

**February 2013 Update- All things Aviation:**



If you'd like additional information, please contact the City of Newport Beach at:  
<http://www.newportbeachca.gov>

**JOHN WAYNE AIRPORT YEAR END 2012**

<b>Year</b>	<b>MAP</b>	<b>ADD</b>	<b>Class A</b>	<b>Class E</b>
2012	8.86	113.83	74.91	38.91
2011	8.61	113.49	78.16	35.31
2010	8.66	116.69	76.65	40.03
2009	8.71	129.61	75.66	53.43
2008	8.99	129.61	77.42	52.2
2007	9.98	144.37	84.67	59.67

JWA finished 2012, 2.9% ahead of last year. Above is a comparison of previous years at the airport. Note that while the MAP went up, operations remained about the same. This is again in keeping with the industry that had increased load factors and in some cases reduced air service to certain destinations.

*January Preview*

While official figures have not been released, JWA will show an approximate 9% increase for January over the same time frame last year.

## **City Moves Forward with GE/Naverus**

On February 6, 2013, City Manager Dave Kiff chaired a meeting of Newport citizens: **Tom Anderson; Tony Khoury; Martin Kraty; Bonnie O'Neil; Bob Taylor; Karen Tringali; Lee-Ann Bowman** as well as **Khanh Nguyen** from the City of Costa Mesa along with representative of GE Aviation. The meeting is just one step by the City to evaluate the feasibility of developing Public Use RNP AR instrument departure procedures at JWA. An initial report is due from GE Aviation by the beginning of March. The meeting was productive and what became abundantly clear was that without a consensus in the community, any chance of success is otherwise doomed to fail.

### *Laguna Beach Addresses the STREL*

On February 4, 2013 the City of Laguna Beach held its first meeting of the City Council Sub-Committee headed by council members Steve Dicterow and Toni Iseman to hear from residents that have expressed concerns regarding airplane noise and traffic. It was attended by members of the public as well as representatives of Representative Dana Rohrbacher. The Sub-Committee is expected to meet again in approximately 30 more days.

## **Airports in the Region**

LAX finished the year 2012 up 2.95% for the year with a total of international and domestic passengers of 63.7 MAP. ONT finished the year at 4.3 MAP which was -5.41% vs. 2011.

The following is Comparison for JWA, LGB, LAX and ONT in the Southern California Region for 2011-2012:

	Year:	2011	2012
Long Beach	3.12 MAP	3.21 MAP	+2.9%
JWA	8.61 MAP	8.86 MAP	+2.9%
Ontario	4.5 MAP	4.3 MAP	-5.41%
LAX	61.9 MAP	63.7 MAP	+2.95%

In late January, new consideration is being given to providing a Metrolink to ONT.

#### *LAX Moves Ahead with Modernization Program*

Despite a fresh round of objections from neighborhood groups, airport commissioners Tuesday, February 5, 2013 endorsed a controversial plan to push Los Angeles International Airport's northern runway closer to nearby homes for safety and efficiency reasons. The action is part of a larger modernization effort designed to keep one of the nation's busiest aviation centers — and an economic engine for the region — competitive in an era of larger jetliners and airport upgrades in major cities, such as San Francisco.

On another front, LAX is still drawing fire over its failure to regionalize air traffic, i.e. move passengers somewhere else in the region.

#### **Burbank-Bob Hope**

For the first time in at least five years, the number of passengers using Bob Hope Airport declined during the important November-December holiday travel season. Accordingly for the year as a whole, roughly 4.1 million passengers traveled through the airport, a 5.7% decrease from 4.3 million in 2011.

## **American-US Airways Merger**

American and US Airways have now each approved the merger of the two airlines. It will mark the third major US airline merger since 2008, raising the possibility of higher ticket prices and fewer choices for consumers as a handful of airlines dominate the skies. Mergers have helped airlines cut costs and gain more pricing power, boosting industry profitability. American and US Airways currently both serve JWA. It remains to be seen what if any effect it will have at JWA.

## **Air Quality**

Last month there was a very brief discussion regarding air quality at the airport. Briefly to address the issue, it should be noted that both the federal and California PM ambient air quality standards are based on mass concentrations in air. Due to their small size, ultrafine particles generally make up a very small fraction of the ambient 2.5 micrometers or PM<sub>2.5</sub> or PM<sub>10</sub> mass (less than 10%), but make up the majority of airborne particles by number. The big particles are between 2.5 and 10 micrometers (from about 25 to 100 times thinner than a human hair). These particles are called PM<sub>10</sub> (we say "P M ten", which stands for Particulate Matter up to 10 micrometers in size). The small particles are smaller than 2.5 micrometers (100 times thinner than a human hair). These particles are called PM<sub>2.5</sub> (we say "P M two point five", as in Particulate Matter up to 2.5 micrometers in size). As an example, a particle mass concentration of approximately 10 µg/m<sup>3</sup> (micrograms per cubic meter of air) is equivalent to a count of one particle per cm<sup>3</sup> for particulates with a diameter of 2.5 µm, but equivalent to a count of more than 2 million particles per cm<sup>3</sup> for particles of a diameter of 0.02. To simplify, the current standards look at the mass of the particles. And as specifically noted by the recent JWA study it determined that the ambient particles are currently in conformity with the federal air quality standards.”

U.S. EPA is mandated to review, and where necessary, revise ambient air quality standards every five years. The current federal standards for particulate matter air pollution are established for annual and 24-hour periods for PM<sub>10</sub> and PM<sub>2.5</sub>. The state also sets ambient air quality standards for annual and 24-hour PM<sub>10</sub> and annual PM<sub>2.5</sub>.

## **March 1 Symposium on Air Transportation Noise and Emissions**

For those interested in learning more about air transportation and noise you may do so at a March 1, 2013 symposium entitled: Partnership for AiR Transportation Noise and Emissions Reduction. At the symposium project investigators and managers will detail the consortium's 10 years of researching aviation's environmental impact. PARTNER's university collaborators have participated in nearly 50 projects examining aviation emissions, alternative fuels, noise, operations, aircraft technologies, and policies. At the symposium, the researchers will discuss the projects and the outcomes. The day-long symposium will be held at the Westin South Coast Plaza hotel in Costa Mesa California and is open to the public. An agenda will be distributed shortly and posted on the PARTNER website.

To register, email your name, affiliation, and phone number to [partner-symposium2013@mit.edu](mailto:partner-symposium2013@mit.edu) or call (617) 258-5546. **There is no fee to attend.**

## **The Evolution of Green Aviation in the Sea Change Ahead-March 3-6 2013**

For those interested in exploring such issues as: 1) the transition to NextGen technologies and navigation procedures and how this impacts environmental practices and 2) newly-revised FAA funding criteria for airport sound insulation programs you may be interested in attending the UC Davis symposium March 3-6 in Costa Mesa. One of the participants in the discussions will be City Manager Dave Kiff, who will participate on a panel about: *Harvesting NextGen Benefits Through Positive Stakeholder Coordination*. For those interested you may go to:

<https://sites.google.com/site/evolutiongreenaviation/registration>