

July 2015 Update- All things Aviation:



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

JWA May and June

June showed an increase of passengers of +3.5% vs. June 2014. For the year the airport is +4.9% through June. ADDs for June were 117.25 vs. 116.22 a year ago. International for the first time in a while showed an increase of +8%. International ADDs were 4.87 vs. 4.4 in 2014. May also showed an increase of passengers of +4.9% vs. May of 2014. ADDs for May were 112.58 vs. 111.68 a year ago. International saw a slight down turn as May 2015 ADDs were 3.85 vs. 3.98 a year ago. Through June JWA has experienced 4.79 MAP. ADDs for 2015 were 111.87 vs. 111.04 for 2014.

County Monitoring of the Monitors

As previously reported, the County conducted a side-by-side noise test of the noise monitors at the airport. The side-by-side test was conducted over a three month period at noise monitors 8, 1, 2 and 3. The testing is a result of the newly installed, i.e. 2015, noise monitoring system installed by BridgeNet International, Inc. for the replacement of John Wayne Airport's aircraft noise and operations monitoring system (including field hardware and software). The old system was installed in 1997. The results of the side-by-side test have been released by the County. It was determined that "...the side-by-side comparison yielded a difference in energy average single-event noise levels for specific aircraft at each tested measurement site of 0.3 to 0.9 dB, with higher average noise levels measured on the new system...." To expand upon the foregoing, the

side-by-side testing tested the old noise monitor system against the newly installed at the exact locations and flights for both. The new noise monitor system registered higher average noise levels at each of the side-by-side tests. Put another way, "...each measurement site tested has a reported difference in energy average sound levels from the same aircraft events..." The full report will be discussed at the August 6, 2015 Aviation Committee Meeting. The results of the report were analyzed by a noise expert retained by the City.

As a result of the side-by-side testing, the County will recommend modifications to the Orange County General Aviation Noise Ordinance ("GANO"); the Access Plan as well as the JWA Settlement Agreement, which ultimately will involve the City, AWG and SPON the settling parties to the JWA Settlement Agreement.

Quarterly Noise Reports-JWA

Pursuant to the quarterly noise reports released by JWA, the ADDs for the first quarter of 2015 were 108.73 ADDs. Of the total number of ADDs, 28.41 were Class E and 80.32 were Class A, ADDs. For the previous 12 month period (4/30/2014-3/31/2015) the ADDs were 111.31 vs. 113.60 for 4/30/2013-3/31/2014.

Here is a comparison for the first quarter in 2010-2015:

First Qtr. Of Year	Operations	ADDs	MAP
2015	19,571	108.73 ¹	2.278
2014	19,567	108.71 ²	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

¹ The 108.73 ADDs can be broken down further to 80.32 Class A and 28.41 Class E flights.

² The 108.71 ADDs can be broken down further to 78.13 Class A and 30.58 Class E flights.

Class A Aircraft Single Event Noise Comparisons-Southwest Airlines 1st

Quarter 2015 at Noise Monitors 4-7.

SWest A	NMS1	NMS2	NMS3	NMS4	NMS5	NMS 6	NMS 7
<u>737</u>							
1st Qtr 2015	91.8	91.2	89.7	85.0	83.7	85.1	82.7
1st Qtr 2014	91.1	90.8	89.1	84.2	83.7	84.8	82.4
1st Qtr 2013	91.0	90.6	88.9	83.8	83.4	84.5	82.5
1st Qtr 2012	91.6	91.2	87.1	82.0	81.5	82.3	79.8
Noise Limits	101.8	101.1	100.7	94.1	94.6	96.1	93

American Airlines Comparisons First Quarter:

AA-Class A-738	NMS2	NMS3	NMS4	NMS5	NMS6	NMS7
<u>1st Qtr</u>						
2015	98.4	96.8	96.9	88.8	88.2	85.8
1 st Qtr 2014	98.2	96.9	96.4	88.6	88.4	85.7
1st Qtr. 2013	97.9	90.6	95.8	88.2	87.8	85.4
1st Qtr 2012	98.0	96.8	96.0	88.3	87.8	85.2
Noise Limits	101.8	101.1	100.7	94.1	94.6	93

Class E Aircraft Single Event Noise Comparisons-Southwest Airlines 1st Quarter 2015 at Noise Monitors 4-7.

SWest A	NMS1	NMS2	NMS3	NMS4	NMS5	NMS 6	NMS 7
<u>737</u>							
1st Qtr 2015	90.7	90.4	88.9	84.8	83.0	84.5	82.1
1st Qtr 2014	90.3	90.3	88.6	84.0	83.3	84.4	82.0
1st Qtr 2013	89.5	89.4	87.9	83.8	83.4	84.5	82.5
1st Qtr 2012	90.4	90.3	86.2	81.9	81.2	82.1	79.6
Noise Limits	93.5	93.0	89.7	86.0	86.6	86.6	86.0

Recent Complaints

There have been some recent complaints regarding departures being too far west over the Bay, and as far west as the Newport Heights area. A review of the departures after the renumbering of the Runways³, i.e., post September 18, 2014, has indicated that apparently the FAA when redesigning the CHANL and MUSEL departures may have

³ 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. For a further discussion see the September 2014 Aviation Update.

made a miscalculation which has moved aircraft farther to the west than historically has been the case. JWA is well aware of this problem and is in contact with the FAA to remedy the situation.

MetroPlex Environmental Assessment Update

FAA has extended the comment period for those interested in commenting upon the Environmental Assessment (EA) for the SoCal OAPM, to September 8, 2015. The County of Orange/ JWA is monitoring closely the EA as is the City of Newport Beach and both parties will likely lodge comments to the EA. The City and County are trying to ascertain the extent of the proposed changes to flight paths to determine their full effect upon the communities surrounding the airport. Again for those of you who have not followed the MetroPlex redesign and wish to review the EA and/or make comments you are directed to the web site⁴ at:

http://www.metroplexenvironmental.com/socal_metroplex/socal_introduction.html

On July 15, 2015, the Manager of the SoCal OAPM and a number of representatives of the FAA met with Supervisor Michelle Steel, Newport Beach Councilman Tony Petros and County staff to discuss the NextGen initiative and FAA's approach to improving the safety and efficiency of airspace in Southern California. The county has reported that the meeting was productive and believes the FAA will be open to public comments and suggestions. FAA made clear, however, that there are limits to their willingness and ability to make changes to their initial proposals due to their responsibility to comply with applicable airspace and aircraft safety standards as well as the complexity and interdependence of the region's airspace.

As I mentioned in last month's aviation update, the City is reviewing carefully the Draft EA and has retained a consulting firm with expertise in airspace design and environmental analysis to review the Draft EA for the SoCal OAPM. The City has identified additional data that is needed to fully understand and evaluate FAA's proposals and in conjunction with the County has submitted a request for that data to FAA. At this

⁴ For additional detail regarding the background of the MetroPlex see the June 2015 Aviation Update.

point, the City is hopeful to obtain the requested data, complete its review and, ultimately provide comments as necessary to the FAA.

Departures JWA

Currently as part of the Environmental Assessment released by the FAA on June 10 (see story above) there appear to be three redesigns of departures that potentially affect the City, namely: STREL 3 (Proposed PIGGN SID); CHANL2 (proposed HAYLO); MUSEL7 (proposed FINZZ); while it has been concluded by the FAA that there will be no negative impacts upon residents, the City is trying to learn specifically what changes if any may or are proposed to be made⁵.

Airports in the Region

LAX- May and June 2015

LAX saw an increase for June of +3.99% and May of 2015 with an overall passenger increase of +4.54% versus the same periods of last year. Year to date, through June, the airport passenger levels are up +4.77% for the year.

ONT- May and June 2015

ONT saw another increase overall for the months of May and June versus the same periods last year. June saw an increase of +1.52% with an increase of +3.47% in May. Overall, the airport is up +1.90% for the year.

Long Beach

Long Beach continues to suffer in the Southern California region. May saw the overall passenger numbers decrease by -13.5% for May 2015 vs. last year and -13.9% for June 2015 vs. June 2014. Through June 2015, the airport is showing an overall decrease of -11.6 % vs. 2014 with only 1.22 MAP for 2015.

⁵ One apparent change is that all three (3) proposed departures will utilize the STREL waypoint. How departures navigate to the STREL has not yet been determined. This note is being repeated from last month's update and is one of the key issues that the City is trying to determine.

Bob Hope

There was a 2.1% rise in the number of passengers traveling through the Bob Hope Airport in May compared to the same month last year, according to airport officials. Officials are cautiously optimistic about the future as the airport has seen four (4) straight months of passenger increases.

SCAG works on forecasts for 2014

The Southern California Association of Governments is developing another Regional Transportation Plan concerning commercial aviation demand in the region. The forecast predicts that LAX could have anywhere from 78.9 to 100.7 MAP by 2040. Overall, SCAG estimates that a dozen commercial airports within its six-county jurisdiction will handle between 136 million and 138 million travelers annually by 2040. While the forecast represents at least a 55% increase in air travelers since 2013, but the estimate is significantly less than the prediction of 170 million annual passengers by 2030 that the association made more than a decade ago.

The forecasts for some of the other airports in the region indicate that the Burbank Airport will have 6.3 million to 7.3 million passengers a year by 2040; Long Beach 5 million to 6.2 million; LA/Ontario International 7.2 million to 19 million; and John Wayne Airport in Orange County 9.6 million to 13.8 million. For those of you who follow this closely, the SCAG forecasts have been historically inaccurate.

Managed Capacity Subject to DOJ Investigation

As discussed numerous times in the monthly updates, the resurgence of the airline industry in the recent years has been often attributed to the concept of “managed capacity.” The foregoing term generally describes the recent actions of the airlines whereby they put more people on each departure, while reducing the number of flights by

the respective carriers. This has led to record load factors throughout the industry. Unfortunately the Department of Justice, may not view it the same way and the practice is subject to an investigation for possible collusion in the U.S. airline industry to keep ticket prices high.

Ontario/LAX Battle for Control Continues

Jurors in Ontario's civil trial against Los Angeles may hear how a drop in millions of passengers at Ontario International Airport cost the Inland city billions of dollars in economic losses – which it wants to claim as damages. Riverside County Superior Court Judge Gloria Connor Trask denied a motion by Los Angeles to block from the Aug. 17 trial an expert's testimony estimating that Ontario suffered from \$1.7 billion to nearly \$4 billion in economic harm due to ONT's reduced air service.