

June 2011 Update- All things Aviation:

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

Laguna Woods Supports the John Wayne Airport Corridor City Coalition and its Position Statement

On June 15, 2011, the Laguna Woods City Council unanimously and formally endorsed the John Wayne Corridor City Coalition and its position statement. The Corridor Cities Coalition is an important and mutually beneficial organization that works to promote the shared objectives of the affected cities of Orange County while concurrently mitigating any existing and future negative externalities associated with living in close proximity to JWA. Special thanks to the people who worked tirelessly on this effort: the members of **AirFair** and City Manager **Dave Kiff**.

Laguna Woods joins the cities of Newport Beach, Costa Mesa, Anaheim, Santa Ana, Orange, Tustin, Laguna Beach, Irvine, Villa Parks as well as the Dover Shores Community Association, Foothill Community Association and Orange Park Association in adopting the Corridor City Principles.

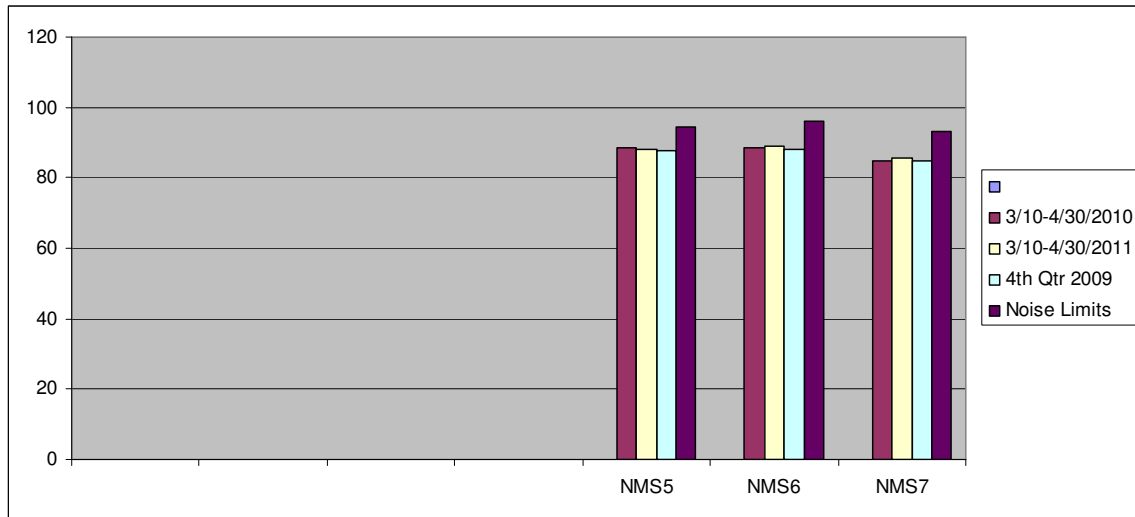
JWA- MAY 2011 STATISTICS

On or about June 15, 2011, JWA post their monthly passenger statistics for the month of May. The report disclosed that airline passenger traffic at John Wayne Airport decreased in May 2011 as compared to May 2010. In May 2011, the Airport served 734,671 passengers, a decrease of 0.6% when compared to the May 2010 passenger traffic count of 739,421. At the same time commercial aircraft operations decreased 2.0%, while Commuter aircraft operations decreased 13.9% when compared to the levels recorded in May 2010. Moreover, total aircraft operations decreased in May 2011 as compared to the same month in 2010. If you'd like to view the entire report, it can be viewed at: <http://www.ocair.com/NewsRoom/News/AirportStats.aspx>.

Noise Comparisons

On June 8, JWA released its quarterly noise reports. From past questions and the data reviewed you will find some comparisons for previous years as follows: In response to some specific requests concerning current carriers at JWA and the STREL Departure please find first American Airlines, Single Event Noise Levels compared pre and post STREL. STREL was implemented on March 10, 2011. The 738 flies more operations historically at JWA but operates lighter then the 757 which is also featured below:

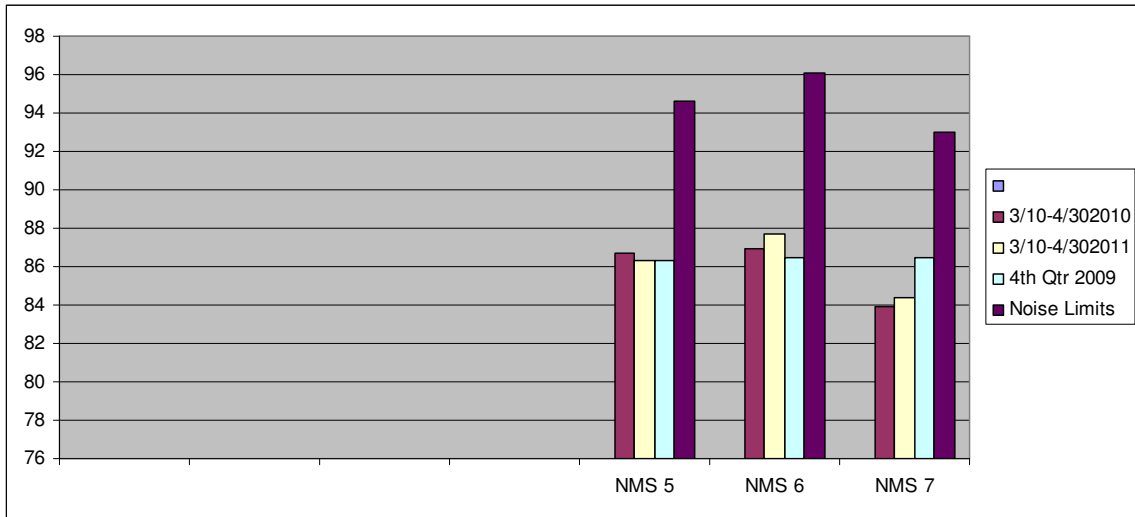
AA-Class A-738	NMS5	NMS6	NMS7
3/10-4/30/2010	88.4	88.5	84.6
3/10-4/30/2011	88.3	88.8	85.5
4th Qtr 2009	87.5	88.2	84.9
Noise Limits	94.6	96.1	93



AA-757

NMS 5 NMS 6 NMS 7

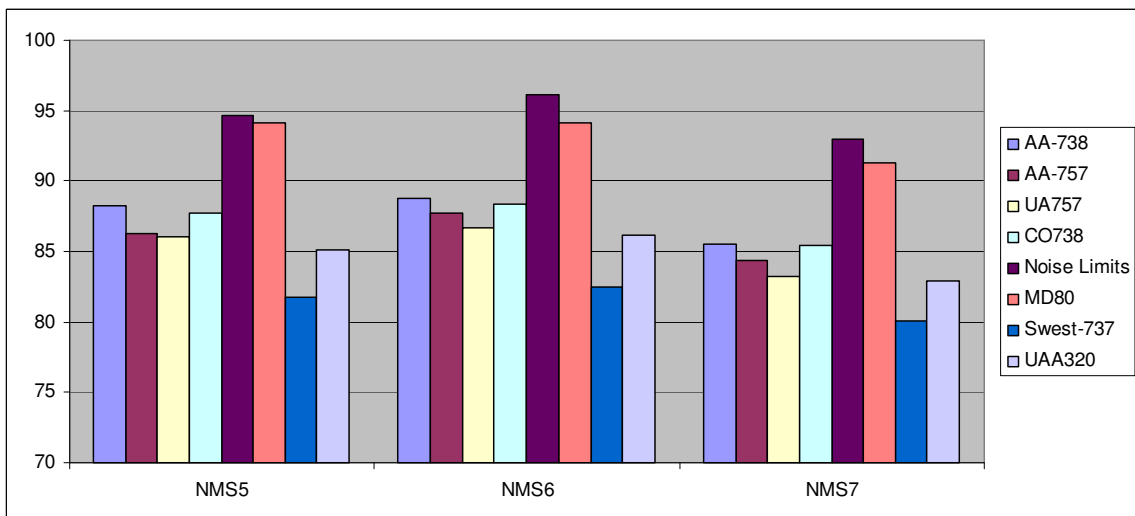
3/10-4/30/2010	86.7	86.9	83.9
3/10-4/30/2011	86.3	87.7	84.4
4th Qtr 2009	86.3	86.5	86.5
Noise Limits	94.6	96.1	93



Next is a **comparison of different Class A Carriers** operating at JWA, post STREL. Also you will find a comparison to the old MD-80 which operated for years at the airport:

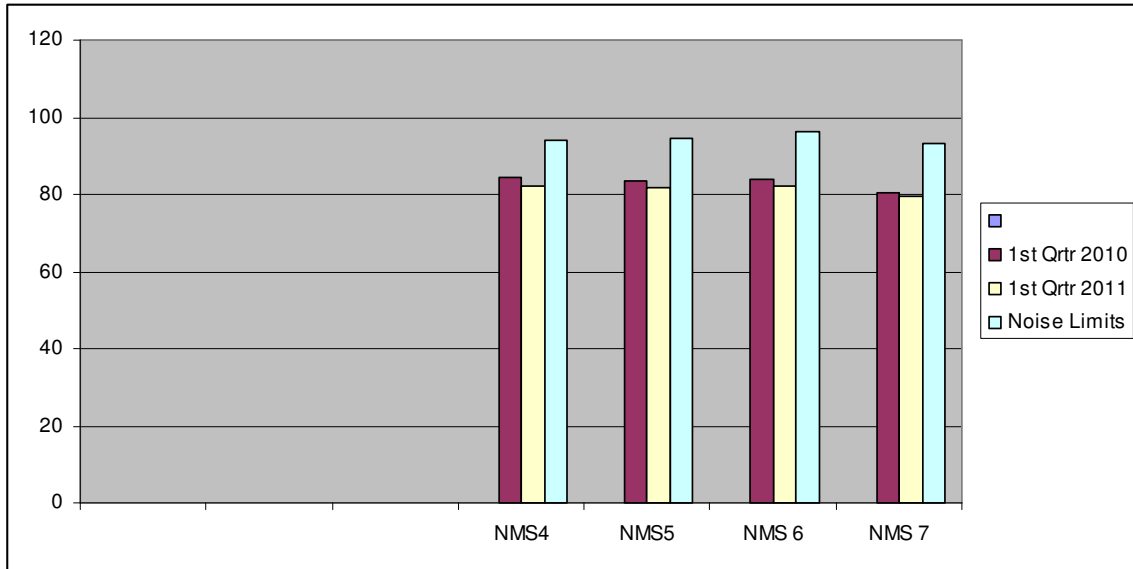
NMS5 NMS6 NMS7

AA-738	88.3	88.8	85.5
AA-757	86.3	87.7	84.4
UA757	86.1	86.7	83.2
CO738	87.7	88.4	85.4
Noise Limits	94.6	96.1	93
MD80	94.1	94.1	91.3
Swest-737	81.8	82.5	80.1
UAA320	85.1	86.2	82.9



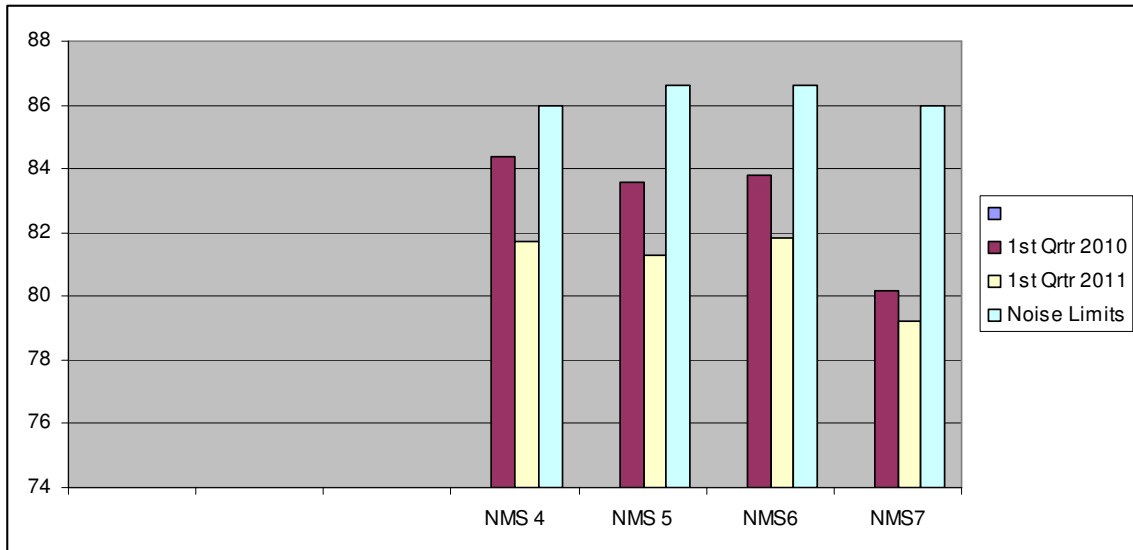
Class A Aircraft Single Event Noise Comparisons-Southwest Airlines 1st Quarter 2010 vs. 1st Quarter 2011 at Noise Monitors 4-7.

SWest A	NMS4	NMS5	NMS 6	NMS 7
1st Qtr 2010	84.4	83.4	83.8	80.4
1st Qtr 2011	82	81.8	82.3	79.7
Noise Limits	94.1	94.6	96.1	93



Class E Southwest Airlines 1st Quarter 2010 vs. 1st Quarter 2011 at Noise Monitors 4-7.

S West E	NMS 4	NMS 5	NMS6	NMS7
1st Qtr 2010	84.4	83.6	83.8	80.2
1st Qtr 2011	81.7	81.3	81.8	79.2
Noise Limits	86	86.6	86.6	86



Number of Carrier Operations at JWA

The following also compares the number of Air Carrier Operations for the 1st Quarter of 2011 at JWA, when compared to 2010 and which shows the decrease in operations over the last year:

First Quarter 2011

LANDING AND TAKEOFF OPERATIONS

January - March 2011

Period	Air Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
January	6,953	0	2,358	15,455	300
February	6,282	0	2,041	14,893	297
March	7,268	0	2,363	16,931	311
First Quarter	20,503	0	6,762	47,279	303
Twelve Months 04/01/10 - 03/31/11	84,653	0	27,331	198,375	307

First Quarter 2010

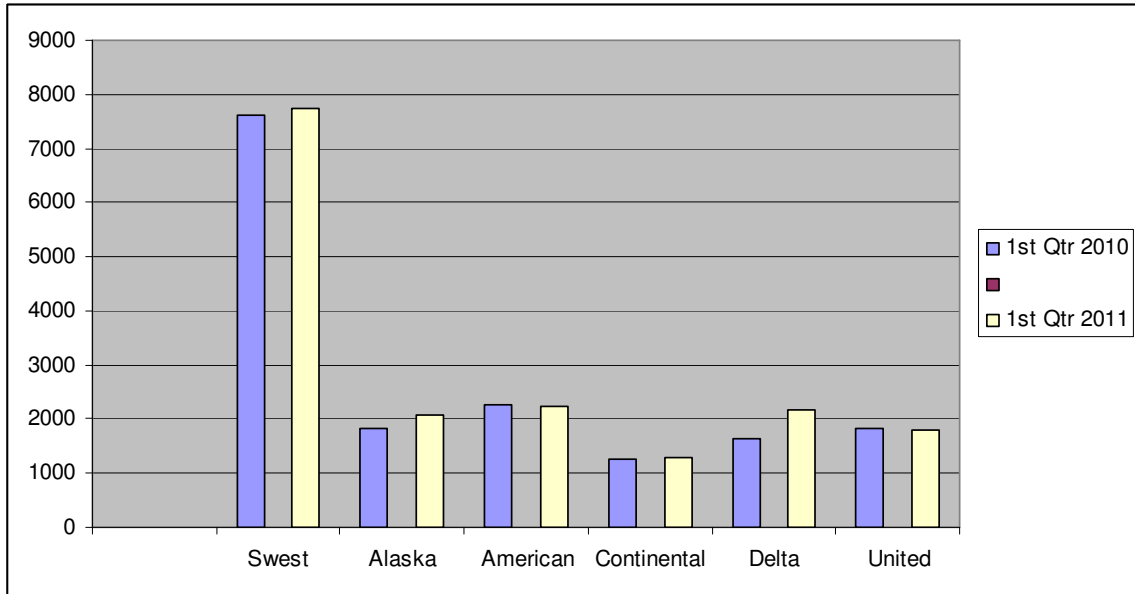
LANDING AND TAKEOFF OPERATIONS

January - March 2010

Period	Air Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
January	7,190	0	2,241	15,526	304
February	6,491	0	2,113	15,734	307
March	7,332	0	2,367	17,922	313
First Quarter	21,013	0	6,721	49,182	308
Twelve Months 04/01/09 - 03/31/10	93,030	0	25,241	217,009	324

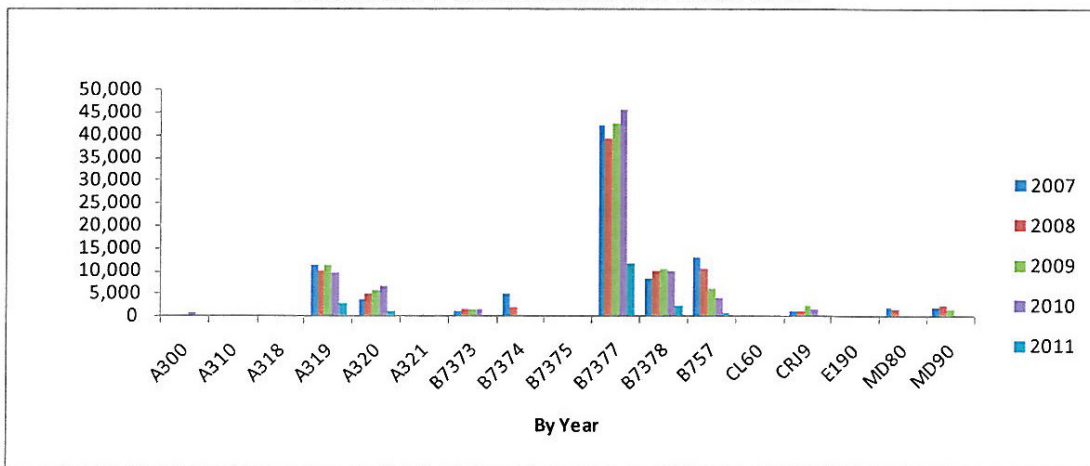
Comparison by Carriers of Operations 2010 vs. 2011:

	1st Qtr 2010	1st Qtr 2011
Swest	7615	7737
Alaska	1830	2068
American	2280	2246
Continental	1246	1300
Delta	1625	2179
United	1837	1802



Predominance of B737:

AIRCRAFT OPERATIONAL HISTORY



JWA Amends the Access Plan

On June 23, 2011, the County Airport Commission adopted an amendment to the County's Phase 2 Airport Access Plan, when it modified the terms and conditions as they apply to the mergers and/or acquisitions by and between non-incumbent carriers and incumbent carriers serving the airport. The matter will now head to the Board of Supervisors for final action.

The Access Plan is the Plan whereby among other things it allocates capacity authorized by the JWA Settlement Agreement and is mindful that it insures that the Phase 2 Access Plan amendments and any future allocations of airport capacity fully comply with Federal Law.

LAX Continues Recovery

Los Angeles International Airport continues to lead an uneven air travel recovery. LAX traffic was up in April by 7.2 percent over April 2010. LA/Ontario Airport and Orange County's John Wayne had lower traffic in April. Bob Hope and Long Beach have yet to post April results.

State Senate approves bill encouraging transfer of Ontario airport control

On May 31, the California State Senate approved a bill that encourages transferring control of L.A./Ontario from the City of Los Angeles to a regional authority based in the Inland Empire. Senate Bill 466 calls for creating a seven-member panel composed of appointees from the city of Ontario and San Bernardino County. The group would be charged with negotiating a transfer plan for the Ontario airport, which has been managed since 1967 by Los Angeles World Airports. The measure now heads to the state Assembly for consideration.

Gina Marie Lindsey, executive director of LAWA, warned earlier this year that any transfer of the Inland Empire airport to the city of Ontario would "take years" to complete. Instead, LAWA is examining whether an outside company should take over management of Ontario International. For those following this saga, please note that the bill, merely "encourages" transferring control.

Meanwhile LA City Council Formally Opposes the Legislation

The Los Angeles City Council the week of June 13, formally opposed the above described bill which encourages the establishing of an Inland Empire-based authority to take control of LA/Ontario International Airport from the city of Los Angeles. The bill, already passed by the State Senate, will be considered later this month by the Assembly's Committee on Local Government.

Airline Fuel Bills Drive Fares Sky High

A decade ago, fuel accounted for about 15 percent of airline operating expenses. Five years ago, it was 29 percent. Today, it's 35 percent. During the first three months of 2011, the airlines spent \$8.7 billion on fuel, 31 percent more than last year. In the current quarter, jet fuel expenses are even higher. U.S. airlines burn an average of 22 gallons of fuel for every 1,000 miles each passenger flies. At \$3.03 a gallon, airlines are currently spending \$330 per passenger just on fuel for a 4,950-mile transcontinental round-trip. Some fliers might have paid less than that for their ticket while others could have spent more than \$2,000. While it hasn't gotten this bad yet, but on June 2nd, Air India which had been operating on a cash and carry basis announced that it had run out of fuel, and had to cancel 10 flights. At the same time the Air Transport Association (ATA) announced that increased air travel spending in May leading up to the busy summer travel season reflects the recovering economy. "A double-digit yield increase with improvements in U.S. domestic and international markets will help the industry cope with stubbornly high energy costs," said ATA Vice President and Chief Economist John Heimlich.

Airlines Report May Results

Delta: Domestic traffic increased 1.9 percent year over year on a 0.4 percent increase in capacity. Domestic load factor increased 1.3 points to 85.1 percent.

US Airways: Domestic load factor increased to 86.2 up 2.5 pts. And domestic passenger traffic up 6.5%.

Frontier: Frontier Airlines served 1.3 million passengers in May, a 4% increase from May 2010. Frontier also achieved its fourteenth consecutive record monthly load factor this month. May's load factor was 88% compared to 85% in the same month last year.

Southwest: The Company flew 9.2 billion revenue passenger miles (RPMs) in May 2011, compared to 8.3 billion combined RPMs flown in May 2010, an increase of 10.6 percent. Available seat miles (ASMs) increased 4.2 percent to 11.1 billion from the May 2010 combined level of 10.7 billion. The load factor for the month was 82.7 percent, compared to the combined load factor of 77.9 percent in May 2010.

American: In May, American Airlines traffic increased 1.3% from a year earlier. This growth rate is slower than the one in April but stronger than the one in March. In May, its capacity increased 0.7%, and its load factor--a measure of plane occupancy--improved to 83.3% from 82.8%. Growth was a reflection of increased in international service.