

October 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 October 14, 2014, the Newport Beach City Council formally adopted the Preferred Alternative for the extension of the JWA Settlement Agreement; approved amendments to the 1985 Settlement Agreement; and authorized the execution of the Ninth Supplemental Stipulation to the JWA Settlement Agreement. The terms of the extension are as follows:

Current Settlement Agreement	Proposed Project
<u>Parties</u> : City, AWG, SPON, County	Same
<u>Term</u> : Expires 12/31/2015	1/1/2016- 12/31/2030 (15 more Years)
<u>Curfew</u> : Through- 12/31/2020	1/1/2021- 12/31/2035 (15 more years)
<u>ADDs</u> (noisiest aircraft) 85 ADDs+ 4 Cargo Class E, unlimited ¹	Status Quo through 12/31/2020 Class A Aircraft 95 ADDs maximum 1/1/2021-12/31/30

¹ Class E aircraft are unlimited except to the extent that they are limited by the annual MAP CAP.

Cargo-Status Quo through
12/31/2030
Class E are unlimited

MAP: Currently limited to 10.8 MAP
through 12/31/2015

Status Quo through 12/31/2020
11.8 MAP from 1/1/2021-
12/31/2025
12.2 MAP through 12/31/2030
except that if the airport serves
within 5% of 11.8 MAP in any one
year from 1/1/2021-12/31/2025 then
may increase to 12.5 MAP

Terminal: No limit

No limit

Parking: No limit

No limit

Loading Bridges: Not to exceed 20

Status Quo through 12/31/2020

The Stipulation will now be lodged with the Federal Court for an Order of the Court and final approval.

JWA Projects 9.94 MAP in 2015

On October 7, 2014, the Airport Manager made his annual recommendation to the Board of Supervisors for seat allocations amongst airlines at John Wayne Airport, in accordance with the County's Access Plan. The airport is projecting 9.94 MAP to use the airport next year. Southwest will add about 15 more flights out of John Wayne Airport in 2015 under the approved plan. The increase will raise the daily number of Southwest flights at the airport from 52 to 67 by the end of next year. Of the totals for Southwest 28 are Class A, departures. No other airlines asked for additional flights next year.

In light of the foregoing, the perspective of Airports Council International – North America (ACI-NA) is interesting - the association is saying that retaining and maximizing air service is the single biggest challenge for small and medium sized airports. A close (and unstated) second is the dependence of airport management on

airline tenants with a significant presence at an airport and the associated clout of those tenants to influence airport management decisions.

The airport allocates flights and seats based on requests from airlines, which are then weighed against the airport's ability to accommodate them within its special noise, flight and passenger restrictions.

What follows is a breakdown over the years of the Access Plan Allocations:

Plan Year	BOS action date	BOS Approved allocation	JWA Mgr's predicted passengers for plan year	Actual passengers for plan year	MAP cap allowed	Difference: Actual passengers vs. MAP cap
April-March						
2003-04	Jan 28, 2003	12,284,920 Carrier seats + 333,795 Commuter passengers	8,000,000	8,790,734	10,300,000	-1,509,266
2004-05	Jan 13, 2004	12,532,078 Carrier seats + 523,309 Commuter passengers	8,700,000 to 9,300,000	9,379,772	10,300,000	-920,228
2005-06	Feb. 8, 2005	12,771,764 Carrier seats + 488,607 Commuter passengers	9,600,000	9,605,194	10,300,000	-694,806
2006-07	Feb. 7, 2006	12,771,764 Carrier seats +500,000 Commuter passengers	10,038,690	9,765,238	10,300,000	-534,762
2007-08	Dec. 19, 2006	13,182,672 Carrier seats + 500,000 Commuter passengers	9,600,000	9,855,800	10,300,000	-444,200

<u>Plan Year</u>	<u>Board Action</u>	<u>Approved Allocation</u>	<u>Predicted</u>	<u>Actual</u>	<u>MAP Allowed</u>	<u>Difference</u>
2008-09	Jan. 15, 2008	12,872,800 Carrier seats +453,950 commuter passengers	10,028,984 approx.	8,649,514	10,300,000	-1,650,486
2009-10	Jan. 13, 2009	12,546,808 Carrier seats +468,735 commuter passengers	No forecast	8.7 MAP	10,300,000	- 1.6 MAP
2010-11	Jan. 12, 2010	11,988,350 Carrier seats + 238,746 commuter passengers	No forecast		10,300,000	
2011	1/1/11 (9 mo. Only)	8,780,754 Carrier seats + 166,460 commuter passengers	No Forecast	8.61 MAP	10,800,000	
2012	10/4/11	11,735,932 Carrier seats + 152,504 commuter passengers	No Forecast	8.858	10,800,000	-1.942 MAP
2013	10/2/12	12,208,004 Carrier seats + 123,201 commuter passengers	9.22 MAP	9.233	10,800,000	-1.577 MAP
2014	10/1/13	11,390,219 Carrier seats + 227,219 commuter passengers	9.3 MAP	9.233 Projected	10,800,000	-1.577 MAP
2015	10/7/14	12,272,022 Carrier seats + 228,428 commuter passengers	9.94 MAP		10,800,000	

Breakdown of ADDS for 2007-2013

Year	MAP	ADDS	Class A	Class E
2013	9.23	114.99	79.41	35.59
2012	8.86	113.82	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

September 2014

Airline passenger traffic at John Wayne Airport increased in September 2014 as compared to September 2013 by + 4.3%. Year to date JWA is 1.3% ahead of last year. Meanwhile all commercial operations for September were 111.25 ADDs (Average Daily Departures) vs. 114.02 ADDs for September of 2013. Foreign travel showed the biggest decline with passengers declining in September of 2014 by -45.4% and ADDs for foreign travel in September 2014 of 2.4 ADDs vs. 4.98 ADDs for September of 2013.

Airports in the Region

Long Beach

In August, Long Beach Airport saw a slight rise of 0.3% in passenger traffic over the same month last year while in September Long Beach again saw a decrease in passenger traffic versus the same period last year. Year to date through September Long Beach remains -3.8% in total passenger traffic versus the same 2013 time period. Total passengers traffic through September 2014 is 2,188,374.

LAX

Passenger traffic at LAX increased by +6.12% for the month of August 2014 versus August 2013. For the year, the airport shows an increase of +6.47% as compared to the same period for 2013.

ONT

Passenger traffic at ONT increased by +6.53% for the month of August 2014 versus August 2013. For the year, the airport shows an increase of +3.19% 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.

For those of you looking for the raw numbers for ONT for August:

Passenger totals:	2014	2013	% Change	YTD-2014	2013	% Change
Domestic	351,750	334,249	5.24 %	2,669,507	2,609,479	2.30 %
International	8,731	4,138	111.00 %	57,172	32,855	74.01 %
Total	360,481	338,387	6.53 %	2,726,679	2,642,334	3.19 %

Bob Hope

Passenger traffic at Bob Hope Airport rose for the second month in a row in August, with a 1.8% increase compared to the same month last year, according to the latest statistics. The airfield handled 342,405 passengers in August, compared to 336,361 in August 2013, according to a report released October 6 by the Burbank-Glendale-Pasadena Airport Authority. The uptick in passenger traffic follows a 1.2% hike during July compared with numbers from the same month last year. The year-to-date passenger count in August was slightly more than 2.55 million, down just 0.7% compared to the first eight months of 2013.

FAA and Industry Announce Plan To Accelerate Delivery of NextGen Benefits

On October 17, 2014, the U.S. Department of Transportation's Federal Aviation Administration (FAA) and the aviation community sent a plan to Congress to show how the FAA will accelerate the benefits of key NextGen initiatives over the next three years. The agreement is the result of several months of collaboration between the agency and the NextGen Advisory Committee, which includes officials from the airlines, airports, general aviation, pilots, labor unions and safety specialists, manufacturers, international aviation, environmentalists and the Department of Defense. For those of you who have asked the development of the RAWLZ, for departures west of Las Vegas from JWA is still underdevelopment and the last word is that it will be sometime in August 2015 before it is developed. This however could change at any time.

FAA Head- ONT/LAX Battle- Dispute Needs to be Settled Locally

On October 18, Michael Huerta, the head of the Federal Aviation Administration, said he cannot intervene in the L.A./Ontario International Airport dispute, but would like to see both sides come to a quick resolution. In what might best be termed a "vanilla" response, Huerta commented that, "...the FAA is a regulatory agency that looks at such things as managing airspace, providing a certificate to operate an airport, and ensuring facilities are safe. The ONT dispute needs to be handled by local entities", he said.