

September 2014 Update- All things Aviation:



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

EIR- JWA Settlement Agreement Extension

On September 30, 2014, the Orange County Board of Supervisors certified the EIR; adopted the Proposed Project; approved amendments to the 1985 Settlement Agreement; and authorized the execution of the Ninth Supplemental Stipulation to the JWA Settlement Agreement. This action follows on the heels of similar actions by the Orange County Planning Commission on September 10, 2014, wherein the Planning Commission unanimously recommended that the County Board of Supervisors certify the EIR for the extension of the JWA Settlement Agreement; as well as action by the Orange County Airport Commission on September 17, 2014, when the Commission (1) adopted a resolution certifying the EIR; and (2) a Proposed Project Approval Resolution, which approves the "Proposed Project", authorizing an increase in permitted operational capacity; approved amendments to the 1985 Settlement Agreement; and authorized execution of the Ninth Supplemental Stipulation to the JWA Settlement Agreement.

On October 14, 2014, the Newport Beach City Council will address the EIR and take action on the Proposed Project¹ as outlined above. If the Council approves the Proposed Project and authorizes execution of the Amended Stipulation, it will then be lodged with the Federal Court for an Order of the Court and final approval.

¹ For a more detailed discussion of the proposed project, see the March 2013, City Aviation Update. If you would like further information, please contact the City.

During the 2 ½ year long process many people have worked very hard to be certain that the Settlement Agreement extension moved forward. Special acknowledgements to City Manager **Dave Kiff**, City Attorney **Aaron Harp**, the **Newport Beach City Council** as well as the local community groups- **SPON** and **AWG**. Moreover **Supervisor John Moorlach** who took the rowing oars at the County Supervisorial level and last but not least **Alan Murphy** and his staff at JWA.

It should be noted that the Corridor Cities, specifically- (in addition to Newport Beach) *Anaheim; Costa Mesa; Laguna Beach; Laguna Woods; Orange; Santa Ana, Tustin; Villa Park* all lent their support and send correspondence to the Board of Supervisors prior to the hearing of September 30, 2014.

John Wayne Operations

A number of people have asked about the “commuter” aircraft flights which are listed in the monthly statistics from JWA. Almost all of the commuter aircraft flights are on Skywest Airlines Bombardier CRJ700 aircraft configured for 70 passengers or less. Skywest operates as a partner to several major carriers such as United, US Air, American, Delta and Alaska. The small jets fly from John Wayne Airport to destinations around the west such as San Francisco, Denver and Salt Lake City.

JWA Changes Runway Designations

On September 18, 2014. JWA's 5,700-foot air carrier commercial service runway became 2L-20R and the 2,887-foot general aviation runway became 2R-20L. Due to a gradual shift of the Earth's magnetic poles, both runways at John Wayne Airport (JWA) received the new number designations. The re-designation coincides with the publishing of aeronautical reference materials used by commercial and general aviation pilots, and the Federal Aviation Administration (FAA) air traffic control. For close to fifty (50) years, operated the runways with designations for the commercial service runway, 1L-19R, and a general aviation runway, 1R-19L.

August 2014

Airline passenger traffic at John Wayne Airport decreased in August 2014 as compared to August 2013 by -1.9%. Meanwhile all commercial operations for August were 112.89 ADDs (Average Daily Departures) vs. 118.03 ADDs for August of 2013. Foreign travel showed the biggest decline with passengers declining in August of 2014 by -37.6% and ADDs for foreign travel in August 2014 of 3.29 ADDs vs. 5.32 ADDs for August of 2013.

Second Quarter Noise Reports-2014

Pursuant to the reports released by JWA, the ADDs for the second quarter were 113.35 ADDs. Of the total number of ADDs, 33.11 were Class E and 80.24 were Class A, ADDs. For the previous 12 month period (07/01/12-06/30/13) the ADDs were 112.41 vs. 115.84 for 07/01/12-06/30/13.

Here is a comparison for the second quarter for years 2011-2014:

<u>2nd Qtr. Of Year</u>	<u>ADDs</u>	<u>Class A</u>	<u>Class E</u>	<u>YTD MAP</u>
2014	113.35	80.24	33.11	4.57
2013	118.14	80.52	37.62	4.498
2012	114.88	77.42	37.46	4.232
2011	114.97	79.03	35.94	4.190

Noise Comparisons

Class A Aircraft Single Event Noise Comparisons-Southwest Airlines 2nd Quarter 2012-2014 at Noise Monitors 4-7. (7377)

Swest	NMS4	NMS5	NMS6	NMS7
<u>2014</u>	<u>84.4</u>	<u>83.9</u>	<u>85.1</u>	<u>83.1</u>
2013	84.3	83.8	85.1	82.3
2012	83.3	82.8	84.0	81.3
Noise Limits:	94.1	94.6	96.1	93.0

American Airlines

AA-Class A-738	NMS4	NMS5	NMS6	NMS7
2 nd Qtr 2011	88.3	87.8	88.8	85.3
2 nd Qtr 2012	88.8	88.2	89.3	85.9
2 nd Qtr 2013	88.5	88.3	89.2	85.8
2 nd Qtr 2014	88.8	88.5	89.4	86.1
Noise Limits	94.1	94.6	96.1	93.0

Will Mexican discount airline target Orange County

Two months after Mexican airline Interjet left John Wayne Airport following a lukewarm reception by travelers, an up-and-coming rival airline says it Mexican discount airline targets L.A. area wants to give the Orange County airport a shot. Volaris, an ultralow-cost Mexican carrier, is a more extreme version of Southwest or JetBlue Airways. It charges for everything from a can of soda to luggage, and packs customers into its planes, so it can strip the advertised price of a ticket down to the bone. It's taking aim at stimulating the market in the Latino-rich Los Angeles region for leisure travelers and those who visit family and friends in Mexico and the U.S. A spokesman noted that JWA is on its radar. Since entering the California market five years ago, Volaris has established routes at LAX as well as airports in Ontario, Fresno, Oakland, Sacramento, San Diego and San Jose. It has been extremely successful at ONT.

Airports in the Region

Long Beach

July's results showed a decrease of -1 % for total passenger traffic over the same month last year. For the year, Long Beach still remains -4.3% overall in total passenger traffic versus the same 2013 time period. Meanwhile ADDs for the month of June were 39.72 ADDs with load factors averaging 87%.

LAX

Passenger traffic at LAX increased by +6.26% for the month of July 2014 versus July 2013. For the year, the airport shows an increase of +6.52% as compared to the same period for 2013.

ONT

Passenger traffic at ONT increased by +7.57% for the month of July 2014 versus July 2013. For the year, the airport shows an increase of +2.70% as compared to the same period of 2013. Again the numbers show a dramatic increase for an airport that has lost so much of its air traffic in the last number of years.

Bob Hope

After a two-month dip in passengers at Bob Hope Airport, there was a 1.2% increase in July compared to the same month last year. The uptick in July's passenger traffic follows a 1% decline during June and a 3.43% decrease in May compared with numbers from the same two months last year. The year-to-date count is still down 1.1% compared to the first seven months of 2013.

ONT/LAX

The on going saga of control over Ontario airport continues. On September 8, 2014, the court order the parties back to court on October 8, 2014 to set a trial date unless the parties can agree between themselves otherwise. Meanwhile the parties announced they are both seeking to dispose of the matter by way of continued law and motion battle. And in fact, on September 26, the city of Ontario filed a motion that asked a Riverside County Superior Court judge to order Los Angeles to relinquish the airport — the latest development in a year-old lawsuit and long-running political battle. Stay tuned.

Defenders of the Sky- Space Squeeze

On August 25, 2014, a fight between two passengers over personal space, a thrown cup of water and the use of a controversial plastic gadget that prevents airline seats from reclining caused United Airlines Flight 1462 from Newark, N.J., to Denver to divert to Chicago's O'Hare International Airport. During the flight, a man seated in the Economy Plus section, which offers four more inches of legroom than other coach seats, was reportedly using a \$21.95 gadget called a Knee Defender to prevent the woman seated in front of him from reclining her seat. The woman whose seat could not recline stood up and threw a cup of water at the Knee Defender user, according to a law enforcement official told AP, and soon after United made the decision to land the plane in Chicago. Authorities met the aircraft, removed the two passengers and the flight continued to Denver shortly afterwards.

The above incident was followed by another diversion of a scheduled flight on Delta from New York to Palm Beach, Fla. A battle over “space” on a plane resulted in a screaming match that caused an unscheduled landing in Jacksonville, Fla., the third diversion in nine days caused by passenger fights over shrinking legroom. The space squeeze — as airlines pack more people and profit into planes — is only the latest frustration for travelers, already weary of security hassles and charges for checked baggage, food, in-flight entertainment and other once-free services. Such moves have led industry profits to near-record levels. But have they pushed passengers to a breaking point?

EPA-Regulation of Greenhouse Gas

The EPA has decided on a timeline for determining whether to regulate greenhouse gas emissions from aircraft, according to a paper the agency posted on its website. EPA will propose "endangerment" findings in late April 2015 and make final determinations in spring 2016, the agency said in the paper, which was already submitted to the United Nation's International Civil Aviation Organization. The move follows a 2012 district court ruling that said the agency needed to make a decision on

whether GHGs from aircraft cause or contribute to pollution that likely endangers human health and welfare. Greens had petitioned the agency on the matter in 2007.

For those of you interested in further information see the link below:

<http://www.epa.gov/otaq/documents/aviation/us-ghg-endangerment-ip-9-3-14.pdf>