

## JUNE 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 Part of Air Quality Studies**

As a result of proposed actions by the Air Quality Management District (AQMD) and the California Air Resources Board (CARB) JWA will be part of regional and state evaluation of air quality issues. These are not action initiated by the airport. Periodically, the South Coast Air Quality Management District (SCAQMD) prepares an Air Quality Management Plan (AQMP) to demonstrate how the region will reduce air pollution emissions to meet the federal and state health based standards, to comply with Clean Air Act requirements, and to incorporate the latest technical planning information. The airport is currently awaiting issuance of the Draft 2016 Air Quality Management Plan (AQMP). While it is expected this to released in the next month or so, the date has shifted and may continue to shift. It is not clear whether the accompanying CEQA documentation will be issued at the same time or lag behind. Ultimately there will be a public review and comment process on both the Draft AQMP and CEQA analysis, this will be followed by final action of the AQMD Board.

In addition, CARB is working on its State Implementation Plan ("SIP") and must have AQMD's document in order to complete the SIP. The timing for the SIP is unknown. At the invitation of the airport, both CARB and AQMD staff visited and toured JWA in the last few months. The purpose of the visit by the respective staffs was to ensure that both organizations recognize and understand the unique regulatory structure;

have current, accurate data for the operations at JWA, including but not limited to the air quality analysis prepared in conjunction with the recent amendment to the JWA Settlement Agreement in accordance with EIR 617 etc.

For those of you who desire additional information, here's a link to AQMD's website for the AQMP:

<http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan>

Here's the link to CARB's page for the SIP: <http://www.arb.ca.gov/planning/sip/sip.htm>

### *Changes to Fueling Facilities*

JWA is recommending an amendment to their existing hydrant fueling facilities lease with SNAFUEL, Inc. (a nonprofit consortium of all of JWA air carriers). The amendment will allow SNAFUEL to construct, maintain and operate a new above-ground fuel storage tank farm (two tanks, each with a net operating capacity of approximately 37,000 barrels or 1.5 million gallons) as well as a pipeline connection between the new and existing tank farms and between the new tank farm and a common carrier jet fuel pipeline. It is proposed that Wickland Pipelines LLC will do the construction and installation for SNAFUEL. Currently fuel is trucked into JWA's existing fuel farm on a daily basis. The project benefits include: (1) decreased traffic congestion through the elimination of approximately 44 tanker truck trips per day; (2) potential to reduce jet fuel prices; (3) improved airport security through elimination of tanker truck deliveries accessing the Airport's secure area; and (4) reduction of mobile source air emissions generated by current tanker truck activity. This item was heard by the Airport Commission on June 15<sup>th</sup> and the Board of Supervisors on June 28<sup>th</sup>.

This is not a JWA-initiated project. Wickland proposed the project, SNAFUEL chose to pursue it and the overall benefits led the airport to recommend it. All costs. Associated with construction and operation are born by SNAFUEL.

### *General Aviation*

It is currently proposed that the airport will take the next step in their General Aviation Improvement Program. The Board of Supervisors addressed this issue at its Board meeting of June 28. The Board will select firms to conduct detailed engineering and environmental work associated with future General Aviation facilities and services.

### *B737 Max and A320 Neo*

Recently there have been some questions in the community about the potential operation of the B737Max and A320neo at JWA. According to the latest information, they can indeed operate at the airport. You may also wish to review the Technical Noise Analysis done in conjunction with EIR 617, completed in 2014. The questions raised were also directed as to whether the runway is long enough to serve the aircraft, it is. In addition the question was then raised as to whether or not the carriers would be inclined to operate at the airport with the new generation aircraft. The latest information is that the carriers, when they deemed it appropriate would after proper qualification, utilize the aircraft at the airport. The foregoing is dependent upon when the carriers determine they can generate the highest returns; whether and when that will be at JWA, will depend on the airline, the market(s), operational limitations (noise and/or runway length), the rest of their fleet, etc. These are the same types of calculations that they do today with existing aircraft. According to the literature in the industry the aircraft would demonstrate a savings in fuel; be environmentally friendly and create less noise energy.

For those of you who are interested in comparing the new A320neo and the B737Max, which are the latest new generation aircraft on the horizon, you may be interested in comparing the two and can do so at the following website<sup>1</sup>:

<http://airinsight.com/2016/02/01/comparing-engine-noise/>

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<sup>1</sup> This was also noted in the April 2016 City update.

*Access Plan and Settlement Agreement Potential Amendments*

In the May 2016 update there was a fairly detailed discussion regarding the Airline Operating License and Sky West Airlines. It was also noted that the airport had asked the carriers to review the affiliate language in the current Access Plan based on changes in the airline industry. As the county had done in the past, they notified all of their carriers that they've had a request to review specific language in the Access Plan and asked them for comments on specific questions. The county has reviewed the comments they received and determined that they would process changes to the Access Plan and the Settlement Agreement. The changes are as a result of changes in the airline industry and almost identical to the type of change initiated in 2003. The change is the change in definition of Commuter Air Carrier or Commuter Carrier, as defined in both the Access Plan and the Settlement Agreement. The change is as follows only: "...seventy-six (76) passenger seats..." is similar to the changes made in 2003 when the change from "...fifty (50) passenger seats to seventy (70) passenger seats..." was made. It is currently scheduled to go before the Airport Commission on July 6, 2016, and to the Board of Supervisors on August 9, 2016. The foregoing proposed changes do not affect the JWA Settlement Agreement caps on Class A aircraft or the MAP cap.

*4<sup>th</sup> Quarter 2015 and 1<sup>st</sup> Quarter Noise Reports*

Comparison of 4<sup>th</sup> Quarter 2008 vs. 2015 Noise Levels and 1<sup>st</sup> Qtr. 2016  
Southwest Airlines Class E Aircraft

Measured Average Single Event Noise Exposure levels Southwest Class E- 2008;2015; 2016:

Noise Limits Class E- 2008 and 4<sup>th</sup> Qtr. 2015

	NMS1	NMS2	NMS3	NMS4	NMS5	NMS6	NMS7
2008	93.5	93.0	89.7	86.0	86.6	86.6	86.0
2015	94.1	93.5	90.3	86.6	87.2	87.2	86.6

SENEL Noise Exposure Levels Southwest Class E- 4<sup>th</sup> Qtr. 2015 vs. Class E Limits

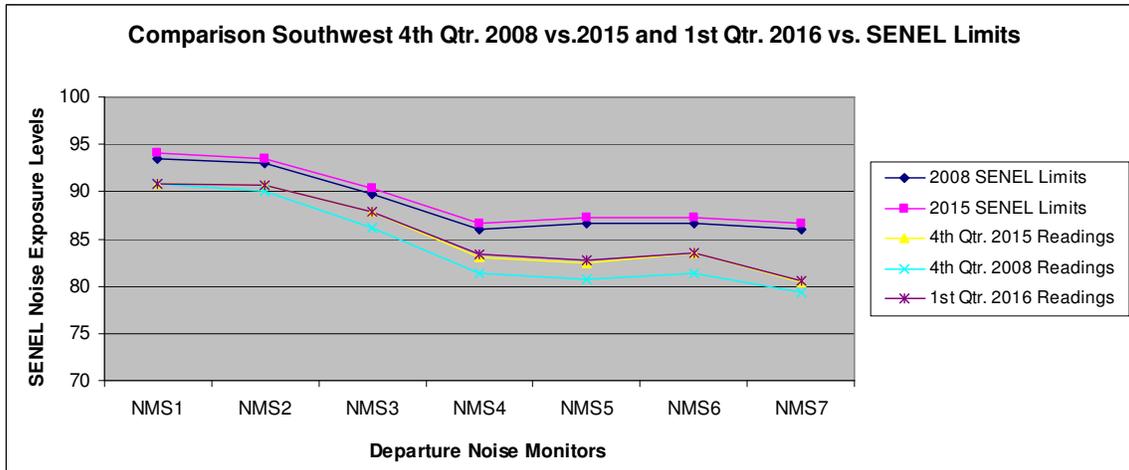
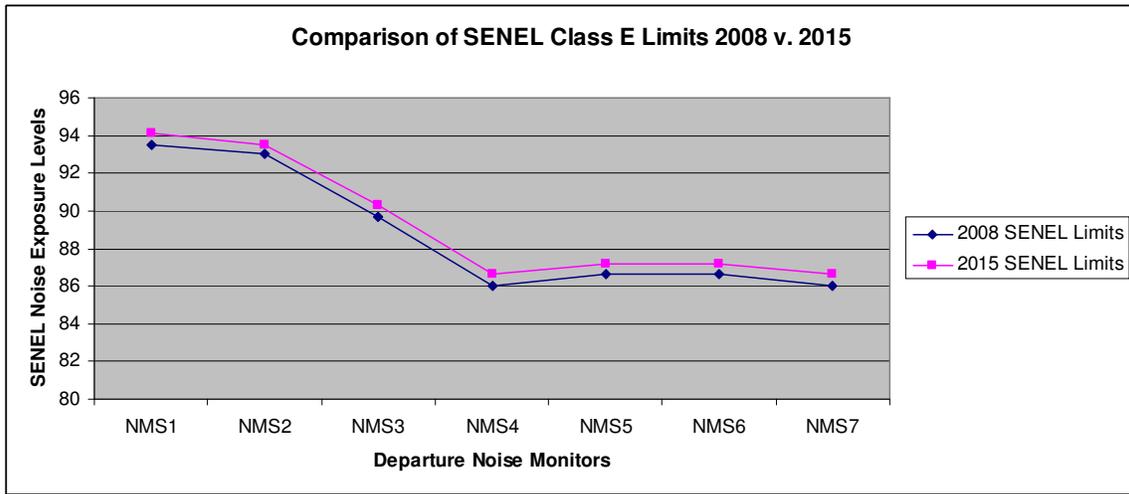
	NMS1	NMS2	NMS3	NMS4	NMS5	NMS6	NMS7
Southwest	737	90.9	90.7	87.9	83.0	82.5	83.5
Class E Limits		94.1	93.5	90.3	86.6	87.2	86.6

SENEL Noise Exposure Levels Southwest Class E- 1<sup>st</sup> Qtr. 2016 vs. Class E Limits

	NMS1	NMS2	NMS3	NMS4	NMS5	NMS6	NMS7
Southwest	737	90.9	90.7	87.9	83.4	82.7	83.6
Class E Limits		94.1	93.5	90.3	86.6	87.2	86.6

SENEL Noise Exposure Levels Southwest Class E- 4<sup>th</sup> Qtr.2008 vs. Class E Limits

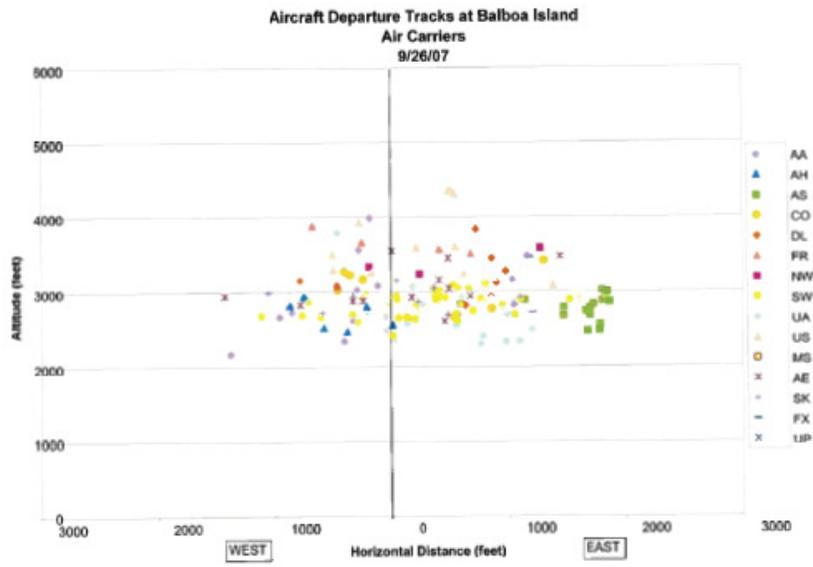
Southwest	737	90.9	90.1	86.1	81.3	80.7	81.4	79.4
Class E Limits		93.5	93.0	89.7	86.0	86.6	86.6	86.0



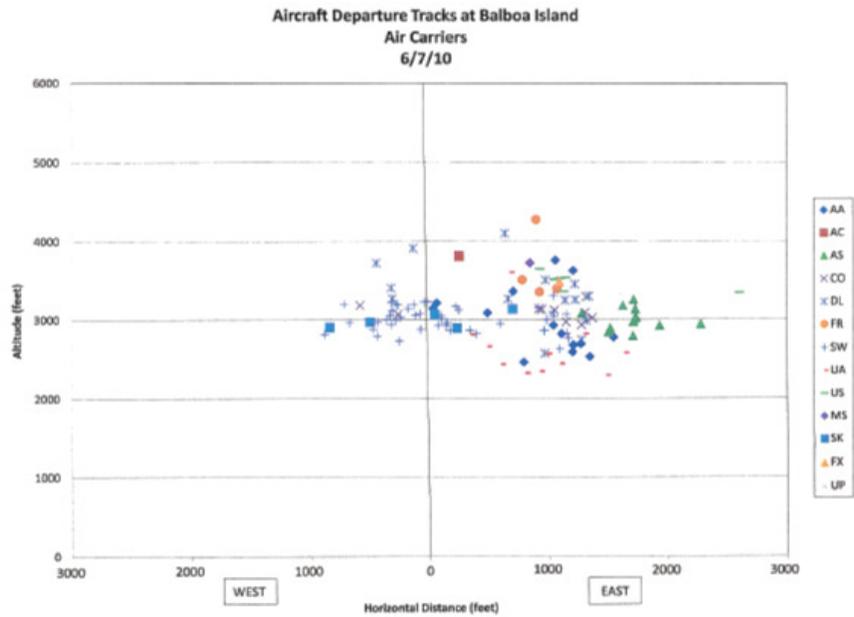
### Altitudes

Some of you have asked for comparisons of current and past altitudes. Accordingly please find a duplication of previous similar altitude studies:

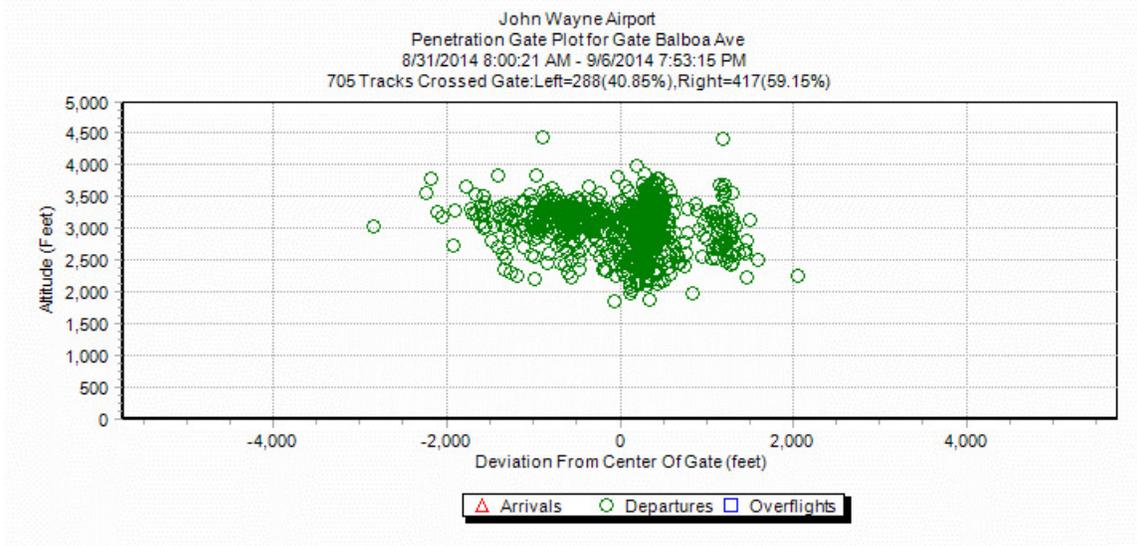
2007



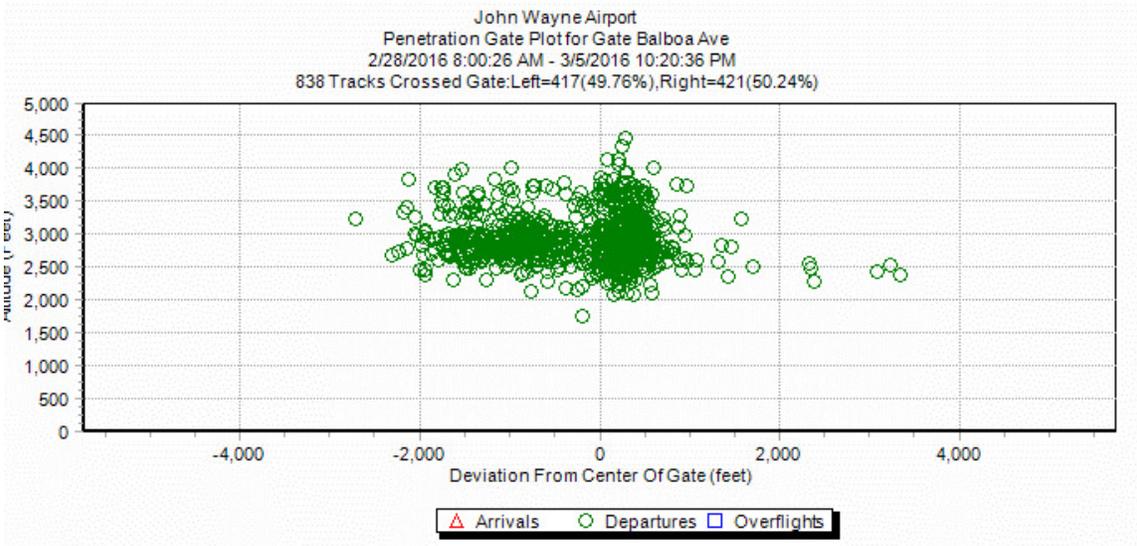
2010



2014



2016



### *MetroPlex*

The latest information regarding MetroPlex is that provided there are no intervening events, the FAA intends to roll out the MetroPlex in separate phases. The first phase would be in or about November of 2016. The next phase(s) would be in the early part of 2017. Regarding what this exactly means, has not been fully explained to anyone's satisfaction.

## *JWA- Traffic Figures-2016*

The airport is currently on schedule to serve 10.4+ MAP for 2016. The load factors continue to hover just around 85.8%. The airport passengers being served are 50/50 leisure and business. Approximately 7.4% of the passengers using the airport are Newport Beach residents.

### **Airports in the Region**

#### *LAX and ONT*

LAX passenger figures for May 2016 showed an overall increase by +6.60% and +7.40% for the first five months of the year of the year versus the same time periods last year for both domestic and international passengers. Meanwhile ONT showed a slight decrease of -0.27% for May but still remains ahead of 2015 by +1.07%. LAX MAP through May was 31.1 MAP, while ONT MAP was 1.69 MAP.

#### *Long Beach*

On June 5, Southwest Airlines launched its airline service from Long Beach Airport. Meanwhile Long Beach showed an increase of total passenger traffic, both arrivals and departures, for May of +1.4% and is +2.2% ahead of 2015 for the first five months of 2016. Load factors at the airport remain high at 86%.