

February 2012 Update- All things Aviation:



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

FAA Meets With Newport Beach Representatives and Residents

On February 22, Councilwoman **Leslie Daigle**, City Manager **Dave Kiff**, City Attorney **Aaron Harp**, residents, **Tom Anderson**, **David Browne**, **Martin Kraty** and **John Cunningham** of Newport Beach along with the JWA Airport Director Alan Murphy and members of his staff Eric Freed and Courtney Wiercioch, met with officials in the FAA's Western Regional Office to discuss departure operations at JWA. The meeting touched upon how the FAA thought the implementation of the STREL departure has proceeded. While many of us believe that "fanning" (where flights departed in a more dispersed way) was the better way to go, because it shared the pain, as a result of NextGen planning and implementation, fanning is a thing of the past. The FAA's main concern being whether or not the departures are reliable and dependable. The City also asked the FAA to discuss the proposed RAWLZ departure, for departures west of Las Vegas, with hopes that it would be flight-tested. The RAWLZ is still undergoing design but in all likelihood will mirror the STREL departure.

Finally, the City asked the FAA to address the "early turns" concern – that planes utilizing the STREL may be turning back towards the coast earlier than they used to, causing noise in Corona del Mar and Newport Coast. JWA assisted in the coordination of the meeting. The results of the meeting can be viewed in greater detail in the power point

presentation, made a part of this update. Also below please find the noise monitoring data pre-DUUKE/STREL and Present at the 7 NMS for departures.

**JWA Long Term Measured Levels
Aircraft CNEL
Values in dB at Each Site**

Period	Noise Monitoring Stations (NMS) Site						
	1S	2S	3S	4S	5S	6S	7S
Q-4 2011	65.9	65.0	64.1	56.8	56.2	58.4	53.4
Q-4 2008	65.9	64.6	64.0	56.8	55.9	58.5	53.9

**JWA Comparison of ADDs
2006-2011**

Below you will find a comparison of the Average Daily Departures (ADDs) for Class A-ADDs and Class E or Exempt ADDs, for the years of 2006-2011. It bears repeating that the Class A-ADDs are regulated by the allotted number per the JWA Settlement Agreement at 85 + 2 which may be allocated from the Cargo carriers if they are not utilized by the Cargo Carriers. At the same time, the MAP or Million Air Passengers per year for the corresponding year is also set forth below the total ADDs for the corresponding year.

	2006	2007	2008	2009	2010	2011
Class A	83.33	84.65	77.42	75.65	76.66	78.15
Class E	59.12	59.67	63.12	53.43	40.03	35.31
Total:	142.45	144.32	140.54	129.08	116.69	113.46
MAP:	9.61	9.979	8.99	8.71	8.66	8.61

In the 2012 JWA Access Plan Year the total Class A-ADDs allocated was 81.94 Class A-ADDs.

JWA Flights to Hawaii will return next month.

In March, the flights between JWA and Honolulu will return as United/Continental resumes service. At the same time, it will add one flight to Chicago

while dropping a flight to Denver. The changes at United are part of the continuing changes in the airline industry as well as part of the changes occurring at JWA as American Airlines struggles in bankruptcy and has cut service to Chicago. While still four+ months away, Air Tran/Southwest will start the first flights to Mexico in June – one daily nonstop each to Cabo San Lucas and Mexico City.

LAX v. Ontario

The \$50 million payment offer from Ontario to gain control of LA/Ontario International Airport is part of a \$250 million package the city offered Los Angeles to transfer title and operations of the facility. According to the transfer proposal, Ontario would assume all financial obligations, outstanding debt and liabilities of the slumping facility.

Meanwhile, Los Angeles World Airports (LAWA) has launched a new page on its website in a bid to “provide accurate data and facts” about the company’s ownership and management of LA/Ontario International Airport (ONT). It is in hopes of “framing” the issue that has prompted LAWA to launch the site. In addition as noted by LAWA, “... The airport is built to a capacity that is far above what the current economy of the Inland Empire can support. Combined with airline response to the economic recession, including cut backs in the number of flights and available seats along with airline consolidation and wholesale withdrawal from medium-hub airports, you have a situation that will not improve in the near future....”

Cities in the San Gabriel Valley Line up with Ontario

Not to be outdone, cities and businesses in the East San Gabriel Valley are lining up with the city of Ontario in its effort to wrest control of Ontario International Airport away from the city of Los Angeles. In the last few weeks, city councils from Claremont, Industry, Diamond Bar, Monrovia, Pomona, South El Monte and Walnut have all passed strongly worded resolutions in support of Ontario gaining possession of the regional airport often used by San Gabriel Valley residents and businesses. In addition, backing for the ownership switch is coming from regional agencies. The six-county Southern

California Association of Governments believes a local entity would better serve "decentralization" of airport travel in Southern California.

Long Beach Shows a Very Strong January 2012¹

With load factors at Long Beach averaging 81%, Long Beach saw an increase of 9.6% in its total passenger traffic versus 2011 for the first month of the New Year.

AQMD to Conduct Air Pollution Study at Long Beach Airport

A regional air pollution control agency in Southern California, in conjunction with the U.S. Environmental Protection Agency (EPA), is planning a first-ever comprehensive study of the air quality levels of Long Beach Airport, according to a spokesperson for the government agency.

The South Coast Air Quality Management District (AQMD) is proposing to conduct a "special study" within the next 12 months, sampling the emission levels of lead, ultra-fine particles and black carbon, an indicator of diesel exhaust, from commercial jets and piston-engine aircraft during idling, taking off and cruising. Sam Atwood, spokesperson for the AQMD, said the study would be funded by the EPA, but he did not say how much the study would cost.

Japan Airlines to operate first-ever nonstop flight between San Diego and Asia

The first-ever nonstop flights between San Diego and Asia will commence in December 2012. Japan Airlines (JAL) will offer service between San Diego International Airport and Tokyo Narita International Airport with the new 787 Dreamliner aircraft, marking the first time JAL will fly out of San Diego. For those of you concerned about this, San Diego's runway is 9401 feet long. JWA's current runway is 5701 feet long.

Southern California Region- 2011 An Up Year

The six airports that comprise the Southern California Association of

¹ As of the date of printing the statistics for JWA/LAX/ONT were unavailable.

Governments region - LAX, John Wayne, Ontario, Burbank, Long Beach and Palm Springs - collectively had an up year. The airports served a combined total of 83.9 million passengers, a 2.4 million passenger increase over 2010. While John Wayne, Bob Hope and Ontario continued to experience multi-year declines in passenger volume, LAX picked up 2 million passengers, Long Beach had a record year, up 4.6 percent over 2010, and Palm Springs saw an increase in traffic.

Asia Driving Growth

Asia is driving growth and shifting aviation's center of gravity eastward. In 2010 about 33% of passengers traveled on routes to, from or within Asia-Pacific. For North America and Europe the equivalent number was 31%. By 2015 IATA's passenger forecast anticipates that Asia-Pacific will represent 37%, while traffic associated with Europe and North America will fall to 29%. Over that same 2010-2015 period, total passengers worldwide are expected to rise to 3.55 billion. Of the 877 million additional passengers that will be generated, 212 million are expected to fly on routes associated with China.

Southwest Airlines January Traffic Decreases

Capacity for Southwest Airlines during January 2012 decreased 0.7% to 9.94 billion available seat miles, compared to 10.01 billion available seat miles for January 2011. Revenue passengers carried for January 2012 decreased 2.6% to 7.99 million passengers, compared to 8.2 million passengers for January 2011. Load factor for January 2012 decreased 1.5 percentage points to 74.3%, compared to 75.8% for January 2011.

Lessons Of American Airlines-Capacity Discipline

Analysts in the airline industry continue to sift over the current American Airlines bankruptcy for the key indicators of what happened not only with American Airlines but also the industry as a whole. The so called lessons of American Airlines and the industry have been identified as:

Airlines wanted to push each other out of the way, so they wanted to expand routes and capture market share, i.e., they kept looking for more capacity; executives bought planes whenever they had spare cash—or financing. They wanted to make it easier to capture more market share; airplanes are immensely expensive pieces of equipment and the lifespan, and amortization period, is very long. So every day a plane costs money; it was less expensive to keep planes in the air with at least a few passengers than it was to let them stay on the ground.

The result of the above thinking created an entire U.S. industry with massive amounts of capacity. You could fly almost anywhere. But this resulted in too much supply but not enough demand. And when there's too much supply and not enough demand, you can predict the end: Prices sink like a jet that has suddenly run out of fuel. The airlines got into pricing wars, customers got used to cheap fares, and too many planes kept sucking money out of the companies.

Overcapacity isn't something unique to large corporations, however. Think of it like Thanksgiving dinner. You go all out, cook a big meal, shoehorn the remainders into the fridge, and live off them for a couple of days until you can no longer stand the sight of turkey or stuffing and have to toss the rest. That's wasted capacity. So capacity isn't the mantra any longer of the industry rather it is “managed capacity” or “capacity discipline” which is the process of keeping capacity growth in line with demand. The foregoing has led to the airlines fly less and charge more.

FAA Reauthorization

The FAA authorization bill after years of infighting was finally passed by both Houses of Congress and signed by the President on February 14, 2012. The FAA and supporters of the bill say that it modernizes the nation's aviation system, speeding up the nation's switch from radar to an air traffic control system based on GPS technology. The bill among other things affirms the agency's decision to require Automatic Dependent Surveillance-Broadcast (ADS-B) the surveillance technology for tracking aircraft as part of the Next Generation Air Transportation System (NextGenADS-B) avionics on board

most airplanes by 2020, and doesn't make the deadline 2015 as previous authorization version had required. The final bill also modified certain language to establish certain timelines and milestones , to require the FAA to provide a categorical exclusion for RNP/RNAV procedures that would lead to a reduction in aircraft fuel consumption, emissions and noise on an average per flight basis, and to direct the Administrator to establish a program under which the Administrator is authorized to utilize the services of qualified third parties in the development, testing, and maintenance of flight procedures.

While the bill spends 16 Billion dollars annually on air traffic modernization, it also establishes a Chief NextGen Officer, who will report directly to the FAA Administrator and has already been dubbed the NextGen Czar.

New FAA Website for NextGen

The DOT/FAA is losing no time trying to demonstrate they are on top of things with NextGen progress. The FAA has a new website devoted to NextGen you'll find worth the look. Note in particular the airports link with Qs and As. You may access the website at: <http://www.faa.gov/nextgen/>