

February 2016 Update- All things Aviation:



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

City Council Supports Golf Course

Following upon the heels of purchasing the current lease of the Newport Beach Golf Course, located on Irvine Avenue, south of the airport, the new owners in an apparent attempt to make major improvements at the course have approached the county about extending the lease past its current expiration date of December 31, 2020. Accordingly the Newport City Council on February 23 further supported the efforts of the new owners and authorized a letter from Mayor Dixon to the Orange County Board of Supervisors in support of a potential lease extension. The Airport Working Group and AirFair also sent correspondence in support of the idea.

Southwest Airlines-Long Beach

With room to grow, Long Beach Airport has offered Southwest Airlines an opportunity to begin operations later this year, starting with four daily flights. Long Beach also offered JetBlue Airways three daily slots and Delta Air Lines two slots, according to city officials. JetBlue, Delta and American Airlines already fly out of Long Beach but Southwest does not¹. The flight slots became available when recent noise studies² confirmed that Long Beach Airport could add nine daily flights without violating the city's strict noise ordinance. It remains to be seen if this will all pass but it is some

¹ Southwest has approximately 45% of the JWA market.

² See discussion in January 2016 City Aviation update.

indication that Long Beach will see some growth in the coming year.

Long Beach Airport covers an area of 1,166 acres and has five asphalt-paved runways, of varying lengths as follows: 10,003 by 200 feet; 6,191 by 150 feet; 5,421 by 150 feet; 3,330 by 75 feet; 4,470 by 75 feet. JWA, by comparison, sits on approximately 500 acres and has two commercial runways of 5701 by 150 feet and 2887 by 75 feet.

All Commercial Carriers at JWA Fly a Noise Abatement Departure Procedure

Recently there has been a great deal of communication, and questions generated regarding departures at John Wayne Airport. Accordingly in a continuing effort to remedy any misunderstandings, the issue of departures at the airport will again be addressed.

Initially, all commercial carriers fly a noise abatement departure procedure at JWA. The commercial carriers must only meet the noise thresholds of the respective noise monitors. What has confused the matter is the discussion regarding the so called “Close In and Distant Departure” Procedures. Prior to the historic 1985 JWA Settlement Agreement, there was a Noise Ordinance/Curfew in effect at the airport. The Settlement Agreement has successfully continued the same essential Noise Ordinance and Curfew. However in approximately 1990 the FAA implemented a change to the departure procedure at JWA. Prior to then there was allowed a so called “noise cutback” at 500 feet. This was however modified by the FAA pursuant to its Advisory Circular 91-53A. Testing was conducted at JWA and resulted in development of the FAA Advisory Circular 91-53A, *Noise Abatement Departure Profiles*. (NADP). The Circular describes acceptable criteria for safe NADP and which can be utilized at JWA, given the noise constraints as a result of the seven (7) noise monitors. However the procedures described in the Circular are not the only means, of establishing acceptable departure profiles. (Emphasis added)

Close in and Distant Departure procedures

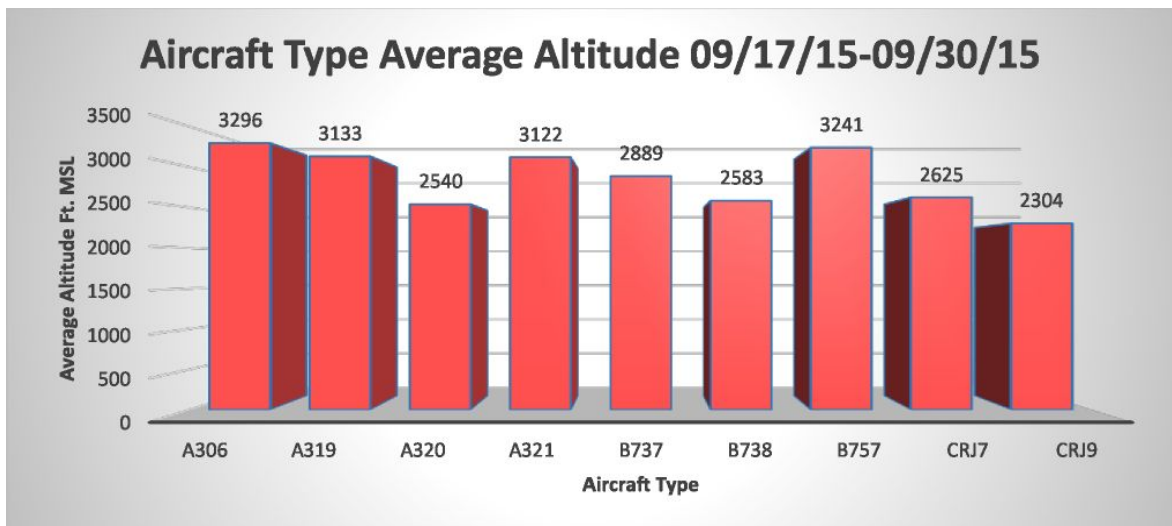
The main difference between the two procedures is the point of power reduction and flap retraction. The *Close In procedure* calls for thrust reduction followed by flap retraction *allowing for an initial faster climb in close proximity to the runway*

environment. The *Distant procedure* calls for flap reduction followed by thrust reduction. *Aircraft are lower in the initial portion of the procedure, but are higher in the distant portion of the procedure as compared to aircraft using the Close In procedure.* Again it must be noted that the FAA Circular provides general guidance for these two procedures. Ultimately, airlines develop their own procedures according to their operations specifications for each individual aircraft. Moreover all of the airlines use a procedure tailored to their individual aircraft type. In addition, Aircraft performance is another factor pertaining to noise. The climb rate and flight profile of departing aircraft will vary considerably based on aircraft type. (*Emphasis added*)

All carriers implement a Noise Abatement Departure Procedure at the airport so as to comply with the limitations of the departure noise monitors, whether close-in; distant or other. The carriers are only required to comply with the maximum permitted noise limits. How the carriers operate their aircraft to meet the limits is up to them and the FAA.

Altitudes

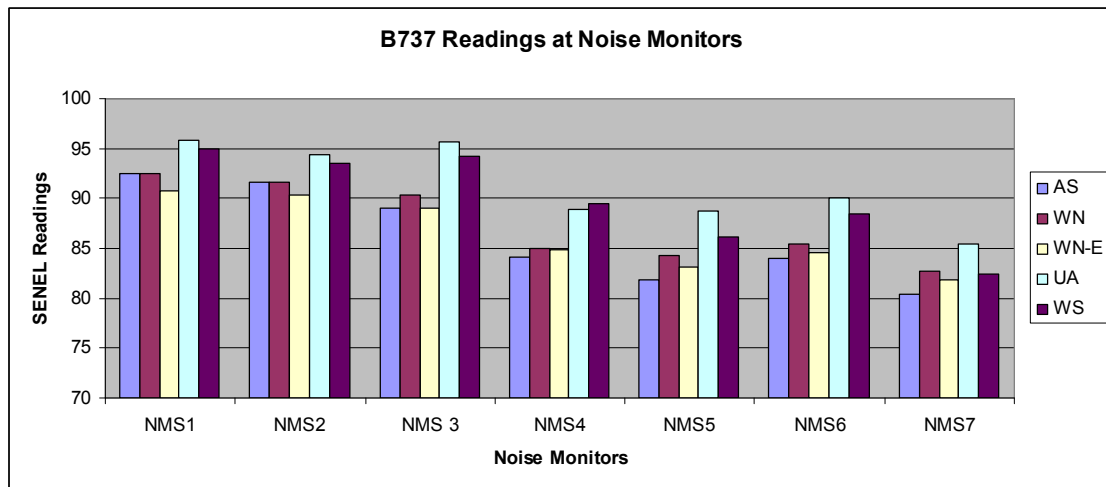
Below is a breakdown by aircraft type only of altitudes at Balboa Island for a two week period:



What follows is a breakdown of the average SENEL readings of various aircraft types during the 3rd Quarter of 2015 at the departure noise monitors.

Average SENEL Readings of All 737s 3rd Qtr. 2015

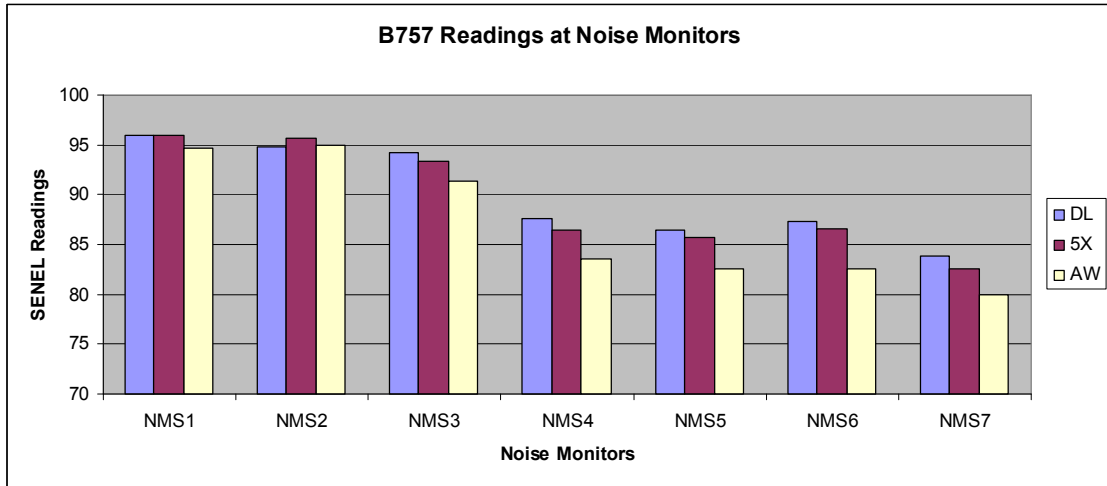
	NMS1	NMS2	NMS 3	NMS4	NMS5	NMS6	NMS7
AS ³	92.5	91.7	89	84.2	81.8	84	80.4
WN	92.5	91.7	90.4	85	84.3	85.5	82.7
WN-E	90.8	90.4	89.1	84.8	83.1	84.6	81.8
UA	95.8	94.4	95.7	88.9	88.8	90	85.4
WS	94.9	93.5	94.3	89.5	86.1	88.4	82.4



³ Here is the abbreviations for each of the carriers as well: 5x-UPS; AA-American; AS-Alaska; AW-US Airways; DL-Delta; F9- Frontier; FM-FedEx; SC-Sky West Commercial; SK-Sky West Commuter; UA-United; WN- Southwest; WS-West Jet

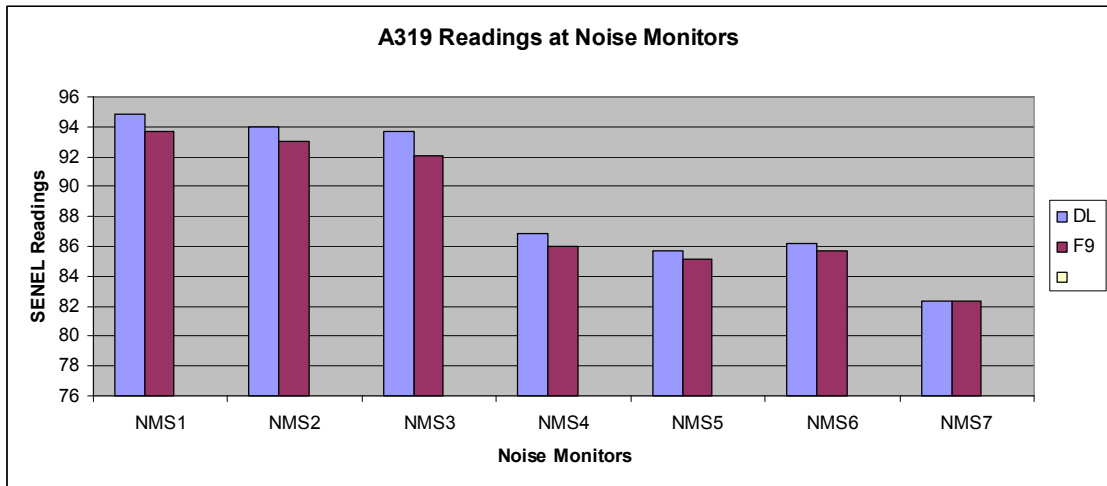
Average SENEL Readings 757s 3rd Qtr. 2015

	NMS1	NMS2	NMS3	NMS4	NMS5	NMS6	NMS7
DL	95.9	94.8	94.3	87.6	86.5	87.3	83.9
5X	96	95.7	93.4	86.4	85.7	86.6	82.6
AW	94.7	94.9	91.3	83.5	82.6	82.6	80



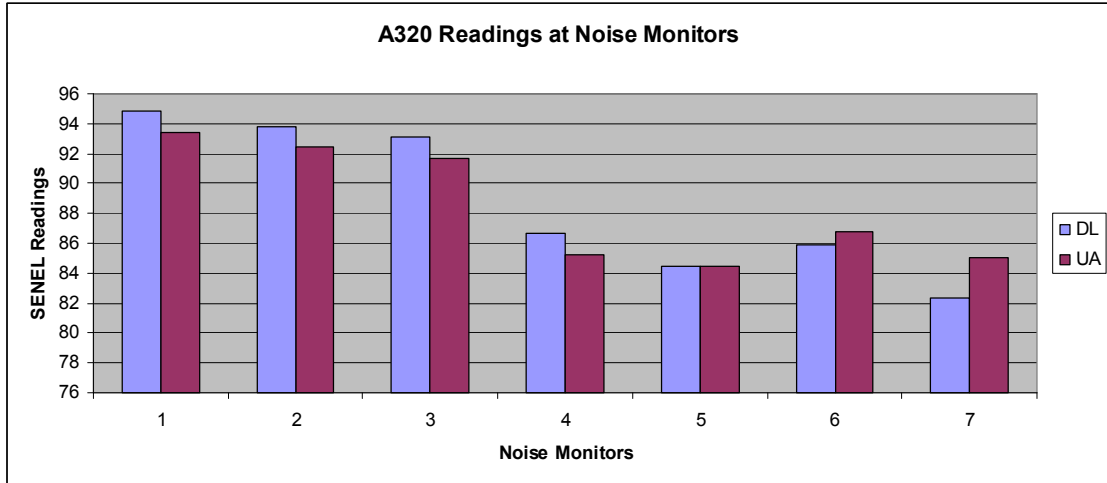
Average SENEL Readings A319 3rd Qtr. 2015

	NMS1	NMS2	NMS3	NMS4	NMS5	NMS6	NMS7
DL	94.8	94	93.7	86.9	85.7	86.2	82.3
F9	93.7	93	92.1	86	85.1	85.7	82.3

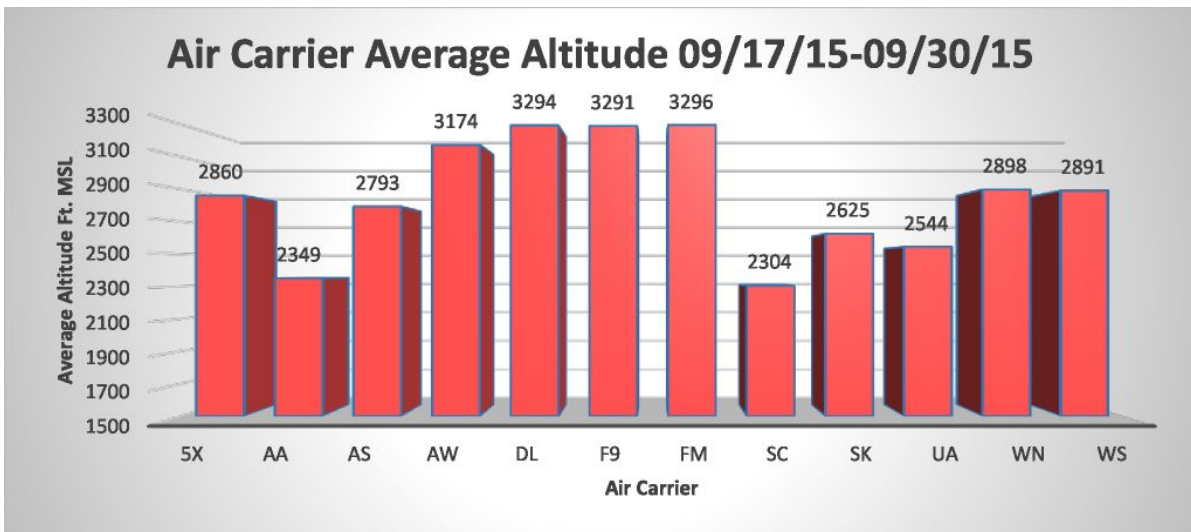


Average SENEL Readings A320s 3rd Qtr. 2015

DL	94.8	93.8	93.1	86.7	84.5	85.9	82.3
UA	93.4	92.4	91.7	85.2	84.5	86.8	85



Below is a breakdown of the average altitude of the carriers only for a two week period as they passed over Balboa Island⁴:



5x-UPS; AA-American; AS-Alaska; AW-US Airways; DL-Delta; F9- Frontier; FM-FedEx; SC-Sky West Commercial; SK-Sky West Commuter; UA-United; WN- Southwest; WS-West Jet

⁴ More detailed analysis of altitudes is forthcoming.

New Airline Data-JWA Released

Anyone who has flown recently can appreciate the data reported by the FAA that the domestic load factors for November 2015 were 84.18%. Load factor is a measure of the use of aircraft capacity that compares the system use, measured in Revenue Passenger-Miles (RPMs) as a proportion of system capacity, measured in Available Seat-Miles (ASMs). At JWA, the Domestic load factors for November 2015 were 86.41%.

Traffic results for **JWA** for the period of 12-1/2014-11/30/2015 show:

Carrier	Passengers⁵	Share
Southwest	4,198	44.94%
American	1,409	15.10%
United	1,299	13.64%
Alaska	922	9.70%
Delta	756	7.92%
Other	864	8.71%

Airports in the Region

LAX and ONT

LAX passenger figures for January 2016 showed an overall increase by +9.59% for both domestic and international passengers, while ONT showed a very slight decline of -.30% for January.

Airspace Management Committee

On February 25, Senators Flake and McCain of Arizona introduced a bill to establish an airspace management advisory committee. The bill if passed would authorize the FAA Administrator to establish an advisory committee to review and provide comments on proposed changes before any such proposal is made available for public comment and before any such proposal is implemented, in regulations, policies, or guidance of the Federal Aviation Administration relating to airspace that affects airport operations,

⁵ Based on enplaned passengers(000) both arriving and departing.

airport capacity, the environment, or communities in the vicinity of airports. The membership of the committee would include representatives of air carriers, airports of various sizes and types, and State aviation officials.

C02 Emissions

An eagerly awaited aircraft CO₂ emissions standard made further and important headway recently at the United Nation's International Civil Aviation Organization (ICAO). The new environmental measure was unanimously recommended by the 170 international experts on ICAO's Committee on Aviation Environmental Protection (CAEP), paving the way for its ultimate adoption by the UN agency's 36-State Governing Council. "It is particularly encouraging that the CAEP's recommendation today responds so directly to the aircraft technology improvements which States have forged consensus on at recent ICAO Assemblies," highlighted Olumuyiwa Benard Aliu, President of the ICAO Council. "Every step taken in support of ICAO's full basket of measures for environmental improvement is an important one, and I am sure the Council will be deeply appreciative of the this latest CAEP achievement." However, it remains to be seen if the environmental measure will be successfully implemented.

Look at Airlines

The last time Congress convened a panel to look into competition and antitrust issues in the airline industry, carriers TWA, Northwest Airlines and America West were still operating but that was more than 20 years ago, and a coalition of travel organizations thinks it's about time for another review, especially because mergers and bankruptcies have put control of more than 70% of domestic travel in the U.S. in the hands of four major carriers." The time has come to reexamine the state of competition in the U.S. domestic and international air travel marketplace," says a letter to four key members of Congress from a coalition that represents online travel agents, hotel operators and airport managers, among others.

The group complains that fliers have fewer choices at some hub airports and service has been cut to many smaller airports. Delta Air Lines, for example, carries about

74% of all passengers out of Hartsfield-Jackson Atlanta International Airport and Southwest Airlines flies 95% of passengers out of Chicago Midway International Airport, federal data show.