

**JOHN WAYNE  
AIRPORT**

Orange County, California

**Alan L. Murphy**  
Airport Director

October 31, 2011

Mr. Bob Taylor  
44 Ocean Vista  
Newport Beach, CA 92660

Dear Mr. Taylor:

Thank you for your letter of October 20, 2011, endorsing "flight paths developed through NextGen [that] mirror the long accepted traditional path, MUSEL 6."

For more than a year, my staff and I have focused a great deal of time and energy on the issue of departure procedures. We have conducted multiple field observations, analyzed flight track and noise data, and worked hard to create a productive dialogue between the City, its various community groups and the FAA. Each of the stakeholders is keenly aware of, and has dedicated a significant amount of time to understanding, the community's concerns and suggestions. In fact, FAA has twice adjusted the RNAV departures to more closely overlay the historical departure, MUSEL 6.

As I communicated recently to the City of Newport Beach, JWA's field observations and radar analyses show that the STREL procedure results in flight tracks that fall within the historical dispersion of the MUSEL departure procedure and, in some locations, are even narrower than the MUSEL. That said, there is inherent uncertainty with the current radar flight track system, which makes it difficult to make this statement definitively. However, FAA has reported both to the Airport and to the City of Newport Beach that its own, more accurate flight track data, demonstrates that STREL accurately overlays the MUSEL 6.

With respect to your concerns of an eastward shift from the 175 degree heading to a 173 degree course, I understand that FAA responded to you on this issue in a letter from Mr. Withycombe dated September 13, 2011. FAA is the appropriate agency to address this matter.

Finally, regarding your claims of dramatically increased aircraft noise, JWA has and continues to carefully monitor and analyze noise data and to evaluate historical noise trends. There is no scientific evidence to indicate that aircraft noise from aircraft departing John Wayne Airport has increased dramatically. In fact, in the short term noise levels at JWA have remained relatively consistent. In the long term, however, noise levels have actually decreased. Importantly, air carriers operate well within the maximum permitted noise limits established in the Settlement Agreement and other regulatory documents.

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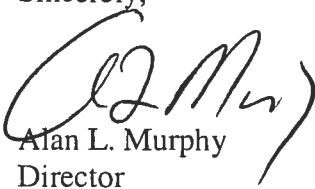


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I understand that you are disappointed with the results to date. However, at the combined urging of both JWA and the City of Newport Beach, FAA evaluated concerns of Newport Beach residents and made adjustments to the STREL – on two occasions. FAA has been quite firm in its statements that the current STREL falls within the bounds of historical flight tracks and meets the federal government’s objectives vis-à-vis the NextGen initiative and that further changes to STREL will not be made. Frankly, while JWA can and will be an advocate for the community, we are simply not in a position to compel FAA to make further airspace adjustments on matters in which we have neither the expertise nor the authority, especially when the air carriers are in full compliance with all applicable regulations.

We will continue to work with the City of Newport Beach and its residents to communicate with the FAA and stakeholders about the important concerns of the local community, but I am not optimistic that further adjustments to the STREL will be made.

Sincerely,



Alan L. Murphy  
Director

cc: Supervisor John Moorlach  
Honorable John Campbell  
William C. Withycombe, FAA  
Dave Kiff, City Manager, Newport Beach  
Cameo Community Association  
Corona del Mar Residents Association  
Crystal Cove Community Association  
Dover Shores Community Association  
Eastbluff Homeowners Association  
Harbor Cove Homeowners Association  
Irvine Terrace Community Association  
Sea Island (Island Lagoon) Homeowners Association