

## March 2015 Update- All things Aviation:



If you'd like additional information, please contact Newport Beach City Manager Dave Kiff at [dkiff@newportbeachca.gov](mailto:dkiff@newportbeachca.gov).

### **JWA January and February**

The complete numbers have not been finalized for February 2015 but they will show an approximate 5.5% increase over the same month last year. January 2015 saw a passenger increase of +2.5% over January 2014. While international traffic for the airport declined -35.4% versus the same period last year. Meanwhile the ADDs for January 2015 were 106.05 versus 108.06 for January 2014. International for the month of January was 3.03 ADDs versus 4.60 for January 2014. Again the statistics once again confirm that the airlines are flying fewer operations with greater load factors.

### *More International*

A House bill introduced the week of February 23 would ease airline costs for international flights into John Wayne Airport and could attract more such flights to the county. The measure calls for the airport to be declared a "port of entry." Currently, airlines at JWA must reimburse U.S. Customs and Border Protection for the cost of checking travelers from abroad, but there is no such charge to carriers at official ports of entry. Courtney Wiercioch, a deputy airport director, said Interjet's decision to leave John Wayne last year was due in part to the customs fees. "Other international carriers have said that it's a hindrance to them flying here as well," she said. Passengers arriving in the U.S. from abroad already pay a \$17.50 fee to customs, regardless of the airport.

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<sup>1</sup> The picture was a recent winner of the JWA Photo Contest

Additionally, customs charged John Wayne carriers \$1.4 million in 2014 to service the 277,000 passengers arriving on international flights. Airports must have at least 15,000 annual international passengers to qualify to port of entry status<sup>2</sup>.

### *Alaska Seeks Service to Mexico*

On March 10, 2015, Alaska Airlines announced that it had submitted its application to begin two nonstop services from JWA to Los Cabos and Puerto Vallarta, Mexico. The flights are pending approval by the U.S. Department of Transportation and the Mexico Dirección General de Aeronáutica Civil (DGAC). The planned year-round service will operate thrice-weekly between Orange County and Puerto Vallarta and four-times weekly between Orange County and Los Cabos.

### *Uber and Lyft to Serve JWA*

The Orange County Board of Supervisors approved an operating permit that will allow Transportation Network Companies (TNCs), which include ridesharing services such as Uber and Lyft, to begin serving John Wayne Airport.

### *RAWLZ*

The Western Pacific Region office of the FAA has confirmed that RAWLZ<sup>3</sup> has been cancelled but stated that the “concept and intent” for a similar RNAV for departures to the north will be incorporated into the Southern California Metroplex process, but had no further details to offer.

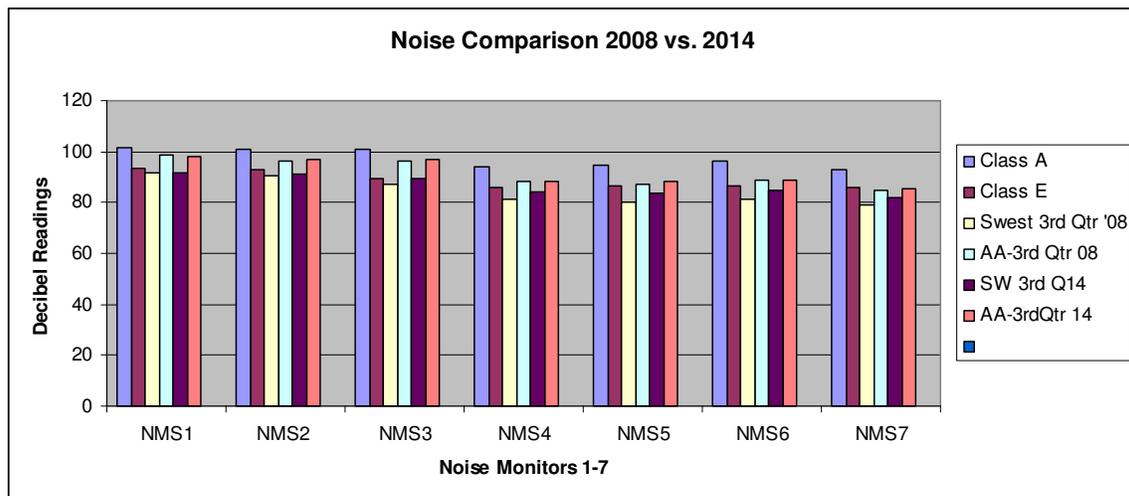
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<sup>2</sup> For additional background see the November 2013 Airport Update.

<sup>3</sup> The RAWLZ was the name initially assigned for a proposed departure for planes traveling west of Las Vegas, which would be approximately 50% of the departures from JWA.

## Noise Comparisons –JWA 2008-2014

	NMS1	NMS2	NMS3	NMS4	NMS5	NMS6	NMS7
Class A	101.8	101.1	100.7	94.1	94.6	96.1	93
Class E	93.5	93	89.7	86	86.6	86.6	86
Swest 3rd Qtr '08							
AA-3rd Qtr 08	91.7	90.5	86.9	81.3	80.4	81.5	79.2
SW 3rd Q14	98.9	96.6	96.5	88.4	87.1	88.9	84.6
AA-3rdQtr 14	91.6	91.2	89.7	84.3	83.8	85	82.1
AA-3rdQtr 14	98.3	97	96.8	88.4	88.3	89.1	85.6



### *Possibility of Quieter Skies?*

Researchers at the German Aerospace Center (DLR) said they have succeeded in demonstrating – for the first time anywhere in the world – that aircraft engine fan noise, one of the largest sources of in flight noise, can be reduced substantially by introducing compressed air. To do this, they developed a method that blows air through several perforated rings fitted behind the fan to create noise cancellation that reduces the sound produced by the fan. “This compressed air method has allowed us to reduce the particularly annoying rotor-stator noise that emerges from the engine at critical emission angles by up to *10 decibels. (emphasis added)* In terms of human perception, this is approximately equivalent to halving the volume,” said Lars Enhardt from the DLR Institute of Propulsion Technology.” By far the most irritating noise produced at the engine intake is created where the main fan spins at high speed in front of an additional row of fixed-position blades, referred to as the stator,” he added.

### *Departures JWA*

Because of recent questions and comments in the community it is important to reiterate previous comments of the City concerning departures and departure paths at JWA. While the City has had a key seat in many discussions concerning JWA operations, it is important for the community to understand the roles and responsibilities of the public agencies involved.

- The City of Newport Beach (City) does not own or manage the operation of John Wayne Airport (JWA). It is not even within the city limits of Newport Beach – the airport remains “unincorporated” and not in any city.
- The County of Orange (County) operates JWA, but has very limited control over aircraft departures.
- The Federal Aviation Administration (FAA) primarily controls aircraft departures at JWA. As soon as the wheels are up, the flight is in the FAA’s hands. The FAA is solely responsible for the vectoring and sequencing of aircraft within Southern California’s airspace and on the ground within each airport.

The limited amount of control that the City has over JWA operations is pursuant to the JWA Settlement Agreement which generally caps the amount of passengers using JWA in any one year, limits the average daily departures of the loudest commercial planes, and JWA’s hours of commercial operation. The City also undertook a major study in 2008 that addressed further the issue of Noise in the community and ability or inability to control the noise.<sup>4</sup>

Some of the conclusions reached in the report and reiterated in the last six (6) plus years by the FAA as the City has sought to address concerns regarding implementation by the FAA of Next Gen are that: All of these procedures have been developed to provide aircraft operators’ efficient access into and out of the airport while minimizing impacts to local communities; in general an action that simply redistributes noise from one impact

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<sup>4</sup> John Wayne Airport Departure Noise Impact Analysis, authored by ASRC Research and Technology Solutions, June 2008.

area to another will not be approved; Moving the flight path anywhere northwest or southeast of the Coast Highway would only spread noise from one residential area to another and would likely result in a 3db increase in noise in new areas thereby requiring an EA or EIS and would likely not be approved because it would provide no total net gain in noise abatement<sup>5</sup>; departure procedure designed to keep aircraft in an established noise corridor and all of the departure procedures are similar in design with a route following the Newport Bay corridor to the Pacific Ocean, avoiding residential developments close to the airport and putting them over the water as soon as possible.

Unfortunately the implementation of the “newer” departure patterns has resulted in deleting to some extent what the community has referenced as “fanning” which is a greater dispersion of aircraft and has instead concentrated flight tracks over a single area. As noted previously, according to FAA, implementation of an RNAV procedure should reduce the dispersion or “fanning” of tracks. This is not something that certain residents support. The adoption of precision navigation coincides with another F.A.A. effort: redesigning the nation’s airspace to improve efficiency and reduce delays, i.e. NextGen. The F.A.A. has stated that the projects were not related. But in its analysis of the airspace redesign, the Government Accountability Office noted that the agency failed to account for how loud precision navigation might be for some residents, saying the technology “may have resulted in fewer people impacted by noise but to a greater degree.”

#### *Some Not a Fan of NextGen*

At a March 3 House Aviation Subcommittee hearing, Rep. Michael Capuano (D-MA) told FAA Administrator Michael Huerta that his support for NextGen is waivering because he has not seen “enough bang for the buck in terms of reducing noise and increasing safety.... You can’t fan planes anymore at Boston ; Next Gen should allow that but it doesn’t,” the congressman, who represents residents of Boston and some surrounding suburban communities impacted by airport noise, told the FAA

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<sup>5</sup> Even this simple protection is now under attack. Under terms of the 2012 Congressional act funding the F.A.A., precision navigation can be exempt from extensive environmental studies if it is deemed to have no significant environmental impact, or to reduce fuel consumption, emissions and noise per flight. But gauging the noise has proved difficult.

Administrator. Huerta began responding to Capuano by noting that Performance-based Navigation procedures are making operations in the Boston area more efficient but Capuano cut him off snapping, “Complaints in Boston are going through the roof and it began with RNAV.”

### *Privatizing Air Traffic Control*

The focus on the Aviation Subcommittee hearing of March 3 was the new FAA reauthorization legislation. House Transportation and Infrastructure Committee Chairman Bill Shuster (RPA) and Aviation Subcommittee Chairman Frank LoBiondo (R-NJ) said in opening statement that a key area of focus in the new FAA reauthorization will be privatizing the air traffic control system. Noting that other countries have successfully privatized their air traffic control systems. The FAA responded that “Our system is unique in size and composition..... “We need an operational model that works for the U.S.” The question of how environmental impacts of revised air traffic procedures would be handled under a privatized ATC system was not discussed.

### **Airports in the Region**

#### *LAX- January 2015*

LAX saw just a slight increase for the first month of the New Year. Overall passenger levels increased by +.36% over the same month last year, while International enjoyed an overall increase of +2.68%.

#### *ONT- January 2015*

ONT saw a slight decrease overall for the first month of the New Year of -.21%, while International passengers increased by +51.51%.

### *Long Beach*

For the first two months of the year, Long Beach has shown a decline in passengers through February of 11.7%. At the same time their air cargo service has increased by +6.9% (measured in Metric Tons). The ADDs for Long Beach in the month of January were 30.82 ADDS. At month's end Long Beach Airport had 41 Allocated Air Carrier flight slots- JetBlue (32), US Airways (5), Delta (2), FedEx (1), UPS (1) and three allocated Commuter Carrier flight slots- Delta (3); 22 Commuter Carrier flight slots remain available for allocation.

### *Long Beach Noise Ordinance*

To those of you interested more information regarding the Long Beach Noise Ordinance, you can access an excellent presentation at:  
<http://longbeach.legistar.com/View.ashx?M=F&ID=3568047&GUID=E3233245-07A3-4658-A48B-F2B06616138E>

It also provides excellent context for JWA/ ANCA and the current noise ordinance.

### *ONT/LAX Acquisition*

A bipartisan Assembly bill has been introduced that would allow Ontario to issue revenue bonds to finance the acquisition of L.A./Ontario International Airport from Los Angeles. The bill if passed would allow Ontario to secure the revenue bonds from future revenues and charges from the airport. The bill has received support from a coalition of state legislators representing San Bernardino, Los Angeles, Riverside and Orange counties.

### *Net Noise Reduction<sup>6</sup>*

The formal FAA response to the Net Noise Reduction Method and implementation of the CatEx 2 pursuant to the 2012 FAA Reauthorization has not been

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<sup>6</sup> See discussion on Net Noise Neutrality in August 2014 update.

published however there is an excellent overview which you can access at:  
[https://airportlaw.files.wordpress.com/2015/03/150303-catex2\\_rcointin\\_v2-3.pdf](https://airportlaw.files.wordpress.com/2015/03/150303-catex2_rcointin_v2-3.pdf) . It is the presentation from the recent UC Noise Symposium.

For local communities much is at stake such as transparency of decision makers; environmental analysis of changes in flight paths; the ability or inability to measure properly a reduction of noise; public participation.

*FAA Aerospace Forecast  
2015-2035*

The following appears in the recently released FAA Aerospace Forecast and is consistent with what has been consistently reported: “Since its deregulation in 1978, the U.S. commercial air carrier industry has been characterized by boom-to-bust cycles. The volatility that was associated with these cycles was thought by many to be a structural feature of an industry that was capital intensive but cash poor. However the great recession of 2007-09 marked a fundamental change in the operations and finances of U.S. Airlines. Air carriers fine-tuned their business models to minimize losses by lowering operating costs, *eliminating unprofitable routes*, and grounding older, less fuel efficient aircraft. To increase operating revenues, carriers initiated new services that customers were willing to purchase and started *charging separately for services that were historically bundled in the price of a ticket*. The industry experienced an unprecedented period of consolidation with four major mergers in five years. These changes along with *capacity discipline* exhibited by carriers have resulted in a fifth consecutive year of profitability for the industry in 2014. Looking ahead there is optimism that the industry has been transformed from that of a boom-to-bust cycle to one of sustainable profits.” (emphasis added). The entire report can be downloaded at:

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/aviation\\_forecasts/aerospace\\_forecasts/2014-2035/media/2015\\_National\\_Forecast\\_Report.pdf](https://www.faa.gov/about/office_org/headquarters_offices/apl/aviation_forecasts/aerospace_forecasts/2014-2035/media/2015_National_Forecast_Report.pdf)

### *February Traffic for the Carriers*

February traffic reports from the U.S. carriers that have released their numbers show that while traffic was up 3.0 percent, capacity was up 2.5 percent. With traffic growing faster than capacity, the average load factor was 80.2 percent, up nearly 0.4 percentage points.