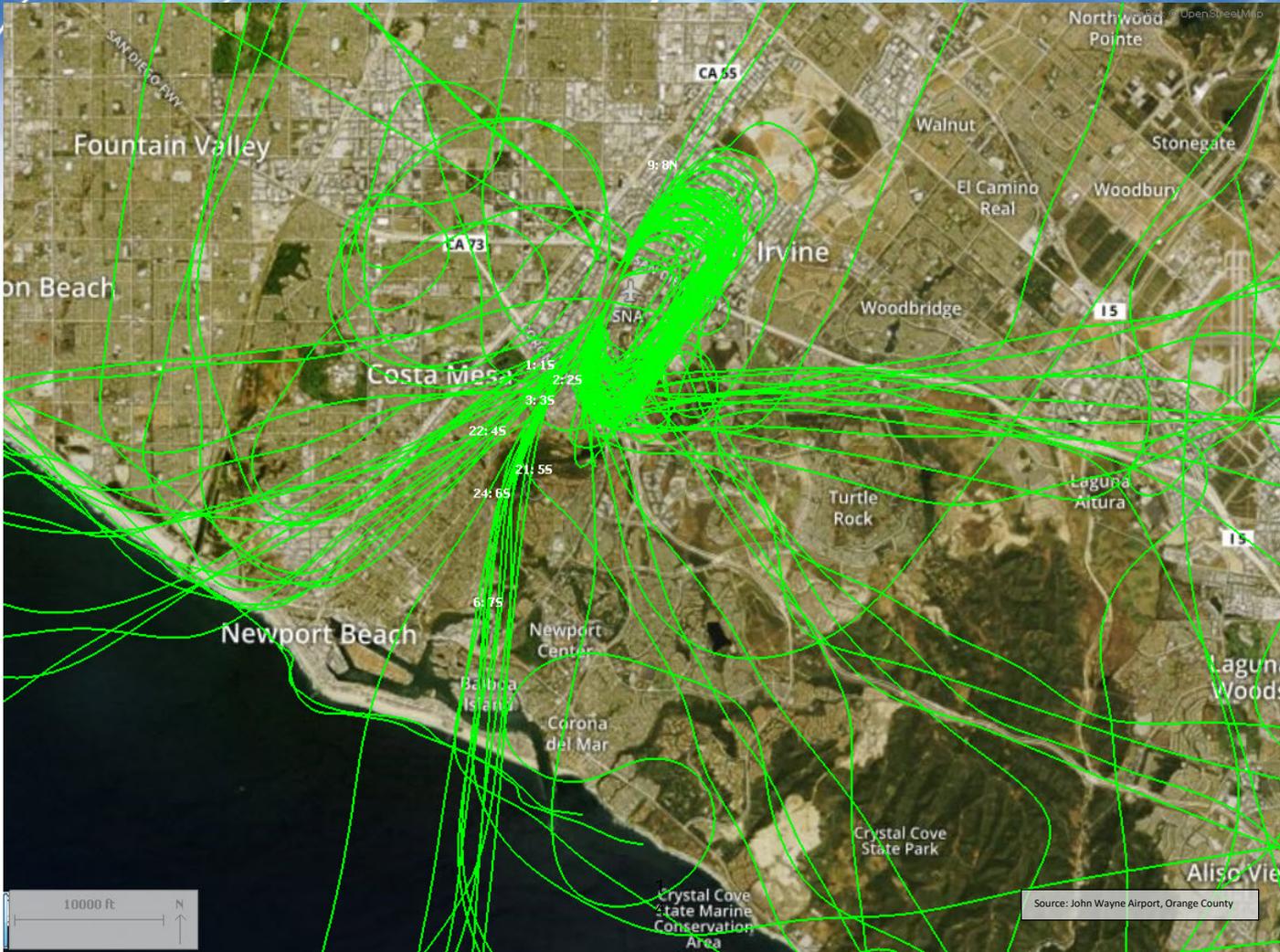
# JWA General Aviation Jets - 20R Departures – Count: 58 Newport Beach | Thursday, August 2, 2018



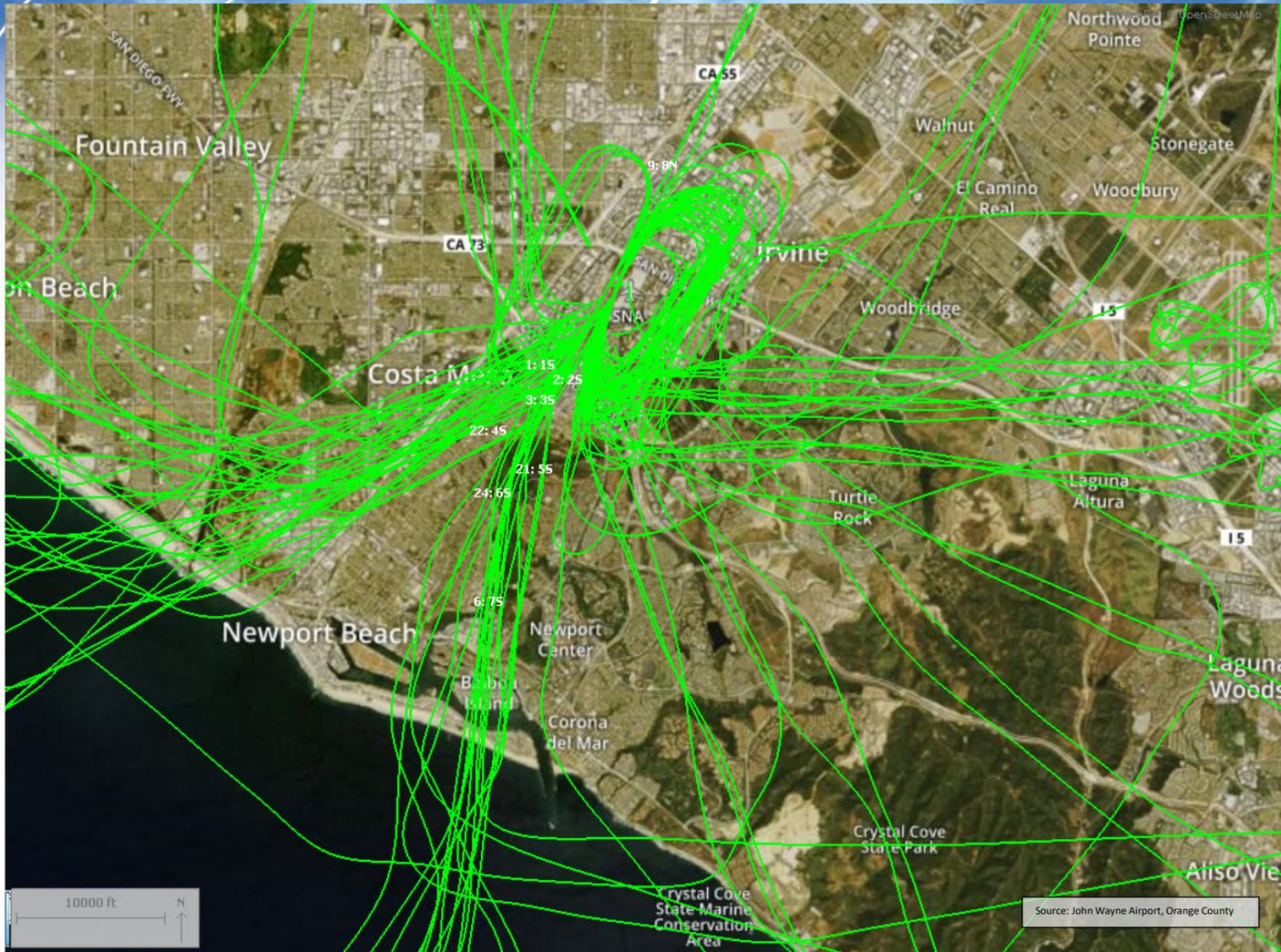
# JWA General Aviation Props – Count: 175 Newport Beach | Tuesday, August 2, 2016



# JWA General Aviation Props – Count: 120 Newport Beach | Wednesday, August 2, 2017



# JWA General Aviation Props – Count: 122 Newport Beach | Thursday, August 2, 2018



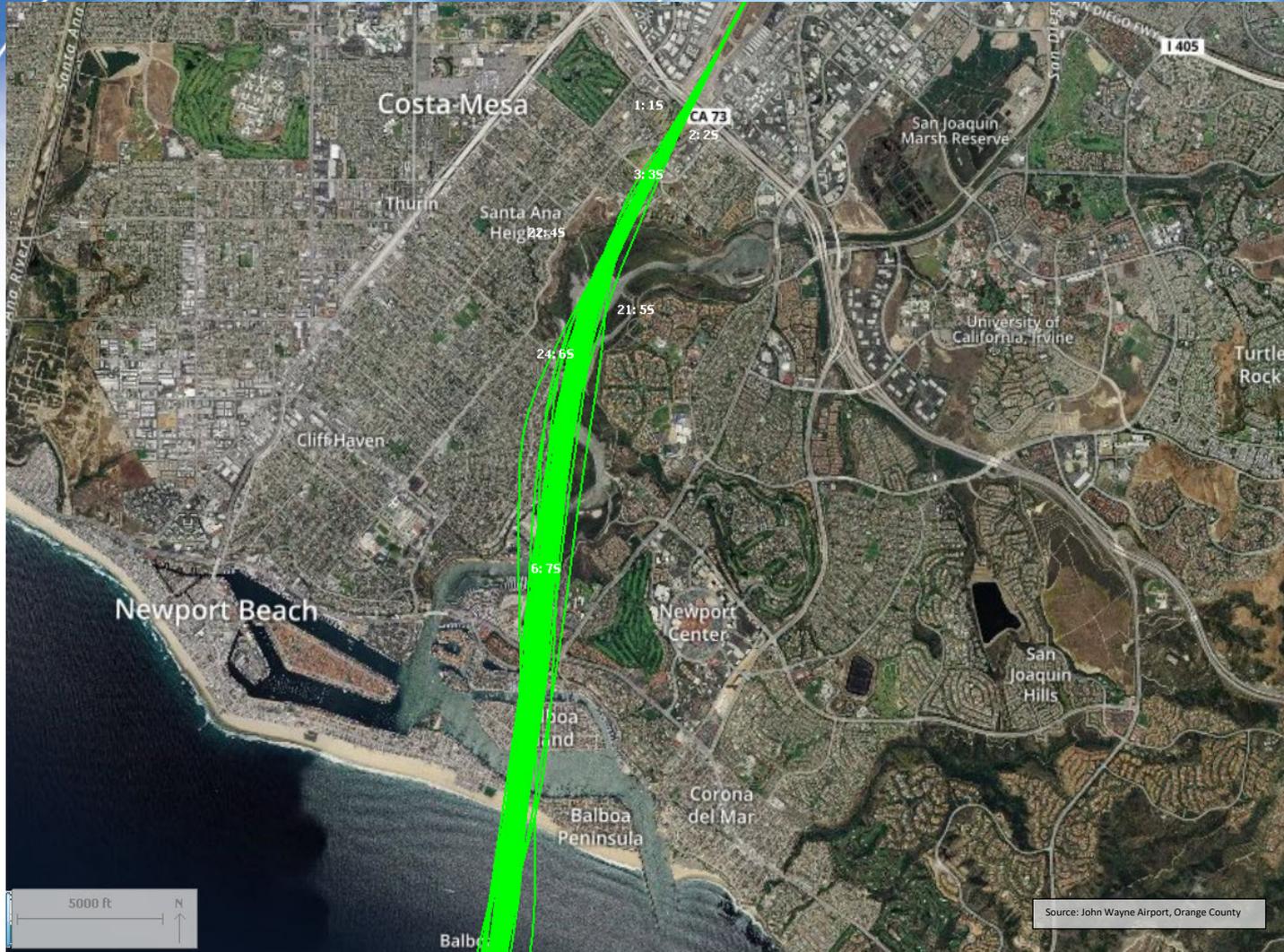
# JWA Commercial Jets – 20R Departures – Count: 136 Newport Beach | Tuesday, August 2, 2016



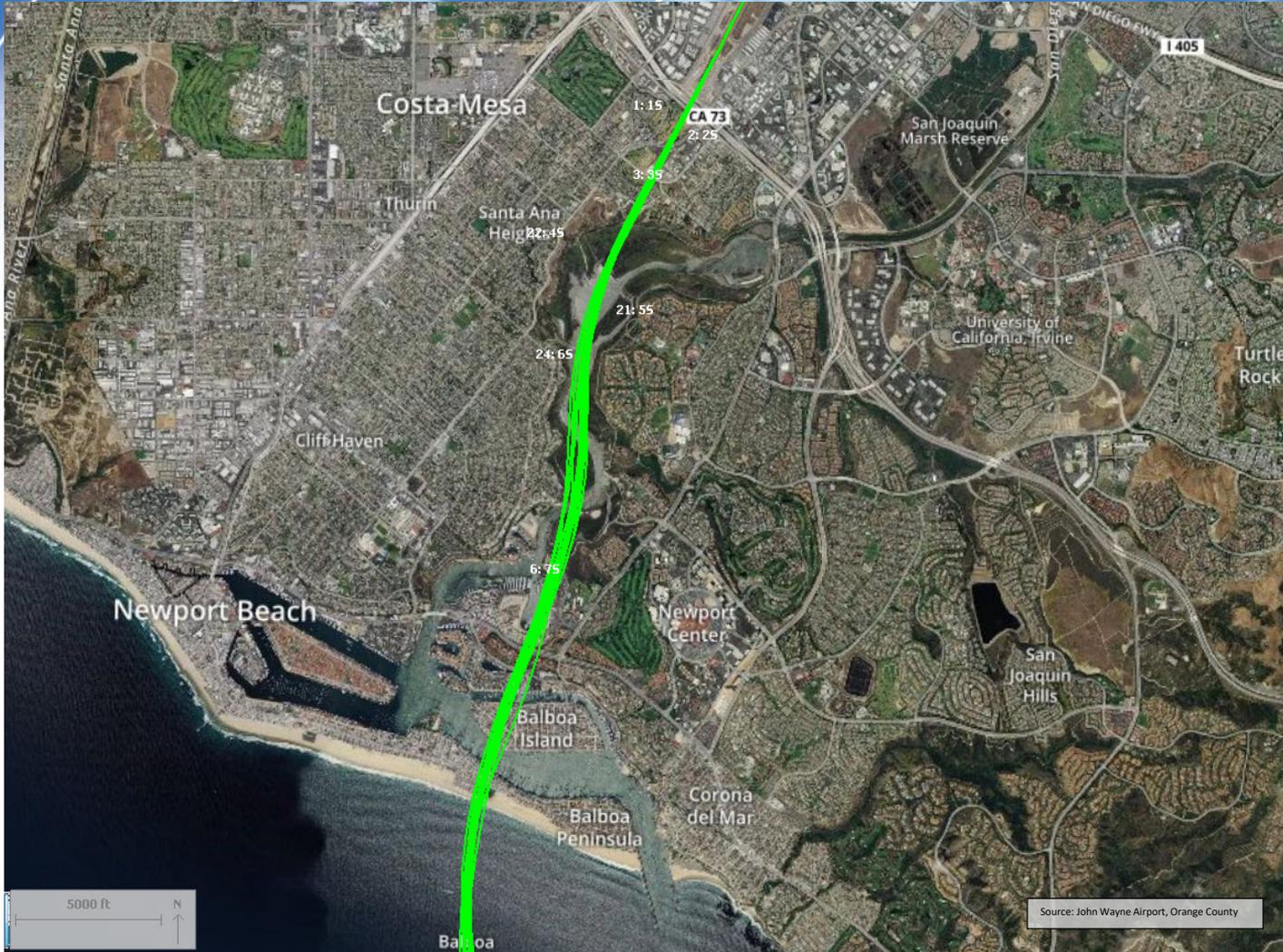
# JWA Commercial Jets – 20R Departures – Count: 133 Newport Beach | Wednesday, August 2, 2017

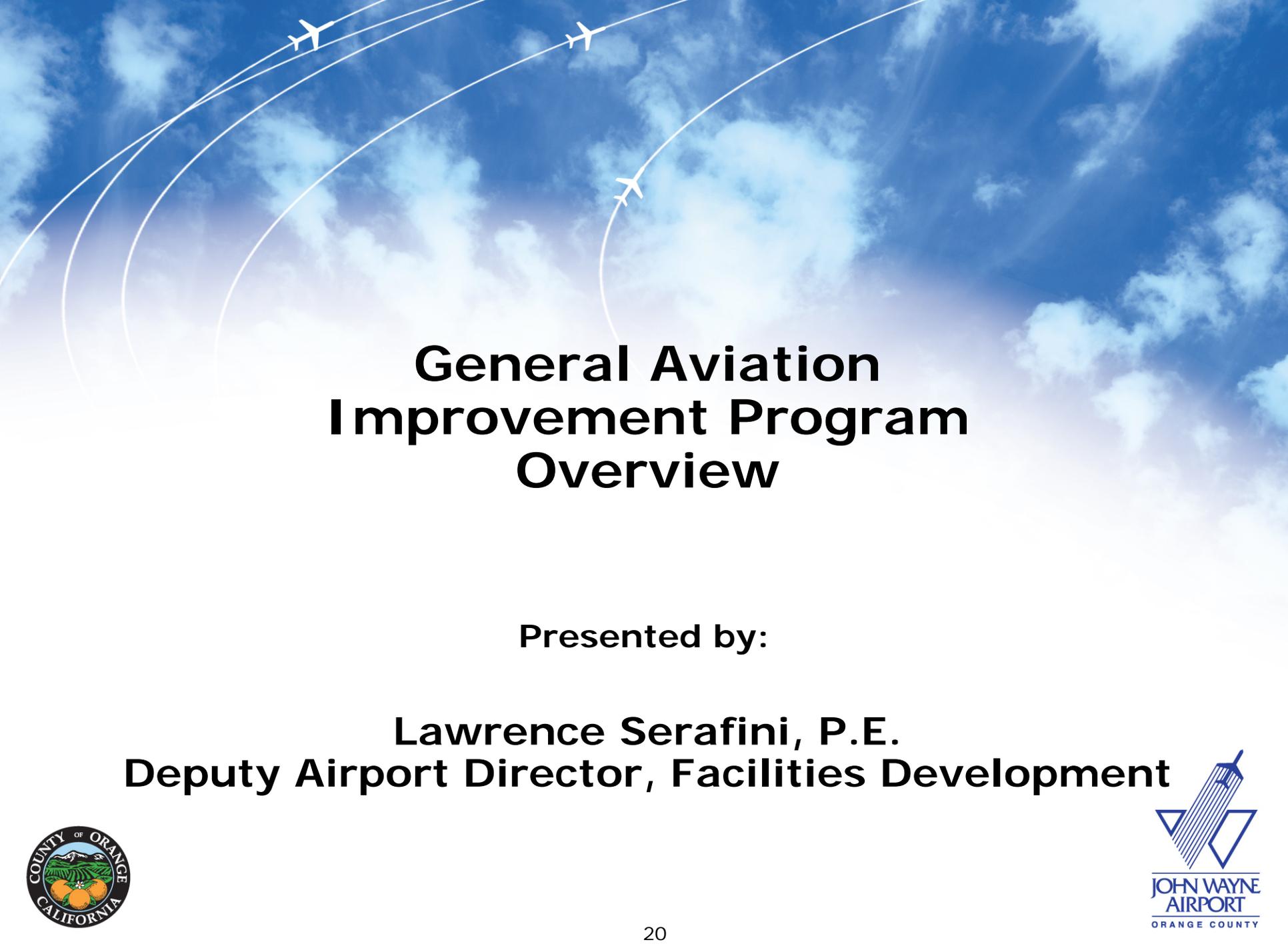


# JWA Commercial Jets – 20R non-STAYY Departures – Count: 127 Newport Beach | Thursday, August 2, 2018



# JWA Commercial Jets – STAYY Departures – Count: 17 Newport Beach | Thursday, August 2, 2018





# **General Aviation Improvement Program Overview**

**Presented by:**

**Lawrence Serafini, P.E.  
Deputy Airport Director, Facilities Development**



# General Aviation Study Area



# General Aviation at JWA: Overview

- About 73 total acres (exclusive to general aviation)
- 2016 Operations: 191,159 (67% of total operations)
- FY2015-16 Revenue: \$4.5M (3.4% of total revenue)
- 2016 Based aircraft:
  - ✓ Helicopter: 17
  - ✓ Turbo Jet: 65
  - ✓ Turboprop: 26
  - ✓ Multi-engine: 35
  - ✓ Single-engine: 339
  - TOTAL: 482

\* Includes one glider in single-engine based aircraft count



# Existing General Aviation at JWA

- Two (2) Full-Service Fixed Base Operators (FBO)
  - ✓ Southeast location
  - ✓ Northeast and westside hangar locations
- Two (2) Limited-Service FBOs (excludes sale of fuel)
  - ✓ Jay's Aircraft Maintenance
  - ✓ Martin Aviation/Lyon Air Museum
- Hangar/Tie-down providers
  - ✓ Executive Hangar
  - ✓ South Coast Associates
  - ✓ County of Orange
- GA Fuel Farm



# Existing General Aviation at JWA (cont.)

- Aircraft Charter
- Aircraft Handling/Support (*Fueling, Cleaning, Catering*)
- Aircraft Maintenance
- Aircraft Storage (*Hangars, Tie-Downs*)
- Flight Schools/Training/Rental
- Ground Transportation/Customer Parking



# Reasons for the General Aviation Improvement Program

- Comprehensive study of GA at JWA has not been done since 1990
- Advanced age of GA facilities
- Need to comply with FAA requirements related to proximity of buildings and roads to runways and taxiways
- Number of GA related long-term leases have expired
- Changes in the character of GA have occurred over the years through the introduction of new aircraft into the fleet mix



# Current General Aviation Facilities



# Stakeholders

- Existing general aviation tenants and users
- Future/prospective general aviation tenants and users
- Commercial aviation interests
- Surrounding communities
- Government Agencies/Regulators
  - ✓ Federal Aviation Administration
  - ✓ US Customs & Border Protection
  - ✓ California Department of Transportation
  - ✓ South Coast Air Quality Management District
  - ✓ Regional Water Quality Control Board



# Key Issues

- Balance of Uses
  - ✓ Tiedowns
  - ✓ Hangars
  - ✓ Ramp Space
  - ✓ Full-Service FBOs
  - ✓ GA Terminal
  - ✓ GA International Arrivals Facility (GAF)
- Stakeholder considerations
  - ✓ Potential disruption to tenants
  - ✓ Current/future tenants
  - ✓ Smaller aircraft
  - ✓ Larger aircraft



# General Aviation Security

- JWA and its FBO tenants maintain security levels in accordance with Transportation Security Administration's "Twelve-Five" Standard Security Program (TFSSP)
- FBO tenants comply with TSA regulations; which include:
  - ✓ Trace screening of baggage and passenger identification and vetting for scheduled public charters prior to boarding flight
  - ✓ Background check on crew members
  - ✓ Restrict access to the flight deck area



# Existing General Aviation Terminal

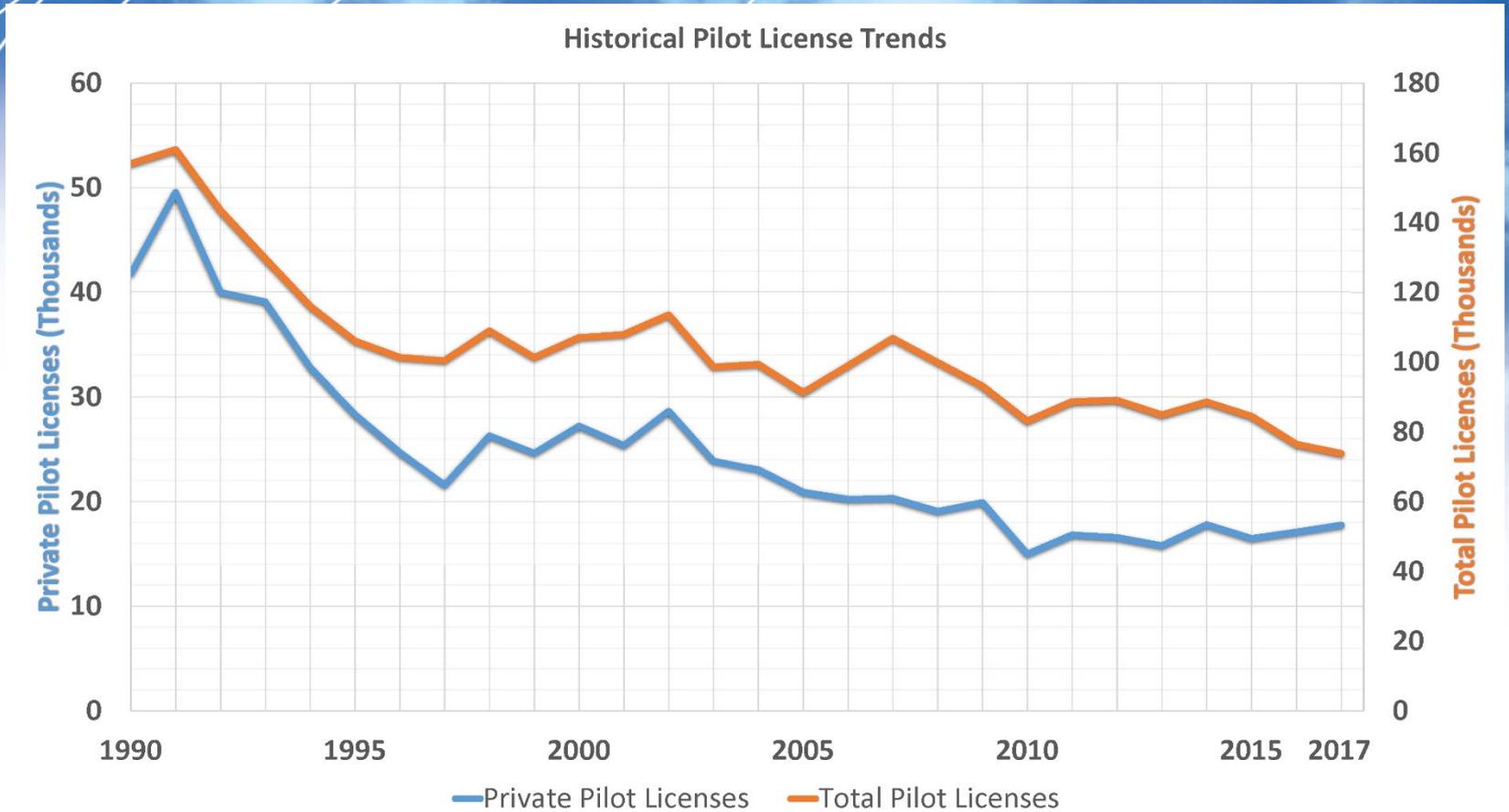


# General Aviation Improvement Program Planning Process

- Consult with GA users to solicit input
- Document existing GA facilities, services, and airfield layout constraints
  - ✓ Conduct existing facility condition assessments
- Develop GA forecasts
- Prepare preliminary drawings
- Conduct CEQA review
  - ✓ Public Scoping Process
- Conduct financial feasibility study



# U.S. Historical Trends in General Aviation



# General Aviation at JWA

<u>Aircraft Type</u>	<u>1997</u>	<u>2006</u>	<u>2016</u>	<u>1997 - 2016 % Change</u>
Helicopter	9	8	17	+88.9%
Jet	36	60	65	+80.6%
Multi-engine*	60	84	57	-5.0%
Single-engine*	<u>490</u>	<u>437</u>	<u>342</u>	-30.2%
Total	595	589	481	-19.2%

Source: FAA Form 5010-1 Airport Master Record and John Wayne Airport counts

\* Includes both piston and turbo-prop aircraft



# General Aviation at JWA: Overview



Single engine (Cessna 172)



Multi-engine (King Air BE20)



Helicopter (Eurocopter AS350)



# General Aviation at JWA: Overview



Jet (Gulfstream GIV)



Jet (Eclipse 500)





# General Aviation Improvement Program Environmental Review



# Project Objectives

- To enhance safe and secure operations
- To utilize limited land area efficiently and economically
- To enhance compatibility between general and commercial aviation operations
- To embrace flexibility to allow for technological advances and market trends
- To maximize economic, self-sustaining, revenue producing facilities
- To assess the ability of existing infrastructure to support GA facilities



# General Aviation Improvement Program: Alternatives for Evaluation

Proposed Project: Two (2) Full-Service FBOs (east and west)

Alternative 1: Three (3) Full-Service FBOs (two east, one west)

Alternative 2: Two (2) Full-Service FBOs (both on east)

Alternative 3: Two (2) Full-Service FBOs (existing locations, but require improvements to better comply with FAA regulations)

Alternative 4: No Project Alternative



# General Aviation Improvement Project Description

- Program EIR 627 evaluated two (2) alternatives at an equal level of detail:
  - ✓ Proposed Project: Two (2) Full-Service FBOs
  - ✓ Alternative 1: Three (3) Full-Service FBOs
- Common elements include:
  - ✓ Full-Service and Limited-Service FBOs
  - ✓ Space for flight schools
  - ✓ Correction of non-standard conditions on airfield
  - ✓ GA Terminal, located at one or more FBOs
  - ✓ GAF, located at one FBO, but shared by all GA users
  - ✓ Self-service AvGas fueling for GA aircraft



# Other Project Alternatives

Program EIR 627 project alternatives not studied at equal level of detail:

- Alternative 2: Two (2) Full-Service FBOs (both on eastside)
- Alternative 3: Two (2) existing Full-Service FBOs (both have presence on eastside but one is split between east and westside) and includes correction of non-standard conditions per FAA requirements
- No Project Alternative: Two (2) existing Full-Service FBOs (both have presence on eastside but one is split between east and westside)



# Project Alternatives Comparisons

## Capacity Forecasts by Aircraft Type - Proposed Project

Year	Fixed Wing Piston		Fixed Wing Turbine		Helicopter	Total Based Aircraft
	Single Engine	Multi-Engine	Turboprop	Turbo Jet		
<b>Capacity</b>						
2016	440	48	26	65	17	<b>596</b>
<b>Existing Based Aircraft</b>						
2016	339	35	26	65	17	<b>482</b>
<b>Proposed Project</b>						
Capacity	194	41	30	72	17	<b>354</b>
2026	198 (-141)	37 (+2)	30 (+4)	72 (+7)	17 (0)	<b>354 (-128)</b>



# Project Alternatives Comparisons (con't.)

## Capacity Forecasts by Aircraft Type – Alternative 1

Year	Fixed Wing Piston		Fixed Wing Turbine		Helicopter	Total Based Aircraft
	Single Engine	Multi-Engine	Turboprop	Turbo Jet		
<b>Capacity</b>						
2016	440	48	26	65	17	<b>596</b>
<b>Existing Based Aircraft</b>						
2016	339	35	26	65	17	<b>482</b>
<b>Alternative 1</b>						
Capacity	196	41	26	76	17	<b>356</b>
2026	200 (-139)	37 (+2)	26 (0)	76 (+11)	17 (0)	<b>356 (-126)</b>



# Project Alternatives Comparisons (con't.)

## Capacity Forecasts by Aircraft Type – Alternative 2

Year	Fixed Wing Piston		Fixed Wing Turbine		Helicopter	Total Based Aircraft
	Single Engine	Multi-Engine	Turboprop	Turbo Jet		
<b>Capacity</b>						
2016	440	48	26	65	17	<b>596</b>
<b>Existing Based Aircraft</b>						
2016	339	35	26	65	17	<b>482</b>
<b>Alternative 2</b>						
Capacity	211	41	22	70	17	<b>361</b>
2026	215 (-124)	37 (+2)	22 (-4)	70 (+5)	17 (0)	<b>361 (-121)</b>



# Project Alternatives Comparisons (con't.)

## Capacity Forecasts by Aircraft Type – Alternative 3

Year	Fixed Wing Piston		Fixed Wing Turbine		Helicopter	Total Based Aircraft
	Single Engine	Multi-Engine	Turboprop	Turbo Jet		
<b>Capacity</b>						
2016	440	48	26	65	17	<b>596</b>
<b>Existing Based Aircraft</b>						
2016	339	35	26	65	17	<b>482</b>
<b>Alternative 3</b>						
Capacity	413	48	19	58	16	<b>554</b>
2026	360 (+21)	37 (+2)	19 (-7)	58 (-7)	16 (-1)	<b>490 (+8)</b>



# Project Alternatives Comparisons (con't.)

## Capacity Forecasts by Aircraft Type – No Project

Year	Fixed Wing Piston		Fixed Wing Turbine		Helicopter	Total Based Aircraft
	Single Engine	Multi-Engine	Turboprop	Turbo Jet		
<b>Capacity</b>						
2016	440	48	26	65	17	596
<b>Existing Based Aircraft</b>						
2016	339	35	26	65	17	482
<b>No Project</b>						
Capacity	440	48	26	65	17	596
2026	360 (+21)	37 (+2)	26 (0)	65 (0)	17 (0)	505 (+23)



# Project Alternatives Comparisons (con't)

## Operations by Aircraft Engine Type

Year	Piston	Turbine	Jet	Helicopter/Other	Total Operations <sup>a</sup>
<b>Existing Conditions</b>					
2016	147,300	9,800	31,800	3,900	<b>192,800</b>
<b>Unconstrained Baseline Scenario</b>					
2026	147,100	12,000	43,600	5,100	<b>207,800</b>
<b>Proposed Project</b>					
2026	111,000	11,700	40,400	4,800	<b>167,900</b>
<b>Alternative 1</b>					
2026	111,600	10,800	41,400	4,800	<b>168,600</b>
<b>Alternative 2</b>					
2026	114,700	10,000	39,900	4,800	<b>169,400</b>
<b>Alternative 3</b>					
2026	147,000	9,500	36,400	4,700	<b>197,600</b>
<b>No Project (Constrained Forecasts)</b>					
2026	147,000	10,900	38,300	4,800	<b>201,000</b>
Note: Numbers may not add up due to rounding.					
<sup>a</sup> An operation is defined as either a takeoff or landing, each counting as one operation.					
Source: AECOM 2018b (Appendix D to this Program EIR)					
See Table 5-3 Program EIR					



# Impact Areas Evaluated in Program EIR 627

The Program EIR evaluated the following:

- Aesthetics
- Air Quality
- Cultural/Scientific Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation/Traffic
- Tribal and Cultural Resources
- Utilities and Service Systems
- Water Quality

Cumulative Impacts, Long-Term Implications of the Project, and Alternatives are also addressed.

Impacts could be avoided or reduced to less than significant for all topical areas except Land Use and Planning



# Program EIR 627 Analysis Results

## Noise

- GAIP would result in minor increases in aviation noise levels compared to the Baseline (2016) condition; but impacts would be less than significant based on established thresholds (Proposed Project/Alternative 1)
  - ✓ 1.5 dB Impact Threshold
  - ✓ 0.15 dB increase for Proposed Project / 0.17 dB for Alternative 1
- This is a less than significant impact



# Program EIR 627 Analysis Results (con't.)

## Land Use and Planning (Proposed Project/Alternative 1)

- Exposure of three additional residential units to noise in excess of 65 dB CNEL when compared to 2016 Baseline
- Three units do not have aviation easements and a land use compatibility impact is identified
- A sound insulation program is in place; however, it cannot be certain all affected units would qualify based on FAA criteria or take part in the program
- This is a significant, unavoidable impact (off-Airport)



# Draft Program EIR Comments

- Draft Program EIR and technical appendices were available for a 60-day public comment period
- Over 300 comment letters/cards/emails were received (including 28 late comment letters)
- Comments will be responded to in writing
- Comments will be forwarded to the Board of Supervisors (Board) for review and consideration
- Written responses to EIR comments will be available April 9, 2019



# Next Steps

- Airport Commission will make recommendation regarding the GAIP to the Board at the April 17, 2019, Commission Meeting
- Board hearing scheduled for April 23, 2019
- Board actions needed
  - ✓ Certify Final Program EIR 627 and make CEQA Findings
  - ✓ Select a GAIP alternative

