

## **October 2015 Update- All things Aviation:**



If you'd like additional information, please contact Newport Beach City Manager Dave Kiff at [dkiff@newportbeachca.gov](mailto:dkiff@newportbeachca.gov).

### **New Airport Director for JWA Selected**

Mr. Barry Rondinella replaces Mr. Alan Murphy, who retired in February. He has served as LAWA's director of operations since 2010. He previously served as deputy director for operations at Sacramento Airport and as airport director for Stockton Metropolitan Airport and the Santa Maria Public Airport. The Airport Director develops airport policies and has direct responsibility for business development, facilities, finance and administration, and operations and public affairs. The director also oversees airport staff and prepares annual budgets. The airport's deputy airport director for facilities, Mr. Lawrence Serafini, who did an outstanding job, served as acting director at the airport during a national search for the permanent replacement.

### *JWA –August & September*

Airline passenger traffic at John Wayne Airport continued to show a healthy gain for the months of August and September 2015. In August 2015, the Airport served 936,949 passengers, an increase of +12.2% when compared with the August 2014 passenger traffic count of 834,765. Meanwhile in September the airport served 844,385 passengers, an increase of +11.0% when compared with the September 2014 passenger traffic count of 760,536.

Commercial aircraft operations increased +8.0%, while commuter aircraft operations stayed the same when compared to August 2014 levels. Average Daily

Departures of Commercial Aircraft<sup>1</sup> (“ADD”) for August were 121.52 vs. 112.89 a year ago. International passengers again saw an increase of +32.6% for the month vs. a year ago. International also accounted for 4.24 ADDs of the total ADDs for the month of August. Year to date passenger levels overall are +6.7% ahead of last year and the airport for the first eight months is at 6.66 MAP.

Similar results occurred for the month of September, as commercial aircraft operations increased +6.6%, while commuter aircraft operations increased +6.2% compared to September 2014 levels. Average Daily Departures of commercial aircraft (“ADD”) for September were 118.55<sup>2</sup> vs. 111.25 a year ago. International passengers again saw an increase of +45.8% for the month vs. a year ago. International also accounted for +4.0 ADDs of the total ADDs for the month of September. Year to date passenger levels overall are +7.1% ahead of last year and the airport for the first nine months is at 7.5 MAP. The airport for 2015 originally projected it would serve 9.94 MAP however it now appears the 2015 MAP will be closer to 10.0 MAP. The current limitations at the airport pursuant to the JWA Settlement Agreement are 10.8 MAP.

### 2016

In addition, the Airport on October 27<sup>th</sup>, received authorization from the Board of Supervisors to allocate a total of 12,760,522 seats for 2016, which does not include an additional 82,603 commuter seats<sup>3</sup>. Historically, the number of seats allocated exceeds the 10.8 MAP limitation because Air Carrier load factors (seats filled vs. seats available) is always less than 100%. The Airport estimates that the MAP for 2016 will be approximately 10.0 MAP but it is obviously too early to predict.

### *Alaska Airlines Offers Nonstop service to Mexican Destinations*

Travelers can now fly on Alaska Airlines between Orange County and Los Cabos, Mexico, and Puerto Vallarta, Mexico. The flights are year-round and will be operated four-times a week to/from Los Cabos and three-times a week to/from Puerto Vallarta.

---

<sup>1</sup> This includes both commercial and commuter operations.

<sup>2</sup> This includes both commercial and commuter operations.

<sup>3</sup> For those who follow this closely in 2015 the airport was authorized 12,272,022 Carrier seats + 228,428 commuter passengers.

*Second Quarter Noise Reports-2015*

Pursuant to the quarterly noise reports released by JWA, the ADDs for the second quarter of 2015 were 114.97 ADDs. Of the total number of ADDs, 31.93 were Class E and 83.04 were Class A, ADDs. For the previous 12 month period (07/01/14-06/30/15) the ADDs were 111.72 vs. 112.41 for 07/01/13-06/30/14.

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

<u>2<sup>nd</sup> Qtr. Of Year</u>	<u>ADDs</u>	<u>Class A</u>	<u>Class E</u>	<u>YTD MAP</u>
2015	114.97	83.04	31.93	4.79
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 2<sup>nd</sup> Quarter 2012-2015 at Noise Monitors 4-7. (7377)**

<u>SWest</u>	<u>NMS4</u>	<u>NMS5</u>	<u>NMS6</u>	<u>NMS7</u>
2012	83.3	82.8	84.0	81.3
2013	84.3	83.8	85.1	82.3
2014	84.4	83.9	85.1	83.1
2015	85.2	84.1	85.4	83.1
<b>Noise Limits:</b>	<b>94.1</b>	<b>94.6</b>	<b>96.1</b>	<b>93.0</b>

*American Airlines*

<b>AA-Class A-738</b>	NMS4	NMS5	NMS6	NMS7
2 <sup>nd</sup> Qtr				
2011	88.3	87.8	88.8	85.3
2 <sup>nd</sup> Qtr 2012	88.8	88.2	89.3	85.9
2 <sup>nd</sup> Qtr 2013	88.5	88.3	89.2	85.8
2 <sup>nd</sup> Qtr 2014	88.8	88.5	89.4	86.1
2 <sup>nd</sup> Qtr 2015	89.0	88.4	89.3	86.3
<b>Noise Limits</b>	<b>94.1</b>	<b>94.6</b>	<b>96.1</b>	<b>93.0</b>

Of interest in the quarterly report, the number of noise complaints from both Irvine and Costa Mesa, were on the rise.

*General Aviation ADDS- JWA*

Due to requests to provide a breakdown of the ADDs for general aviation jets, the numbers for the period second quarters of April 1, 2014- June 30, 2014 and April 1, 2015- June 30, 2015, are provided as follows:

Period	ADDs Commercial A&E	ADDsGen Jets	Total ADDs
4/1/14- 6/30/14	113.35 ADDs	35.60 ADDs	148.95 ADDs
4/1/15-6/30/15	114.97 ADDs	38.29 ADDs	153.26 ADDs

*Recent Complaints- Follow-Up*

In response to the recent complaints regarding departures being too far west over the Bay, after the renumbering of the Runways<sup>4</sup>, i.e., post September 18, 2014, the FAA has advised JWA that they have completed an initial fix as of September 17, 2015. The City and the County are monitoring closely the changes and are currently obtaining more detailed information to analyze fully the current departure tracks. However one particular issue which continues to arise is the belief by some people that the TOING

---

<sup>4</sup> 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.

waypoint (Noise Monitor Seven, located at the Dunes) is a waypoint for the current CHANNEL and MUSEL departures. That is not the case<sup>5</sup>. The TOING is currently a fly over waypoint for the STREL departure only. In addition, the foregoing problem encountered after the renumbering of the runways, is separate and apart from the current MetroPlex project, which is the redesign of airspace in Southern California.

### *Monitoring JWA*

Previously the City has advised residents that are interested in monitoring arrivals and departures at JWA, that the JWA website is available. Because of continuing questions regarding operations at JWA, again residents are reminded that a very thorough monitoring site is contained on the JWA Airport Site at: <http://www.ocair.com/>

### *MetroPlex Environmental Assessment Update- Now What?*

As most of you are aware, the comment period on the Environmental Assessment (EA) for the Southern California MetroPlex project closed on October 8, 2015. Many of you have asked about what the next step may be by the Federal Aviation Administration, now that the comment period has closed. The answer is that it depends. A brief review of other MetroPlexes around the country, from Northern California to Washington, D.C. and places in between, shows that the FAA has responded to comments in a variety of ways. In some instances there has been no further action while in other instances; merely topical responses to comments and in others detailed responses. In the meantime the FAA issues its final EA and a Finding of No Significant Impact (“FONSI”). Moreover, the normal

---

<sup>5</sup> The FAA MetroPlex however does result in the three new procedures, FINZZ, HAYLO, and PIGGN (which replace MUSEL, CHANNEL and STREL respectively), overflying the TOING waypoint (even though TOING is not used in the procedures) and then on to the STREL waypoint on a consistent true course. It is this procedure which also drew extensive comments from the City and County on the EA for the MetroPlex.

response time of the FAA has been anywhere from 90-120 days after the closing of the comment period but in other instances it has been even longer. There is no established pattern by the FAA. Unfortunately at this juncture it is wait and see. The City will provide an update as information becomes available. Both the City and the County have filed extensive comments and will be monitoring the response, if any by the FAA. Unfortunately, there is no statutory mandate regarding how long the FAA has to respond to comments on the Draft EA and there is no way to "force" the FAA to respond to the comments the City submitted on the EA on a timely basis or, for that matter, at all. The FAA is governed by its own order, and it does not mandate responses to comments in the context of an EA. The Final EA, however, must address "substantive public concerns" noted during the public review process.

### **Airports in the Region**

#### *LAX- August & September 2015*

LAX saw an increase in August of +5.83% in overall passengers versus the same period last year, with passenger volume reaching 7,109,136 for the month. In addition, for September, the airport saw an increase of 8.14% over the same period last year. Year to date, through September, the airport passenger levels are up +4.98% for the year, with total passenger volume of 56,159,823.

#### *ONT- August & September 2015*

Passenger traffic at Ontario International Airport continues to improve. Traffic rose +2.26% in August over the same period last year. The big difference appears to be new flights to Mexico that weren't being offered in 2014. Through August, domestic passengers dropped for the third month in a row. The Inland airport saw 17,549 passengers for flights to Guadalajara and Mexico City offered by AeroMexico and Volaris in August, compared to 8,731 for the same month in 2014, an increase of 101%. AeroMexico began offering direct flights to Mexico City from ONT in April in addition to its flights to Guadalajara. Volaris also added more flight service to Guadalajara during

the summer months. Meanwhile for September the airport continued to show improvement as passenger levels both domestic and international were up +1.64% for September versus the same period last year. For the year the airport passenger levels are +1.86% for the first nine months of the year.

### *Long Beach*

Long Beach continues to struggle. August and September again showed a decline in passengers served. In August there was a decrease of -17.4 % for total passenger traffic over the same month last year. In September the decline was -5.4% \_For the year, Long Beach shows an overall decrease of -12.7% in total passenger traffic versus the same nine month period in 2014.

### *Bob Hope*

Bob Hope Airport showed a slight decline of -.09% for the month of August 2015 vs. the same period last year. The airport is still showing an overall gain of +2.08% for the year.