

June 2013 Update- All things Aviation:



If you'd like additional information, please contact Newport Beach City Manager Dave Kiff at dkiff@newportbeachca.gov .

John Wayne Operations April- May 2013

JWA continues to rebound. May figures will show an increase of approximately 7% over May of 2012. The full report is to be released next week. As reported last month, passenger traffic at JWA for the first four months of the year increased by 6.7% , while commercial and commuter operations at the airport increased by 3.3% for the first four months versus 2012.

In addition, through out the first four months of the year, international passenger traffic at John Wayne Airport more than quadrupled as travel to and from Mexico continued to gain a foothold. Almost 112,000 international travelers went through John Wayne's gates from January through April, up from under 25,000 in the first four months of 2012. Canadian airline Westjet provides one flight a day from Orange County to Vancouver, Canada, but John Wayne's major international growth has been to Mexico. JWA launched Mexico service last June and now has four flights a day, two each by AirTran and Interjet. AirTran will add a second daily flight to Cabo San Lucas in June. In November 2011, the County approved a total of \$900,000 in incentives to attract Mexico bound flights. Under the terms of the incentive agreements, a new or existing JWA air carrier will be required to fly non-stop from JWA to a Mexican city at least five times a week for a year. Three such \$300,000 incentives are available.

JWA Working to Attract Service

As noted last month, JWA is working hard to attract new business. On June 6 at a Newport Beach Chamber of Commerce meeting Airport Director Alan Murphy told the audience that the airport in conjunction with members of the newly formed Air Service Task Force — an outgrowth of efforts to more effectively market the airport, are working hard to attract service to Hawaii and Washington, D.C.. Washington is currently their main focus. The task force includes Murphy, four representatives from the Orange County Business Council, Jay Burress, president of the Anaheim/Orange County Visitor & Convention Bureau, and Gary Sherwin, head of Visit Newport Beach. Their focus is to compete with other regional airports, such as Long Beach and Ontario.

In addition, when asked whether the airport planned to expand its footprint in terms of acreage, he stressed that cities surrounding the airfield would have to sign on. In addition he noted that the airport will soon be adding about 1,500 additional spaces within the next year. Finally he discussed the proposed new JWA Settlement Agreement which is presently proceeding through the environmental process. Because of the mandated environmental review processes, the county is legally required to consider multiple alternatives and allow the public to weigh in. The current settlement expires in 2015, and officials hope to have the process complete with time to spare. The City's preferred project would see the annual passenger caps ("MAP") increased to 11.8 million in 2025, and 12.2 or 12.5 million in 2030, depending on how many travelers actually pass through JWA during that time. The proposed agreement would also increase the number of Class A, ADDs by 10 beginning in 2021. That number is 85 now.

More JWA Stats

Pursuant to the reports released by JWA, the ADDs for the first quarter were 114.49 ADDs. Here is a comparison of operations and ADDs for the first quarter in 2010-2013:

First Qtr. Of Year	Operations	ADDs	MAP
2013	20,608	114.49	2.122
2012	19,960	109.67	1.969
2011	20,503	113.91	1.984
2010	21,013	116.74	1.986

No Changes in Departures or Hours of Operation at JWA

Recently there have been a variety of comments in the community regarding possible changes at the airport and the belief that the departure pattern has changed. The City has confirmed there have not been any recent changes in the departure patterns at the airport. While it has been reported before there are a number of variables as to how noise is perceived and why. There are various relevant factors impacting the noise levels of aircraft including: aircraft type; aircraft performance, aircraft weight; phase of flight; airport facilities; airspace and Air Traffic control requirements, air carrier operational specifications and policies, FAA operating requirements; meteorological conditions and geographical and topographical factors. Since many residents are outdoors at this time of year, meteorological conditions play a major role in the noise we hear from the planes overhead. And as a result, a greater number of noise complaints are received in the spring and summer when people are outside and windows are open.

In addition, during warm temperatures, the air density (air molecules per cubic foot) decreases significantly, thereby reducing aircraft performance and lift. (Aircraft performance is dependent upon the number of molecules in the atmosphere. The fewer number of air molecules, the lesser the engine and airframe performance.) Consequently air density decreases as airport altitude increases. Aircraft noise is also more noticeable

on cloudy days. Low ceiling cloud cover tends to reflect or reverberate aircraft noise downward off the clouds, thus confining it.

Finally, there has been no change in the hours of operation at the airport. Upon further investigation, the over flights that people are reporting at night are not destined for or originating from JWA.

Long Term Measured Aircraft Noise Level Values in dB CNEL¹-2001-2012

thru Q-4	Noise Monitoring Stations									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
2012	66.2	65.4	64.6	57.7	57.0	58.6	54.6	67.0	44.7	55.3
2011	66.5	65.3	64.1	57.2	56.8	58.4	54.0	67.2	44.0	55.3
2010	66.6	65.4	64.3	57.1	57.4	58.3	54.1	67.4	43.0	55.8
2009	66.4	65.1	64.2	57.3	56.5	58.3	52.6	67.2	42.7	55.7
2008	67.0	65.5	65.0	57.9	57.1	59.2	55.1	68.0	43.8	56.5
2007	67.6	66.0	65.6	58.4	57.7	59.8	55.6	68.7	45.0	57.1
2006	67.5	66.0	65.6	58.4	57.7	59.7	55.9	68.7	45.8	57.1
2005	67.8	66.8	66.0	59.1	58.9	60.6	57.9	68.7	49.9	57.3
2004	67.9	66.8	66.0	59.5	59.9	60.5	57.7	68.4	51.8	57.1
2003	66.9	65.8	64.9	58.7	58.7	59.8	57.8	68.4	52.6	57.1
2002	66.7	66.0	64.7	58.9	58.3	59.3	58.0	68.4	53.2	57.1
2001	66.5	66.5	64.7	59.2	58.2	59.3	58.0	68.4	51.4	57.0

Public Symposium on Airport Related Issues

For those of you who either had the opportunity to attend the public symposium on March 1, 2013 regarding a variety of issues affecting airports from noise to air quality, or wanted to attend but were unable, you can access the symposium presentations at:

<http://web.mit.edu/aeroastro/partner/reports/public-symposium-2013.pdf>

¹ CNEL is the acronym for Community Noise Equivalent Level. CNEL is the average sound level over a 24 hour period, with a penalty of 5 dB added between 7 pm and 10 pm. and a penalty of 10 dB added for the nighttime hours of 10 pm to 7 am.

It contains a wealth of information and is strongly recommended that you view the information if you are so interested.

A new system of pollution sensing, currently being tested at Heathrow Airport

A new system for testing air quality is being developed and refined at Heathrow Airport in England. If successful it could revolutionize monitoring air quality and predicting its health impacts. The new study led by the University of Cambridge has begun testing instruments that could revolutionize not just pollution sensing but also relating actual exposure to medical impacts. The small, portable, low-cost instruments contain a series of sensors that measure six gases, volatile organic compounds and airborne particulates. Sensors deployed around the city monitor the levels of carbon monoxide and nitrogen oxides in the air, which allow the data to be transmitted via the mobile phone network back to a central server from where the data is accessible via web interfaces. Using visualization tools such as Google Earth, the researchers are able to monitor pollution levels on a street by street basis.

Presentation to Laguna Beach City Council

On June 4th, Newport Beach City Manager, as part of the outreach to the Corridor Cities made a presentation to the Laguna Beach City Council. Previously Mr. Kiff made a presentation to the City of Costa Mesa.

GE/Naverus

The FAA responded to the recent correspondence of the City concerning the development of an RNP departure at JWA and the potential benefits in mitigating noise. The FAA further noted the challenges involved in developing such a procedure including but not limited to the fact that the proposed procedure does not meet current FAA criteria for departure procedure design; the standards for charting do not yet exist and the process for authorizing the use of an RNP departure is still evolving.

However they did note that currently there are discussions ongoing for such an RNP design at Atlanta's Hartsfield-Jackson Airport and the FAA plans to begin assessment of the Atlanta procedure in October 2013. Finally they advised the City that they may be able to begin to address the RNP request sometime in 2014. Currently the proposed development of the RAWLZ departure procedure is still pending according to the latest from the FAA.

Airports in the Region

Long Beach

May proved once again to be a disappointing month for Long Beach Airport. Total passenger traffic was -11.7% for the month versus May of 2012. At the same time year to date the airport is -10.4%. This is still with load factors of 87% for the major carriers, Alaska; Delta; JetBlue and US Airways. The airport averages approximately 36 ADDS for Commercial and Commuter Operations.

LAX and Ontario

The current statistics for LAX and Ontario for May were not available. This follows on the heels of March and April which proved to be good months at LAX. Meanwhile, Ontario continues to suffer. Once among the fastest-growing regional airports in the nation, the passenger volume at Ontario has plunged from 7.2 million in 2007 to 4.2 million last year. The downturn has prompted the city of Ontario and other Inland Empire officials to wrest control of the airport from Los Angeles, a battle which is continuing. On April 30, 2013, the Los Angeles County Board of Supervisors voted unanimously in support of transferring control of little-used Ontario International Airport, which is owned by Los Angeles World Airports, to the city of Ontario. While Ontario serves multiple destinations, it has had a difficult time attracting passengers.

Ontario and San Bernardino join suit against LAX expansion

Making good on their threat, the City of Ontario and the County of San Bernardino have joined with the cities of Inglewood and Culver City in a suit against Los Angeles and Los Angeles World Airports seeking to derail the planned expansion of LAX. The suit argues that an environmental impact report for the project is inadequate. The Inland Empire forces want flights "regionalized" away from LAX to Ontario airport. Therefore they are participating with LAX neighbors in trying to block the proposed expansion, modernization and safety improvements at the region's premier airport. Bringing suits are some of the same cities and community groups that went to court and stalled an ambitious plan by former Mayor James Hahn to remake the nation's third-largest airport.

Ontario Airport

On another front, the claim by Ontario seeking to end its agreement over LA/Ontario International Airport was rejected by the city of Los Angeles. In light of the claim being rejected by Los Angeles, it filed a lawsuit in Riverside County Superior Court against Los Angeles, LAWA and the LA Board of Airport Commissioners to prevent ONT's "operational demise." The legal action came 12 days after Los Angeles rejected Ontario's claim demanding return of ONT on grounds that LA violated the 1985 Joint Powers Agreement ("JPA") giving it the airport. The JPA required Los Angeles to make "best efforts" to bring more air service to ONT. The lawsuit charges, LA has focused on LAX to the detriment of ONT and Southern California. The lawsuit also alleges that LA has abandoned its promises to spread air traffic across the region. Those promises were made in a 2006 lawsuit settlement.

The suit charges mismanagement, conflicts of interest and violations of JPA and is their effort to regain ownership of LA/Ontario International Airport, where the number of passengers has declined 40% since 2007. The lawsuit seeks a return of the struggling airport to the city of Ontario and cancellation of a 1967 agreement that transferred the

facility's operation to Los Angeles on the condition that it do its best to attract airline service.

Burbank Dips Again

A month after a surprising uptick in the number of passengers traveling through Bob Hope Airport, the tally in April dipped by roughly 2.4%. Although March saw the airport's first rise in passenger numbers in three years, April's total came in at 330,772 passengers, down from 338,821 during the same period last year, according to statistics released to the Burbank-Glendale-Pasadena Airport Authority. The airport through its spokesperson stated that the drop could be attributed primarily to JetBlue's decision last December to stop all daytime flights out of Burbank. During the first four months of 2013, the airport handled 1.24 million passengers, a 5.6% decline from 1.31 million passengers reported during the same period last year.

Meanwhile, other local airports reported varying passenger totals in April. Los Angeles International Airport and John Wayne Airport saw 3.7% and 5.1% increases in passengers, respectively. However, Ontario Airport reported an 8.4% decline, and Long Beach Airport saw a 13.7% drop.

Airlines

American Reports Record May Load Factor

American Airlines reported a consolidated load factor in May was at an all-time record high for the month, at 84.0 percent, 0.4 points higher versus the same period last year. Consolidated capacity and traffic were 0.3 percent and 0.8 percent higher year-over-year, respectively. Domestic capacity and traffic were 2.9 percent and 2.1 percent lower year-over-year, respectively, resulting in a domestic load factor of 86.1 percent, 0.7 points higher compared to the same period last year.

US Airways Continues to Soar

US Airways announced May and year-to-date 2013 traffic results. Mainline revenue passenger miles (RPMs) for the month were 5.9 billion, up 5.9 percent versus May 2012. Mainline capacity was 6.8 billion available seat miles (ASMs), up 3.9 percent versus May 2012. Mainline passenger load factor was a record 85.8 percent for the month of May, up 1.7 points versus May 2012.

Load Factors

As noted previously load factors for US Airlines continue to soar. What passengers may call crowding, the airlines market as "efficient utilization of seating capacity" and boast that more passengers are being boarded on fewer flights. In many ways, the dramatic upsurge in the percentage of occupied seats has been one of the most important trend lines in a rapidly changing industry. But it's an issue that is rarely discussed outside of the industry.

Historically the load factors have been extremely low. Even deregulation of the airline industry had little effect on loads for more than 15 years; except for one blip during the Korean War, the industry didn't reach an industry average of 65% until 1994; 70% in 1997, then 75% in 2004. By 2009, loads had surpassed 80% and since then, the factors have been unprecedented:

2009 – 80.4%

2010 – 82.1%

2011 – 82.0%

2012 – 82.8%

It's worth noting that last year's system-wide average breaks down to 81.7% on international flights, and 83.2% for domestic service. The effects are of the increased load factors are, boarding; bin shortages on the airlines; uncomfortable seats; higher fares; involuntary bumping.

The load factors of airlines servicing JWA based upon 2012 nationwide data is as follows:

89.0% Frontier

86.6% Alaska

85.3% Delta

84.1% US Airways

82.9% United

82.8% American

80.3% Southwest