

## **August 2012 Update- All things Aviation:**



If you'd like additional information, please contact the City of Newport Beach.

### **JOHN WAYNE AIRPORT JUNE 2012 STATISTICS**

Airline passenger traffic at John Wayne Airport increased in June 2012 as compared to June 2011. In June 2012, the Airport served 784,849 passengers, an increase of 4.7% when compared to the June 2011 passenger traffic count of 749,815. Meanwhile, commercial aircraft operations increased 2.8%. JWA reports that it is 0.8% ahead of last year for the first six months of 2012. Commercial ADDs for the month of June 2012 were approximately 118.18 vs. 116.18 for the same month last year.

A spokesperson for the airport stated that much of the increase can be attributed to AirTran, which initiated JWA's first service to Mexico June 3. It includes for the first time customs clearance for passengers in Orange County. About 16,400 passengers of the additional passengers in June were on AirTran's daily flights to Mexico City and Cabo San Lucas as well as on the airline's new service between JWA and Las Vegas and San Francisco.

## JWA Departures

Some residents have questioned the utilization of the various departures at JWA. Contrary to what some may believe, as best as can be determined, northbound flights are generally using CHANNEL ONE, not the STREL. The STREL procedure is being utilized, as best as can be determined for those flights east of Las Vegas, as intended by the FAA.<sup>1</sup> However it should also be noted that according to the FAA, approximately 10% of departing air carriers receive the MUSEL departure. The STREL was developed in 2011. For those flights, as best as we know, going north or west of Las Vegas, the departure will be the RAWLZ in the future, currently those departures are utilizing Channel One. The RAWLZ is scheduled to be rolled out in the spring of 2013.

Also, you will find the following monitoring of flights for the morning of July 29, which underscores what is currently occurring at JWA, as best as we know:

<u>Identification</u>	<u>Aircraft type</u>	<u>Destination</u>	<u>Departure</u>
ASA 581	B737	Portland	Channel
SWA 2124	B737	Phoenix	STREL
UAL 316	A319	Denver	STREL
DAL 1918	B737	Atlanta	STREL
AAL 1878	B738	Dallas	STREL
SWA 585	B737	Denver	STREL
UAL 1641	B737	Houston	STREL
ASA 517	B738	Seattle	Channel
AAL 1192	B738	Chicago	STREL
UAL 577	A320	San Francisco	Channel
UAL 556	A320	Chicago	STREL

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<sup>1</sup> A question arose a few months ago about flights by AirTran to Mexico City. They are utilizing the STREL, according to sources.

<u>Identification</u>	<u>Aircraft type</u>	<u>Destination</u>	<u>Departure</u>
UAL 6853	A319	San Francisco	Channel

### **Mexican Airline Received DOT Approval for JWA Routes**

On August 16, 2012, Mexican airline Interjet received U.S. Department of Transportation approval on Thursday for six new routes to the United States. The expansion includes three to JWA. However, the airline did not disclose a launch date or schedule details. Interjet, a unit of ABC Aerolineas S.A. de C.V., started flying in late 2005. Since then, its network has grown to include 24 cities in Mexico and six outside the country. Interjet is known as a Mexican low cost airline.

At JWA, they've indicated an interest in serving Cabo San Lucas, Guadalajara and Mexico City as early as September 14, 2012. Interjet is on the airport's waiting list and are working to schedule a noise test with them - perhaps as early as the week of August 20, 2012. They operate an A320.

### **Airports in the Region**

LAX showed an increase in passengers of 1.96% for June over the same period last year, and is still 3.58% ahead for the year 2012 vs. 2011. Ontario continues to struggle as it declined 4.36% for June and it is -6.39% for the year vs. 2011 and it doesn't look like things will change for the balance of the year. For the remainder of year, airlines plan to operate 9.6 percent fewer flights compared to the same months in 2011. With the current downward trend, Ontario officials say they expect passenger traffic for the year to reach 4.2 MAP, a figure lower than any seen since 1983. Passenger traffic peaked in 2007, when the airport reached 7.2 MAP.

At the same time Long Beach continues to thrive:

Average Load Factor	Percent Change Month vs. 2011	Percent Change Year vs.
2011May: 88%	+ 12.1% Passengers	+12.1% Passengers
June 91%	+9.6% Passengers	+11.6% Passengers
July 89%	+5% Passengers	+11.1% Passengers

For the first six months of 2012 vs. 2011, here is a recap of the airports in the region:

<b>Airport</b>	<b>Percent change</b>
LAX	+3.6
John Wayne	+0.8
Ontario	-6.3
Long Beach	+11.6

*LAX Releases a Draft EIR*

In a related matter, on July 27, LAX released an environmental impact report for planned future development/improvements. Interesting for what LAX plans to do to modernize its infrastructure (and keep commercial operators from seeking alternatives).

*Ontario Story Continues to Unfold*

Meanwhile for those of you monitoring the continuing saga of Ontario, the Orange County Council of Governments (OCCOG) has endorsed the transfer of Ontario International Airport (ONT) to local control. The OCCOG Board, representing 39 governments and agencies in the County, unanimously approved a resolution "supporting the City of Ontario's efforts to gain local control of Ontario Airport." Ontario has been hit with a series of problems, not the least of which is that certain airlines have stated that they were not able to make a deal with Ontario for service to and from the airport as a result of costs associated with operating at the airport.

*Ontario Approves a JPA*

In a major step to returning local control of LA/Ontario International Airport, the City council has approved a joint powers agreement creating the Ontario International Airport Authority. San Bernardino County, which is part of the JPA with Ontario, is expected to approve the creation of the authority as well as appoint its member to the commission on Aug. 28 during its Board of Supervisors meeting. The authority is being

set up should the city of Los Angeles agree to transfer control of the Inland Empire facility.

### **Next Gen and its Critics**

#### *Office of Inspector General*

Meanwhile for those of you keeping scored, Airline operators are reluctant to spend dollars on further avionics upgrades and concerned about the potential for significant delays realizing the benefits of NextGen, particularly at the nations most congested airports. That is among the conclusions of an audit released Aug. 1 by the Department of Transportation Office of Inspector General that cited several challenges in keeping NextGen on track. If this isn't bad enough, one of the cornerstones of the new system is automatic dependent surveillance-broadcast or ADS-B. Basically planes will be equipped with GPS and will constantly send out little radio broadcasts announcing to the world who they are and where they are. (NextGen is being phased in over the next eight years. By 2020, planes will be required to use ADS-B to enter the more crowded areas of U.S. airspace.)

#### *Scientific Community Concerns*

And recently, ADS-B has caught the attention of hackers. "All this research was to try to prove to myself that air travel was still safe," says Brad Haines. "I basically failed at that." Haines is a slightly built Canadian computer consultant with multicolored hair. Online, everyone knows him as RenderMan. Haines is basically a hacker. He likes to take things apart and figure out how they work. He soon realized he could spoof these signals and create fake "ghost planes" in the sky. "The threats can be things like, if I can inject 50 extra flights onto an air traffic controller's screen, they are not going to know what is going on," he says.

While initially reluctant to respond, the FAA has finally become a bit more forthcoming. Officials there say as the NextGen system has been phased in, it has never recorded a spoofed or ghost plane in the sky over the U.S. And they say that even if a

hacker did create a ghost plane, there are systems in place that would automatically catch it and weed out the fake signal before it could confuse air traffic controllers or pilots. However, other researchers like Capt. Domenic Magazu at the Air Force Institute of Technology agree. Magazu is concerned that these techniques might not help pilots spot fake ADS-B signals quickly.

### **The Future of American Airlines**

American Airlines will decide whether to pursue a merger within "a matter of weeks," CEO Tom Horton said in an interview published August 12, 2012 by the Financial Times newspaper. Meanwhile the American Airlines' bankruptcy just got messier with its pilots union saying, as of August 23<sup>rd</sup> that it will consider a strike if the carrier's parent corporation, AMR, scraps their contract and imposes "negative" new terms.

### **Are the FAA and the Flying Public Caught in the Cross-Hairs of Budget Cuts?**

Remember that big fight in Congress last year over the national budget deficit? Eventually Congress and the White House agreed to scheduled budget cuts that are so deep that lawmakers would be forced to come together on tough choices. Washington wonks call these cuts "sequestration." The Federal Aviation Administration is in the cross hairs for sequestration -- with a possible \$1 billion in mandatory cuts scheduled to occur as soon as January. A new study says the cuts would result in fewer air traffic controllers, customs officers and security officers. It's anybody's guess -- and up to Congress -- whether the cuts will actually happen. The airlines aren't saying much right now and neither is the FAA or air traffic controllers. But groups representing pilots and the aerospace industry say it's time to get nervous.

### **August 2012 Flight Levels at 10 Year Low**

Scheduled flight operations within North America will be at their lowest August level for 10 years, according to the latest statistics from flight schedule data market company OAG, a UBM Aviation brand. According to a release, the OAG FACTS (Frequency and Capacity Trend Statistics) reveals that in August 2012 there will be

953,083 fewer air seats offered within North America compared with August 2011, with 21,401 fewer flights. For the year to date, decreases of 2 percent in flights and 1 percent in seat capacity have been experienced compared with the first eight months of 2011.

As they noted: "This is partly the natural consequence of the well-publicized airline mergers of recent years, but it also reflects the strategy of individual carriers in a tough trading environment: reducing capacity to maintain fares at a profitable level."