

January 2011 Update- All things Aviation:



If you'd like additional information please contact the City.

JWA Adopts Access Plan for 2011

On December 15, 2011, the John Wayne Airport Commission adopted the Access Plan for Commercial Carriers at the Airport. The Airport adopted the Access Plan to coincide with the Calendar Year and the duration of the JWA Settlement Agreement through December 31, 2015. Pursuant to the plan 8,708,754 seats were allocated to Commercial Carriers and 166,460 Passengers were allocated to Commuter Carriers. If these numbers seem a little off compared to years past it is because the Access Plan is adopted for the period of April 1- December 31, 2011. The Plan was given final approval by the Board of Supervisors on January 11, 2011. One of the airlines to serve JWA for the first time is discount airline WestJet. The Canada-based carrier could premiere in May with one daily departure and might later offer two. WestJet has 71 destinations in the U.S., Canada, Mexico and the Caribbean, but it's not yet known what service it would offer from John Wayne. Basically the 2011 changes are: Out = Virgin America & Air Canada, In = WestJet and slots gained by Southwest.

Many have asked –What exactly is the access plan? The easiest way to understand it is that while the JWA Settlement Agreement has certain parameters as regards Average Daily Departures and Million Air Passengers per year, it is the Access Plan which is the nuts and bolts of how JWA operates to regulate those operations.

JWA Quarterly Noise Report

On December 8, 2010, JWA released the most recent quarterly noise report for the period of July 1- September 30, 2010. During the period January 1, 2010 through March 31, 2010, the Office at JWA received 262 complaints from citizens about noise. This is a 7.1% decrease from the 282 complaints received last quarter. It is a 131.9% increase from the 113 complaints received during the same quarter last year.

Some in the community have asked again about the Noise Abatement Procedure at the airport. Initially please understand that each airline has its own unique and propriety departure procedure. As regards the noise generated by the aircraft, the requirements that each commercial carrier are required to meet are set forth as follows:

Maximum SENEL Values – Commercial Airline Operations

Noise Monitoring Station Max. SENEL Value

Class A Max. SENEL Value -	Class E
NMS 1S 101.8 dB	93.5 dB
NMS 2S 101.1 dB	93.0 dB
NMS 3S 100.7 dB	89.7 dB
NMS 4S 94.1 dB	86.0 dB
NMS 5S 94.6 dB	86.6 dB
NMS 6S 96.1 dB	86.6 dB
NMS 7S 93.0 dB	86.0 dB

As noted in the most recent Quarterly Noise Report and in response to continuing questions about operations at JWA, for the year of 4/1/09-3/21/10 the average daily jet operations was 324 operations per day, i.e. landings and take offs. Of that number 254 were Commercial Jet operations per day. For those who like to view JWA's complete report you may view it at:

<http://www.ocair.com/ReportsPublications/AccessNoise/Default.aspx>

JWA traffic down in fourth quarter; LAX and LGB Rebound

Orange County's John Wayne Airport saw passenger traffic drop in October by 4.8 percent when compared to October 2009. The decline came with a 4.9 percent reduction in the number of air carrier flights. In November the decline was 1.3% and air carrier reduction was 2.5%. Finally airline passenger traffic at John Wayne Airport decreased in December 2010 as compared to December 2009. In December 2010, the Airport served 718,571 passengers, a decrease of 2.1% when compared to the December 2009 passenger traffic count of 734,285. The decline in December represents the seventh straight month in which passenger volume fell below that of the prior year. In calendar year 2010 JWA served 8,663,452 passengers, approximately 1.7 MAP under the Cap of the JWA Settlement Agreement through 2010. If you'd like to view the latest statistical analysis of the airport visit: <http://www.ocair.com/NewsRoom/News/AirportStats.aspx>.

At the same time, domestic passenger volume at LAX rose by 5.4 percent for the month of October and 5.9 percent ahead of November 2009. Passenger volume at Long Beach airport was up by 7.0 percent. And as projected that for the full year 2010, LAX lead the region to an overall gain in air travel as it individually increased 4.5 per cent for the year, despite decreased volume at other local airport with the likely exception of Long Beach, which showed an increase of 2.4 per cent for the year. So while JWA continues to show a decline in passengers and operations, air travel for the six commercial airports comprising the So Cal region reached 67,796,436 passengers through October 2010. This was 2.6 percent ahead of the same ten months in 2009. 2010 travel lagged its 2007 record level by 9.8 percent and has yet to reach pre-9-11 levels. At the same time, it was announced on January 14th that U.S. airlines carried 5.6% more passengers in October than a year earlier, the largest such increase in more than three years, according to the Department of Transportation's Bureau of Transportation Statistics. And finally, the Air Transport Association of America (ATA) reported on January 18, 2011 that passenger revenue rose 9 percent in December 2010, compared to 2009, marking the 12th consecutive month of revenue growth.

Long Beach recently secured Allegiant Airlines as a new carrier. Allegiant and Jet Blue are introducing increased service from Long Beach to Las Vegas. In addition, Long Beach will soon begin work on the airport's new \$45 million passenger concourse, set to open in 2013. When completed, the terminal will feature a streamlined passenger screening area and a 34,750-square-foot boarding lounge with comfortable seating and upgraded concessions.

The Verticalometer Comes to Newport Beach

In response to continuing questions from residents and the results of the flight observations, there were five days of observations. Flights were monitored on both the east and west side of the bay. Of 81 flights recorded on the Bluffs side 4 were overhead at 0° and 3 were up to 3° east. At 3° the flight was less than 100 feet easterly of the bluff edge and over the fronts of the first row of houses. On the West side of 63 measurements 30 were westerly of Galaxy Point and over houses. These measurements included 126 flights measured on Thursday Oct 21, Sunday Oct 24, Tuesday Nov 30, Wednesday Dec 1 and Friday Dec 3.

DUUKE/STREL

While the County awaits results from a test flight flown by the FAA, utilizing the new STREL, a part of the “Next-Gen” and as the FAA continues to mandate the “Next Gen” air-traffic control systems, there is the continuing problem that many of the airlines and business jets do not have the necessary equipment to utilize the “Next-Gen.” Accordingly a US Special Air Panel in December 2010 recommended that the U.S. government should make “a significant financial investment” in equipping airline and business jet cockpits so operators can use the next generation of air-traffic control systems, a federal panel said.

As follow up to the on going saga, known as STREL- JWA and the FAA, as advised previously, continue to confer about the actual the implementation of the STREL; the STREL was in fact published on or about January 13, 2011. However it will not be implemented until such time as JWA and the FAA are comfortable in

implementing the new procedure and it performs as designed and why JWA has continued to push for actual test flights. It is hoped that by the last week of January, the City will have more to report.

Southwest Airlines Begins RNP

In a related matter, Southwest Airlines' Pilots began Required Navigation Performance (RNP) efficient flight procedures at 11 airports nationwide. This major milestone to reduce environmental impact with a more efficient operation and to assist the Federal Aviation Administration (FAA) on NextGen initiatives is the culmination of a four-year project with partners Boeing, GE, and Honeywell. RNP is satellite-based navigation that brings together the accuracy of GPS (Global Positioning System), the capabilities of advanced aircraft avionics, and new flight procedures. The primary airports with RNP procedures currently include Amarillo, Birmingham, Boise, Corpus Christi, Los Angeles, Chicago Midway, Oakland, Oklahoma City, West Palm Beach, Raleigh-Durham, and San Jose.

LAX Continues to Explore the Future of Ontario

The Los Angeles World Airports (LAWA) is looking for information from private investors that will help the City of Los Angeles to determine a future for LA/Ontario Airport. One of the triggers of this LAWA move must be the request by the City of Ontario last September that "local control be restored" to LA/Ontario. The deadline for responses to LAWA from the private sector is Feb. 28. Through the process, interested parties are encouraged to provide comments and ideas regarding how LAWA can best meet the following objectives:

- (1) Return LA/Ontario to pre-2008 passenger traffic trends and increase its share of air traffic in the Los Angeles region;
- (2) Cost effectively market the airport to airlines, passengers and air cargo companies;
- (3) Operate the airport more efficiently; and
- (4) Balance the short-term improvement initiatives currently under way at the airport while maintaining its long-term capacity for growth.

As LAWA does not want to relinquish control of ONT for the long term, LAWA would ask interested parties to agree on a 20- to 30-year term, it was stated. At the same time, Ontario has set a self-imposed deadline of July 1 to regain control of Ontario airport.

At the same time, Los Angeles World Airports officials said they are not concerned about the alleged City of Ontario's threat to sue as an option in their fight for L.A./Ontario International Airport. That's the message from LAWA after the Ontario City Council in December gave City Manager Chris Hughes the option to sue Los Angeles over violation of the joint-powers agreement about the airport.

FlyAway Service to LAX at Irvine Station-Free Parking

Travel to and from Los Angeles International Airport (LAX) has become more convenient, direct and affordable for Irvine and Orange County residents and visitors. Non-stop FlyAway bus service from Irvine Station to LAX offers six daily trips in each direction using 22-seat, compressed-natural gas buses owned by Los Angeles World Airports (LAWA).

The fare for the one-way, 50-mile trip is \$25 for adults. To attract family ridership, up to two students in grades eight and under may ride free with each paying adult. Students must show school identification card or other proof of age. All children under five years old ride free. Passengers must pay the bus driver upon boarding with a debit or credit card. Cash will not be accepted.

Irvine Station, located at 15215 Barranca Parkway, has 500 surface parking spaces, where *FlyAway passengers can park free for up to 30 days*. For those wishing more information go to:

<http://www.cityofirvine.org/news/displaynews.asp?NewsID=1103&TargetID=1>

House Approves FAA Reauthorization Extension

It wasn't a new FAA reauthorization, however The House of Representatives in December passed a measure to extend FAA's authorization through Sept. 30, 2011. The measure was included in a larger Fiscal 2011 continuing appropriations omnibus bill, H.R.3082, which the Senate ultimately approved. The House earlier this month had passed a three-month extension of FAA's authorization, which is set to expire at the end of December. But congressional leaders opted to set that proposed extension aside in favor of a longer-term authorization. The extension would become the 17th since the last long-term FAA reauthorization bill expired in 2007.

Boeing Giving San Bernardino Airport a Boost

Boeing needed space for its massive 747-8 freighter plane. And even though San Bernardino International Airport could offer less than six inches of air between the plane's nose and a hangar wall, it was just enough room for the aviation company to store its planes. Now hundreds of workers from the aviation company's Washington state headquarters buzz around a former military hangar at the airport past signs taped to walls and doors that say "test briefing room" or "restricted access," some wearing black ball-caps commemorating the cargo plane's first flight. Elected Inland officials have lauded it as a success in stimulating the community's economy.

Runway extension at Naples airport awaits FAA word

The controversy over extending the Naples Municipal Airport runway is in a holding pattern. The city council believes the council maintains zoning authority over the airport and that they should assert that authority. Said differently, whether city council decides to allow the extensions or not is a separate issue from whether or not they have authority to allow the extension, and the city council believes they have that authority. Meanwhile, the FAA spokeswoman Kathleen Bergen said in an e-mail that the FAA is reviewing the information provided to the agency, including public comments and the

city's request for a legal opinion as to whether the proposed runway expansion is solely within the decision-making powers of the U.S. government under federal law. The decision has implications regarding local land use issues surrounding airports. Currently the Naples City Council intends to proceed with a vote on March 16.