

## January 2016 Update- All things Aviation:

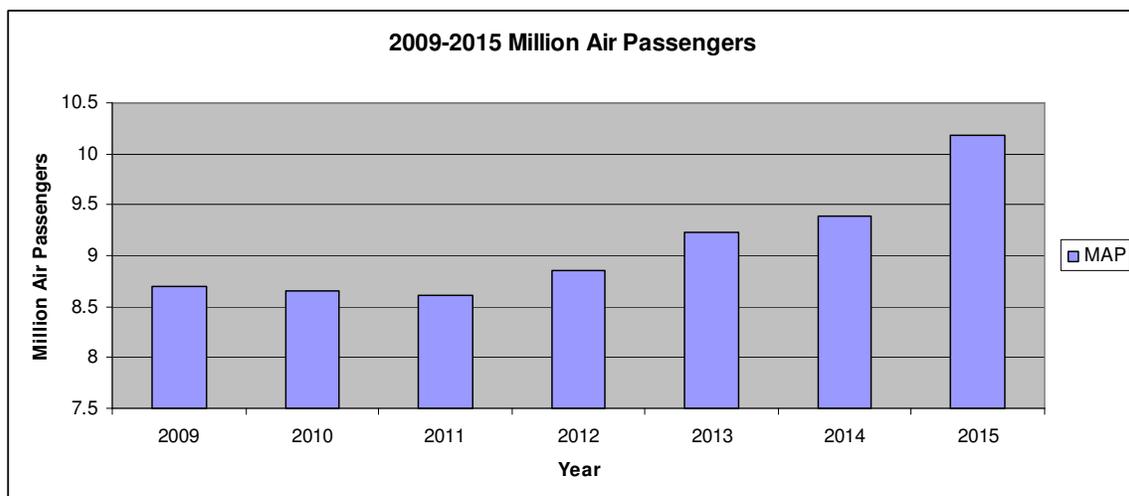


If you'd like additional information, please contact Newport Beach City Manager Dave Kiff at [dkiff@newportbeachca.gov](mailto:dkiff@newportbeachca.gov).

### JWA –December and 2015

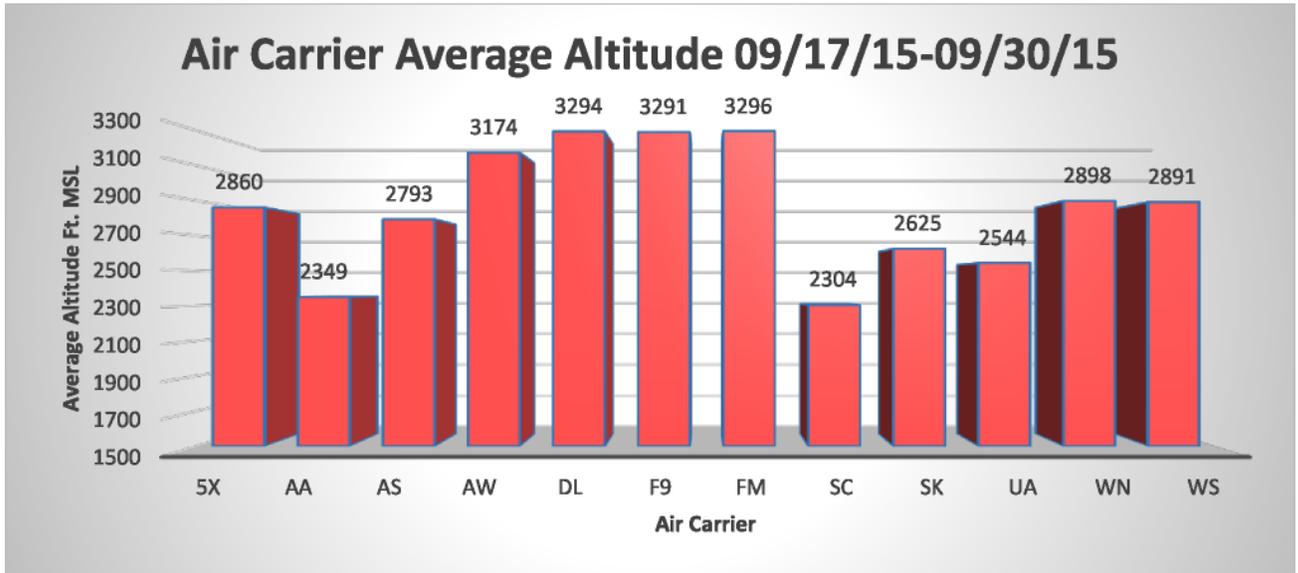
Airline passenger traffic at John Wayne Airport increased in December 2015 as compared with December 2014. In December 2015, the Airport served 888,156 passengers, an increase of +10.5% when compared with the December 2014. Moreover with 10.18 MAP for 2015, the airport established the record for passengers served at the airport. ADDs for December 2015 were 120.69 vs. 108.23 for 2014. For the entire year the ADDs in 2015 were 116.22 vs. 111.31 for the year of 2014.

Below is a comparison of passenger levels at JWA:

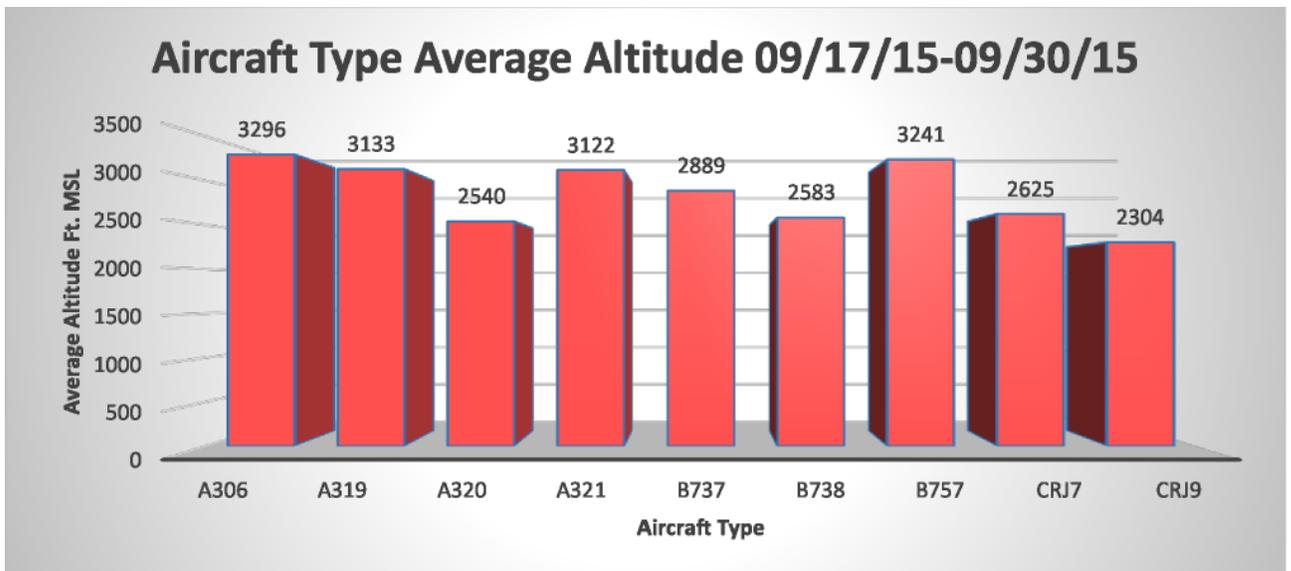


### Altitudes

Below please see some preliminary data for altitudes over Balboa Island for departures from JWA. A more detailed and comparative report will be forthcoming in the near future:



5x-UPS; AA-American; AS-Alaska; AW-US Airways; DL-Delta; F9- Frontier; FM-FedEx; SC-Sky West Commercial; SK-Sky West Commuter; UA-United; WN- Southwest; WS-West Jet



*Airline Data-JWA –Load Factors on the Rise*

Anyone who has flown recently can appreciate the data reported by the FAA that the domestic load factors for October 2015 were 86.4% and the highest for the month of October, up from the previous October high set in 2012 of 84.3%. Load factor is a measure of the use of aircraft capacity that compares the system use, measured in Revenue Passenger-Miles (RPMs) as a proportion of system capacity, measured in Available Seat-Miles (ASMs). At JWA, the Domestic load factors for October 2015 were 86.73%.

Traffic results for **JWA** for the period of 11-1/2014-10/31/2015 show:

<b>Carrier</b>	<b>Passengers<sup>1</sup></b>	<b>Share</b>
<b>Southwest</b>	4,198	44.43%
<b>American</b>	1,409	14.91%
<b>United</b>	1,299	13.75%
<b>Alaska</b>	922	9.76%
<b>Delta</b>	756	8.01%
<b>Other</b>	864	9.14%

**Airports in the Region**

*LAX*

In December 2015, LAX showed an increase of +7.81% in passenger levels and finished the year with a total of 74 .9 MAP for 2015 or +6.05% ahead of 2014. In November of 2015, LAX showed an increase in passenger levels of 10.71% over November 2014.

*ONT*

Ontario continued to show improvement and finished 2015 with 4.21 MAP for the year or +1.99% versus 2014. ONT has plenty of room to grow, as its 1700 acres can accommodate approximately 10 MAP and has two runways of 12,197 and 10,200 feet. It

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<sup>1</sup> Based on enplaned passengers(000) both arriving and departing.

will be interesting to see if the sale by LAWA of the airport will in fact spur further growth.

### *Long Beach*

Long Beach reported total passengers for 2015 of 2.524 MAP, a decrease of -10.6% versus 2014. Load factors for the airport during 2015 averages 86%. Long Beach Airport covers an area of 1,166 acres and has five asphalt-paved runways, of varying lengths as follows: 10,003 by 200 feet; 6,191 by 150 feet; 5,421 by 150 feet; 3,330 by 75 feet; 4,470 by 75 feet. By comparison JWA which sits on approximately 500 acres and has two commercial runways of 5701 by 150 feet and 2887 by 75 feet.

### *Is a Curfew at Burbank in the Works?*

Burbank and airport officials are headed to Washington, D.C. to lobby for a long-sought mandatory nighttime curfew, part of a larger agreement that they formally started discussing regarding a possible replacement terminal at Bob Hope Airport.

This week, in their first public meeting since agreeing to a set of terms calling for the meeting and other conditions, Burbank's elected officials announced the trip, facilitated by Rep. Adam Schiff (D-Burbank), to meet with the Federal Aviation Administration's associate administrator of airports. In addition to discussing development plans, the meeting is also focused on getting a curfew at the Burbank airfield that would bar all landings and departures between 10 p.m. and 7 a.m. Currently a voluntary curfew is now in place during those hours for commercial passenger flights. If the meeting successfully installs a curfew, it will likely be a trade off of increased capacity for reduced hours of operation.

The FAA has never agreed to the enactment of a limitation on hours of operation since the passage of ANCA in 1990 which, if successful, makes this a very unusual deal. The FAA previously after being tested in the courts denied a curfew at Burbank airport.

And as recently as 2009, the FAA maintained its standard position that a mandatory curfew was not reasonable and would “create an undue burden on interstate commerce.”<sup>2</sup>

This potential change in position of the FAA may signal a change in attitude and affect other noise impacted communities around the country.

### *Time to Register Your Drone*

The FAA announced registration requirements for unmanned aircraft (Drones). Anyone who buys a small unmanned aircraft weighing more than 0.55 pounds and less than 55 pounds must register before they fly outdoors. And for those people who previously operated their Drones must register by Feb. 19, 2016.

### *ONT/LAX Deal Moves Forward*

Recently the LA City Council has approved an agreement that lays the groundwork to turn over ownership of the LA/Ontario International Airport to a local authority as they unanimously approved settlement of the lawsuit between the two governmental entities. The settlement agreement, which was first announced in August, will transfer control of the airport to the Ontario International Airport Authority. Ontario will pay \$30 million from its reserves, take over the airport's \$60 million debt and make payments of \$50 million over five years and \$70 million in the final five years, officials said. Los Angeles World Airports will transfer \$40 million from Ontario airport's unrestricted cash accounts to LAX.

Ontario can now begin the process of applying for a certificate of operation from the Federal Aviation Administration. The process is expected to be completed in July of 2016.

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<sup>2</sup> Note that John Wayne Airport was allowed to retain those limitations as exceptions to the constraints of ANCA. See 49 U.S.C. § 47524(d) pursuant to the so called “grandfathered” provisions of ANCA.