

July 2014 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

June

While the full numbers have not yet been reported, airline passenger traffic at John Wayne Airport increased in June 2014 as compared to June 2013 by approximately + 1.2%. Based upon the foregoing, for the first half of 2014, JWA is approximately +1.6% ahead for the same period last year.

DEIR- JWA Settlement Agreement Extension

With the comment period for the Draft Environmental Impact Report (DEIR) for the proposed amendment/extension to the John Wayne Airport Settlement Agreement completed, the County is now in the process of responding to all of the comments that were submitted. It is hoped that the matter can be presented to the Orange County Board of Supervisors for their consideration towards the end of September.

Quarterly Noise Reports-JWA

Pursuant to the reports released by JWA, the ADDs for the first quarter were 108.71 ADDs. Of the total number of ADDs, 30.58 were Class E and 78.13 were Class A, ADDs. For the previous 12 month period (4/30/2013-3/31/2014) the ADDs were 113.60 vs. 115.03 for 4/30/2012-3/31/2013.

Here is a comparison for the first quarter in 2010-2014:

First Qtr. Of Year	Operations	ADDs	MAP
2014	19,567	108.71	2.167
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

Class A Aircraft Single Event Noise Comparisons-Southwest Airlines 1st Quarter 2014 at Noise Monitors 4-7.

SWest A 1 st Qtr	NMS4	NMS5	NMS 6	NMS 7
2014	84.2	83.7	84.8	82.4
1st Qtr 2013	83.8	83.4	84.5	82.5
1st Qtr 2012	82	81.5	82.3	79.8
Noise Limits	94.1	94.6	96.1	93

American Airlines Comparisons First Quarter:

AA-Class A-738 1 st Qtr	NMS4	NMS5	NMS6	NMS7
2014	88.6	88.4	89.3	85.7
1st Qtr. 2013	88.2	87.8	88.6	85.4
1st Qtr 2012	88.3	87.8	88.6	85.2
Noise Limits	94.1	94.6	96.1	93

Regarding Noise Complaints, the first quarter of 2014 saw a relatively large increase in noise complaints from the City of Irvine as well as Laguna Beach.

JWA to Change Runway Designations

For nearly half a century, John Wayne Airport (JWA) has operated two runways, a commercial runway – one left and one nine right (1L-19R), and a general aviation runway – one right and one nine left (1R-19L). Runways can be used in both directions, and therefore have opposite 180 degree headings at each end (e.g. 1L-19R, 1R-19L). The two numbers always differ by 18 (= 180°). Due to a gradual shift of the Earth's magnetic poles, JWA's runways will get new number designations. JWA's commercial runway will become two left and two zero right (2L-20R), and the general aviation runway will become two right and two zero left (2R-20L). While there is no impact to the general public, the change will require revision of Federal Aviation Administration (FAA) publications, runway markings and pilot charts. Per the FAA Aeronautical Information Manual, a runway number is the whole number nearest one-tenth the magnetic bearing of the centerline of the runway, measured clockwise from the magnetic north. The magnetic north rotates about one degree every 12 years or five degrees every 60 years. Originally scheduled for July, the runway re-designation has been postponed to September 2014 to provide sufficient time to complete and publish aeronautical reference materials used by Federal Aviation Administration air traffic control, as well as, commercial and general aviation pilots.

Bristol Street Slope Stabilization

Over the last couple of years residents surrounding the airport have inquired about the Bristol Street Slope Stabilization Project. The project will improve the aesthetics and stability of the slope at the south end of the airfield. The slope, which parallels North Bristol Street, is approximately 1,500-feet long and its maximum height above street grade is approximately 20 feet. Construction on the project will begin soon and commencing July 14 through the winter of 2014. As a result JWA will construct improvements to the dirt slope located south of the airfield and adjacent to Bristol Street

North between Campus Drive and the SR-73 Freeway bridge. Drivers in this area should give themselves extra time for travel, exercise caution and adhere to posted speed limits. In addition, the following traffic controls will be implemented:

- Bristol Street North, right lane at Birch Street will be converted to right turn only;
- Bristol Street North, right lane at Campus Drive will be converted to right turn only;
- The far right lane on Bristol Street North, between Campus Drive and the SR-73 Freeway bridge will be closed for the duration of the project.
- Two right lanes on Campus Drive at Bristol Street North will be converted to right-turn on red only.

Grand Jury Report

Many of you reacted to the Orange County Grand Jury issued report concerning JWA. It was entitled: "Maximizing the Benefits of John Wayne Airport to Better Serve Orange County." For a different take on the report, you may wish to visit the commentary of Newport Beach City Councilman Keith Curry at:

<http://www.dailypilot.com/opinion/tn-dpt-me-0713-commentary1-20140710,0,310354.story>

For your information, the County will ultimately prepare responses to the report.

Airports in the Region

Long Beach

June

June's results showed a decrease of -2.8 % for total passenger traffic over the same month last year. For the year, Long Beach still remains -4.8% overall in total passenger traffic versus the same 2013 time period. Meanwhile ADDs for the month of May were 39.72 ADDs with load factors averaging 87%.

ONT

Following six consecutive years of decline, passenger traffic at LA/Ontario International Airports has apparently stabilized in the early part of 2014. But members of the Ontario International Airport Authority are reluctant to equate the recent reports as good news for the medium-hub facility. “The fact that passenger traffic is up slightly in 2014 is a hopeful sign but must be considered in the context of airlines continuing to reduce service at ONT,” said Al Boling, interim executive director of the authority. By way of example, in the first five months of the year, airlines decreased the number of seats offered at Ontario. Year-over-year seats were reduced 7.2 percent in January, 11.4 percent in February, 8.2 percent in March and 2.6 percent in April and four-tenths of 1 percent in May¹.

Meanwhile, Los Angeles Mayor Eric Garcetti may have revealed more about what’s going on with Ontario International Airport than Ontario officials have been willing to say publicly in a year. Garcetti said he’s willing to return the Inland airport to local control as long as Ontario reimburses L.A. for what it has spent on the airport. Negotiations behind the scene with Garcetti, Sen. Diane Feinstein and Ontario representatives continue to move forward. Of course price is the major hurdle to overcome.

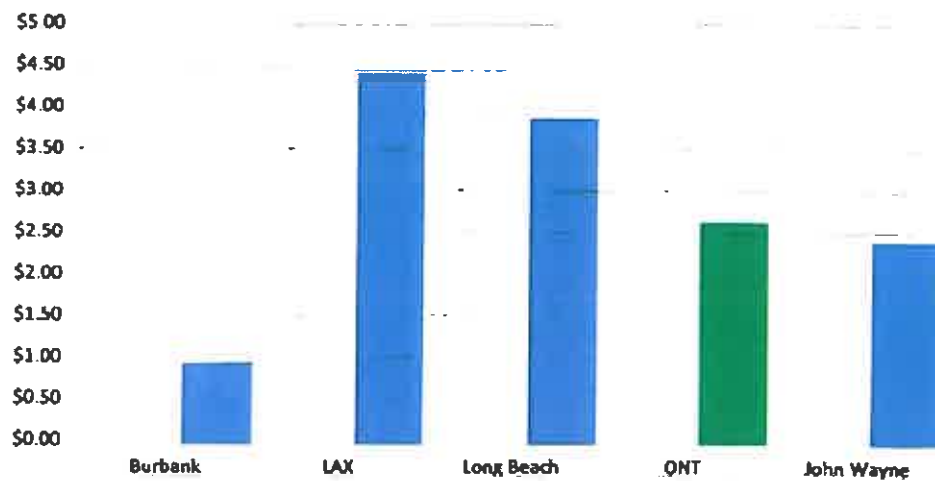
Landing Fees at Regional Airports

A number of persons as well as recent stories in the press have concerned the landing fees at Southern California Airports. Accordingly what follows is a chart

¹ A graphic example of managed capacity and less seats and more revenue.

comparing the fees:

Current Landing Fees of LA Region Commercial Airports



Source: Airport Records, Rates for Signatory Passenger Carriers as of June 2014

FAA Seeks Input on Noise Exposure

Some of you have asked for further clarification regarding the FAA Neighborhood Environmental Survey. After communicating with the FAA, it appears that this survey is broken into two distinct halves. Initially any of you are welcome to comment on any aspect of the survey. The initial part of the survey asks about the survey to be conducted and what and to what extent it is necessary etc.

The second part of the survey deals with persons chosen at random around the country. As for who will be chosen, communities around 20 airports² will be chosen to be part of the study. The 20 airports will be chosen using balanced probability sampling. The people around each of the airports are chosen through a random sample. Whether a person commented on the Federal Register Notice (the first part of the survey) has no bearing on whether they are part of the population used for the random sample. Written comments, as noted previously should be submitted by August 11, 2014. The link that follows is the detailed discussion as well as contact information:

<http://www.gpo.gov/fdsys/pkg/FR-2014-06-12/pdf/2014-13686.pdf>

² This is the part of the survey where most of you have asked about participating; this part of the survey will deal with collecting data on the degree of annoyance concerning noise surrounding airports.

For further information you may contact, Kathy DePaepe at 405-954-9363 or by email at: Kathy.DePaepe@faa.gov.

Airline Consolidation

According to a recent report, in 2013, 85 percent of all U.S. domestic passengers flew on one of just four airlines — each of which expanded substantially as a result of a merger or acquisition between 2008 and 2013. Meanwhile, between 2007 and 2012, airfares rose 4 percent. Consolidation appears to have reduced competition. However this may not be the case, so suggests the Government Accountability Office. According to the GAO in a recent report, there was “little change” in the average number of competitors on domestic routes flown by U.S. carriers. This may seem counterintuitive to anyone who’s watched the number of carriers flying out of their local airport slowly dwindle. However, the GAO largely avoids judging competition by how many airlines are based at specific airports, and instead looks at how much competition exists on specific routes flown either directly, or via connection. From that perspective, there’s plenty of competition in the U.S. skies, especially if you’re flying between popular cities, not rural ones.

FAA-Santa Monica Battle Welcomes New Participants

Aviation groups, Santa Monica airport tenants have filed a federal complaint challenging the long-held position that Santa Monica could close the airport as soon as July of 2015. As a result of grant funds received by the City in 2003 as set forth in the recent filing, \$240,600 was added to a \$1.6-million grant, pushing back the closure date to at least August 2023. Grant terms usually expire after 20 years, in which case the earliest they could possibly close the airport is 2013. Meanwhile the FAA contends that Santa Monica can not close the airport without their consent.