



# JOHN WAYNE AIRPORT'S GENERAL AVIATION IMPROVEMENT PROGRAM

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## GENERAL AVIATION

General Aviation (GA) is the term used to describe civil aviation operations other than regularly scheduled, commercial air carrier service. There's a wide range of aircraft used in GA. The lighter and generally quieter GA aircraft include helicopters, single- and twin-engine planes, and turbo props. The second category of GA aircraft includes the larger and noisier private or corporate jets. The lighter GA planes follow departure paths that generally turn away from Newport Beach shortly after takeoff. GA jets departing John Wayne Airport (JWA) fly directly over our community.

## GENERAL AVIATION AT JOHN WAYNE AIRPORT

JWA's current "GA aircraft mix" is mostly comprised of the lighter GA aircraft and some GA jets. The mix continues to change and many of those changes are reflected in the shifting usage of the airport's GA facilities. Though GA activity at JWA has decreased over the past 25 years, it still accounts for nearly 70 percent, or approximately 200,000, of the airport's total operations per year (an operation is the arrival or departure of one aircraft).

## GENERAL AVIATION IMPROVEMENT PROGRAM

JWA's proposed General Aviation Improvement Program (GAIP) would provide a framework for updating the airport's GA facilities. According to the County of Orange (County), there are several factors behind its decision to initiate a comprehensive review and update of the airport's GA facilities, including:

- The introduction of new aircraft into the GA fleet;
- The perceived need to improve some of JWA's aging GA structures;
- The need to bring JWA into compliance with current Federal Aviation Administration standards for airport design; and
- The expiration of, or pending expiration of, a number of its GA-related, long-term leases.

## ENVIRONMENTAL REVIEW

JWA released a Draft Program Environmental Impact Report (DEIR) for the GAIP on September 20, 2018. Though the DEIR provides five project alternatives, including a No Project alternative, only the Proposed Project and Alternative 1 were studied in detail during the County's environmental review.

Please see Table 1-1, the "Summary of Key Design Elements for the Proposed Project and Alternatives", from the GAIP DEIR, for detailed information on the various project alternatives. (Attached)

## Project and Alternatives

The Proposed Project and Alternatives 1 and 2 include provisions for bringing JWA's GA facilities up to current FAA standards, but they also contain provisions for expanded Fixed Based Operations. A Fixed Based Operator (FBO) is a private business, permitted to operate on airport property, that provides aeronautical services such as fueling, aircraft storage (hangars), parking, tie downs, aircraft maintenance, flight instruction and aircraft rental. Each FBO could include a new GA terminal and at least one would have an international GA facility.

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Based upon its review of the GAIP, the City of Newport Beach (City) has a number of concerns with the Project and Alternatives 1 and 2. First, the additional amenities – security, customs and immigration – would increase the appeal of JWA for those who travel via private or corporate jets, particularly those returning from international destinations. These options would therefore lead to an increase in the number of itinerant GA jets utilizing JWA. In addition, the Project and Alternatives 1 and 2 would reduce storage capacity for the lighter GA aircraft and make way for more storage space for GA jets.

Further, statements in the DEIR, such as "... Regularly scheduled commercial charter operators have approached the County, expressing their interest in initiating regularly scheduled air service at the Airport..." concern the City. Such comments make it appear as if JWA is considering the possible expansion of commercial operations into an area of JWA which now supports light GA. This could result in an increase in the number of GA jets departing JWA.

Alternative 3 would bring the airport's GA facilities up to current FAA standards, but it would not expand the FBOs or significantly alter JWA's current GA aircraft mix. The DEIR contains a table titled "JWA Forecast of Operations by Aircraft Engine Type / Comparison of Alternatives." The table shows that Alternative 3 would also have the least amount of GA jet operations by the year 2026.

The No Project alternative would not bring the airport's GA facilities up to current FAA standards and the number of based aircraft (i.e., aircraft based at JWA the majority of the year) would be higher than any other alternative.

### **CITY'S POSITION ON THE GAIP DEIR**

The City understands that JWA needs to bring its GA facilities up to current FAA standards. However, the GAIP, as currently proposed, could go well beyond modernizing facilities. It would:

- Introduce commercial operations into the GA sphere of influence;
- Encourage international travel to and from JWA;
- Allow commercial operations at privately held FBOs; and
- Increase GA jet traffic over Newport Beach.

If approved, these changes would result in additional JWA-related impacts for a large section of our community such as noise and diminished air quality. The City has also raised safety and security concerns related to allowing GA passenger screening at the private, FBOs rather than within the main terminal where all other passengers are screened.

### **Support for Alternative 3**

The Newport Beach City Council unanimously voted to endorse Alternative 3 pursuant to the GAIP DEIR. Pending further environmental review, the City believes this alternative would be the least impactful for the Newport Beach community. It calls for updating the airport's GA facilities to current FAA standards, but it would not expand GA facilities at the FBOs, nor would it significantly alter the airport's current mix of GA aircraft based at JWA. And, per the County's projections, Alternative 3 would also result in the least amount of GA jet operations by the year 2026.

For more information about the GAIP, please visit [newportbeachca.gov/gaip](http://newportbeachca.gov/gaip).

To review the DEIR, please visit [ocair.com/deir627](http://ocair.com/deir627).

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**TABLE 1-1  
SUMMARY OF KEY DESIGN ELEMENTS FOR THE PROPOSED PROJECT AND ALTERNATIVES**

Facilities Layout	Proposed Project	Alternative 1	Alternative 2	Alternative 3	No Project Alternative
<b>Brief Description</b>	<ul style="list-style-type: none"> <li>2 Full Service FBOs (1 Eastside and 1 Westside)</li> <li>New GA Terminal/GAF at FBO</li> <li>1 Limited Service FBO</li> <li>1 Existing Limited Service FBO<sup>a</sup></li> <li>Correction of 4 existing non-standard design features</li> <li>354 based aircraft</li> <li>167,900 annual operations</li> </ul>	<ul style="list-style-type: none"> <li>3 Full Service FBOs (2 Eastside and 1 Westside)</li> <li>New GA Terminal/GAF at FBO</li> <li>1 Limited Service FBO</li> <li>1 Existing Limited Service FBO<sup>a</sup></li> <li>Correction of 4 existing non-standard design features</li> <li>356 based aircraft</li> <li>168,600 annual operations</li> </ul>	<ul style="list-style-type: none"> <li>2 Full Service FBOs (Both Eastside)</li> <li>New GA Terminal/GAF at FBO</li> <li>1 Limited Service FBO</li> <li>1 Existing Limited Service FBO<sup>a</sup></li> <li>Correction of 4 existing non-standard design features</li> <li>361 based aircraft</li> <li>169,400 annual operations</li> </ul>	<ul style="list-style-type: none"> <li>2 Existing Full Service FBOs (Both have presence on Eastside but one is split between east and west side)</li> <li>2 Existing Limited Service FBOs</li> <li>No GA Terminal/GAF</li> <li>Correction of 4 existing non-standard design features</li> <li>490 based aircraft</li> <li>197,600 annual operations</li> </ul>	<ul style="list-style-type: none"> <li>2 Existing Full Service FBOs (Both have presence on Eastside but one is split between east and west side)</li> <li>2 Existing Limited Service FBOs</li> <li>No GA Terminal/GAF</li> <li>No correction of existing non-standard design features</li> <li>505 based aircraft</li> <li>201,000 annual operations</li> </ul>
<b>Full Service FBO Northwest</b>	<ul style="list-style-type: none"> <li>15 Aircraft in Hangars</li> <li>17 Based Aircraft on Apron</li> <li>21,653 SF FBO Terminal</li> <li>3,953 SF GA Terminal</li> <li>1,952 SF GAF</li> <li>355 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>15 Aircraft in Hangars</li> <li>17 Based Aircraft on Apron</li> <li>21,653 SF FBO Terminal</li> <li>3,953 SF GA Terminal</li> <li>1,952 SF GAF</li> <li>355 Vehicle Parking Spaces</li> </ul>	N/A	N/A	N/A
<b>Full Service FBO Northeast</b>	<ul style="list-style-type: none"> <li>15 Aircraft in Hangars</li> <li>15 Based Aircraft on Apron</li> <li>21,653 SF FBO Terminal</li> <li>3,953 SF GA Terminal</li> <li>1,952 SF GAF</li> <li>246 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>15 Aircraft in Hangars</li> <li>15 Based Aircraft on Apron</li> <li>21,653 SF FBO Terminal</li> <li>3,953 SF GA Terminal</li> <li>1,952 SF GAF</li> <li>413 Shared Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>15 Aircraft in Hangars</li> <li>15 Based Aircraft on Apron</li> <li>21,653 SF FBO Terminal</li> <li>3,953 SF GA Terminal</li> <li>1,952 SF GAF</li> <li>413 Shared Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>5 Aircraft in Hangars</li> <li>20 Based Aircraft on Apron</li> <li>12,840 SF FBO Terminal</li> <li>No GA Terminal</li> <li>No GAF</li> <li>164 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>2 Aircraft in Community Hangars</li> <li>18 Based Aircraft on Apron</li> <li>12,840 SF FBO Terminal</li> <li>No GA Terminal</li> <li>No GAF</li> <li>164 Vehicle Parking Spaces</li> </ul>

**TABLE 1-1  
SUMMARY OF KEY DESIGN ELEMENTS FOR THE PROPOSED PROJECT AND ALTERNATIVES**

Facilities Layout	Proposed Project	Alternative 1	Alternative 2	Alternative 3	No Project Alternative
<b>Full Service FBO Southeast</b>	N/A	<ul style="list-style-type: none"> <li>15 Aircraft in Hangars</li> <li>15 Based Aircraft on Apron</li> <li>21,653 SF FBO Terminal</li> <li>3,953 SF GA Terminal</li> <li>1,952 SF GAF</li> <li>Vehicle parking shared with Full Service FBO NE</li> </ul>	<ul style="list-style-type: none"> <li>15 Aircraft in Hangars</li> <li>15 Based Aircraft on Apron</li> <li>21,653 SF FBO Terminal</li> <li>3,953 SF GA Terminal</li> <li>1,952 SF GAF</li> <li>Vehicle parking shared with Full Service FBO NE</li> </ul>	<ul style="list-style-type: none"> <li>6 Aircraft in Hangars</li> <li>17 Based Aircraft on Apron</li> <li>4,740 SF FBO Terminal</li> <li>No GA Terminal</li> <li>No GAF</li> <li>210 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>23 Aircraft in Hangars</li> <li>17 Based Aircraft on Apron</li> <li>20,000 SF FBO Terminal</li> <li>No GA Terminal</li> <li>No GAF</li> <li>232 Vehicle Parking Spaces</li> </ul>
<b>Total Full Service FBOs</b>	<ul style="list-style-type: none"> <li>30 Aircraft in Hangars</li> <li>32 Based Aircraft on Apron</li> <li>43,306 SF FBO Terminal</li> <li>7,906 SF GA Terminal</li> <li>3,904 SF GAF</li> <li>601 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>45 Aircraft in Hangars</li> <li>47 Based Aircraft on Apron</li> <li>64,959 SF FBO Terminal</li> <li>11,859 SF GA Terminal</li> <li>5,856 SF GAF</li> <li>768 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>30 Aircraft in Hangars</li> <li>30 Based Aircraft on Apron</li> <li>43,306 SF FBO Terminal</li> <li>7,906 SF GA Terminal</li> <li>3,904 SF GAF</li> <li>413 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>11 Aircraft in Hangars</li> <li>37 Based Aircraft on Apron</li> <li>17,580 SF FBO Terminal</li> <li>No GA Terminal</li> <li>No GAF</li> <li>374 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>25 Aircraft in Hangars</li> <li>35 Based Aircraft on Apron</li> <li>32,840 SF FBO Terminal</li> <li>No GA Terminal</li> <li>No GAF</li> <li>396 Vehicle Parking Spaces</li> </ul>
<b>Limited Service FBO Martin Aviation</b>	<ul style="list-style-type: none"> <li>8 Aircraft On Apron</li> <li>6 Aircraft in Hangar (Lyon Air Museum)</li> <li>80 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>8 Aircraft On Apron</li> <li>6 Aircraft in Hangar (Lyon Air Museum)</li> <li>80 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>8 Aircraft On Apron</li> <li>6 Aircraft in Hangar (Lyon Air Museum)</li> <li>80 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>8 Aircraft On Apron</li> <li>6 Aircraft in Hangar (Lyon Air Museum)</li> <li>80 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>8 Aircraft On Apron</li> <li>6 Aircraft in Hangar (Lyon Air Museum)</li> <li>80 Vehicle Parking Spaces</li> </ul>
<b>Limited Service FBO Southwest</b>	<ul style="list-style-type: none"> <li>17 Aircraft in Hangars</li> <li>62 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>17 Aircraft in Hangars</li> <li>62 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>17 Aircraft in Hangars</li> <li>62 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>N/A<sup>b</sup></li> <li>8 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>N/A<sup>b</sup></li> <li>8 Vehicle Parking Spaces</li> </ul>
<b>Box Hangars</b>	<ul style="list-style-type: none"> <li>30 Aircraft</li> </ul>	<ul style="list-style-type: none"> <li>5 Aircraft<sup>c</sup></li> </ul>	<ul style="list-style-type: none"> <li>19 Aircraft</li> </ul>	<ul style="list-style-type: none"> <li>45 Aircraft</li> </ul>	<ul style="list-style-type: none"> <li>45 Aircraft</li> </ul>
<b>T-Hangars</b>	<ul style="list-style-type: none"> <li>96 Aircraft Spaces</li> </ul>	<ul style="list-style-type: none"> <li>114 Aircraft Spaces</li> </ul>	<ul style="list-style-type: none"> <li>72 Aircraft Spaces</li> </ul>	<ul style="list-style-type: none"> <li>111 Aircraft Spaces</li> </ul>	<ul style="list-style-type: none"> <li>111 Aircraft Spaces</li> </ul>
<b>Tie-downs</b>	<ul style="list-style-type: none"> <li>88 Aircraft Spaces</li> </ul>	<ul style="list-style-type: none"> <li>72 Aircraft Spaces</li> </ul>	<ul style="list-style-type: none"> <li>132 Aircraft Spaces</li> </ul>	<ul style="list-style-type: none"> <li>276 Aircraft Spaces</li> </ul>	<ul style="list-style-type: none"> <li>302 Aircraft Spaces</li> </ul>
<b>Shade Structures</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>66 Aircraft Spaces</li> </ul>	<ul style="list-style-type: none"> <li>66 Aircraft Spaces</li> </ul>
<b>Flight School</b>	<ul style="list-style-type: none"> <li>47 Aircraft on Apron</li> <li>52 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>47 Aircraft on Apron</li> <li>52 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>47 Aircraft on Apron</li> <li>52 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>Included with Southeast FBO</li> </ul>	<ul style="list-style-type: none"> <li>Included with Southeast FBO</li> </ul>

**TABLE 1-1  
SUMMARY OF KEY DESIGN ELEMENTS FOR THE PROPOSED PROJECT AND ALTERNATIVES**

Facilities Layout	Proposed Project	Alternative 1	Alternative 2	Alternative 3	No Project Alternative
<b>OC Sheriff's Department</b>	<ul style="list-style-type: none"> <li>• 5 Aircraft in Hangar</li> <li>• 21 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>• 5 Aircraft in Hangar</li> <li>• 21 Vehicle Parking Spaces</li> </ul>	<ul style="list-style-type: none"> <li>• 5 Aircraft in Hangar</li> <li>• 20 Vehicle Parking Spaces</li> </ul>	Included with Northeast FBO (west side operation)	Included with Northeast FBO (west side operation)
<b>Self Serve Aircraft Fuel Station &amp; Wash Rack</b>	<ul style="list-style-type: none"> <li>• 14,545 SF</li> </ul>	<ul style="list-style-type: none"> <li>• 14,545 SF</li> </ul>	<ul style="list-style-type: none"> <li>• 14,545 SF</li> </ul>	N/A	N/A
<p><sup>a</sup> There is one existing Limited Service FBO (Martin Aviation) that is not included in the GAIP because the lease extends to 2036, which is beyond the horizon year of the program. This Limited Service FBO is listed here to give a complete overview of general aviation facilities at JWA.</p> <p><sup>b</sup> The hangar at the Limited Service FBO Southwest accommodates transient aircraft.</p> <p><sup>c</sup> Alternative 1 provides a box hangar for use by the Orange County Sheriff's Department, which would accommodate five aircraft.</p> <p>FBO: Fixed Based Operator; GA: General Aviation; GAF: General Aviation Facility; N/A: Not applicable; SF: square feet</p> <p>Source: AECOM 2018</p>					