

To: FCA Board
From: Bruce Junor
Subject: FAA brief about Metroplex and traffic patterns near North Tustin
Date: 2 November 2016

The FAA presented a briefing to the community 11/2/ 2016. It was located at El Modena HI School. Essentially the following took place:

- 1) Approximately 150 local folks attended. (the FAA asked folks to sign names, addresses, etc) My survey indicated about 15-20 folks from the FAA attended and provided feedback to attendees.
- 2) The arrangement was a series of stations were set up around the room. They included
 - a. 8 video stations - computers/ monitors connected and each presented a "loop" showing some phase of the proposed action
 - i. The video presentations of the air traffic in the So Cal Area Metroplex (Santa Barbara to Mexico border) offered a look at the a/c (aircraft) movement & traffic ... It is impressive !
 - ii. These stations presented the new approach and departure procedures, and explained how the procedures worked to affect aircraft flight.
 - iii. Considerable material was presented to demonstrate Improvement in flight control noise and directional control.
 - b. 8 hard board charts that presented views of the So Cal airspace, including the pathways of a/c traveling in that airspace.
 - c. The presentation included FAA folks who were able to locate a visitor's home sites on maps and how the site was situated & impacted in the airspace (groundspace?). Folks presented their address and the FAA rep could locate that home. Then they could then discuss how aircraft might affect the area nearby.
 - d. I believe the FAA has done a good job of working out noise control
 - e. The question of aircraft "path width" to JWA and other airports is still a question mark.

My overview summary would be:

- 1) New satellite based aircraft control procedures are going forward to replace the "old stuff"
- 2) OPD (Optimal Plan of Decent!) and Next Gen were 2 terms presented by the FAA folks in the presentation.
- 3) We are seeing new equipment (both airplanes and control systems) becoming part of air traffic and control.
- 4) This program indicates the descending pattern of future air traffic will include methods that should reduce noise of overflying aircraft. Also note that future a/c continue to become more quiet. Further, these proposed procedures claim to reduce the amount of enroute flight "rearrangements", which means a/c will be in holding patterns less frequently.
- 5) My thoughts – If someone had told me in 1955, that communities would build walls alongside freeways to shut off noise radiation... I am not sure of my comment now vs 1955!
- 6) I believe the FAA presented a good view of the future of the approach patterns. Aircraft will continue to make some noise, but the impact will be less. The Settlement Agreement should continue to help.