

## March 2016 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).

### *JWA- Traffic Figures*

January 2016 saw a passenger increase of +10.3% over January 2015, international traffic for January showing an increase of +81.1%% versus the same period last year. Meanwhile the ADDs for January 2016 were 117.13 versus 106.05 for January 2015. International ADDs for the month of January were 5.13 versus 3.03 ADDs for January 2015.

### *Alaska Airlines Extends Nonstop Service*

On March 16, Alaska Airlines' launched new nonstop service between Orange County and Reno/Tahoe and Santa Rosa/Sonoma. Horizon Air, a subsidiary of Alaska Airlines, will be operating one flight a day to both Reno/Tahoe and Santa Rosa/Sonoma.

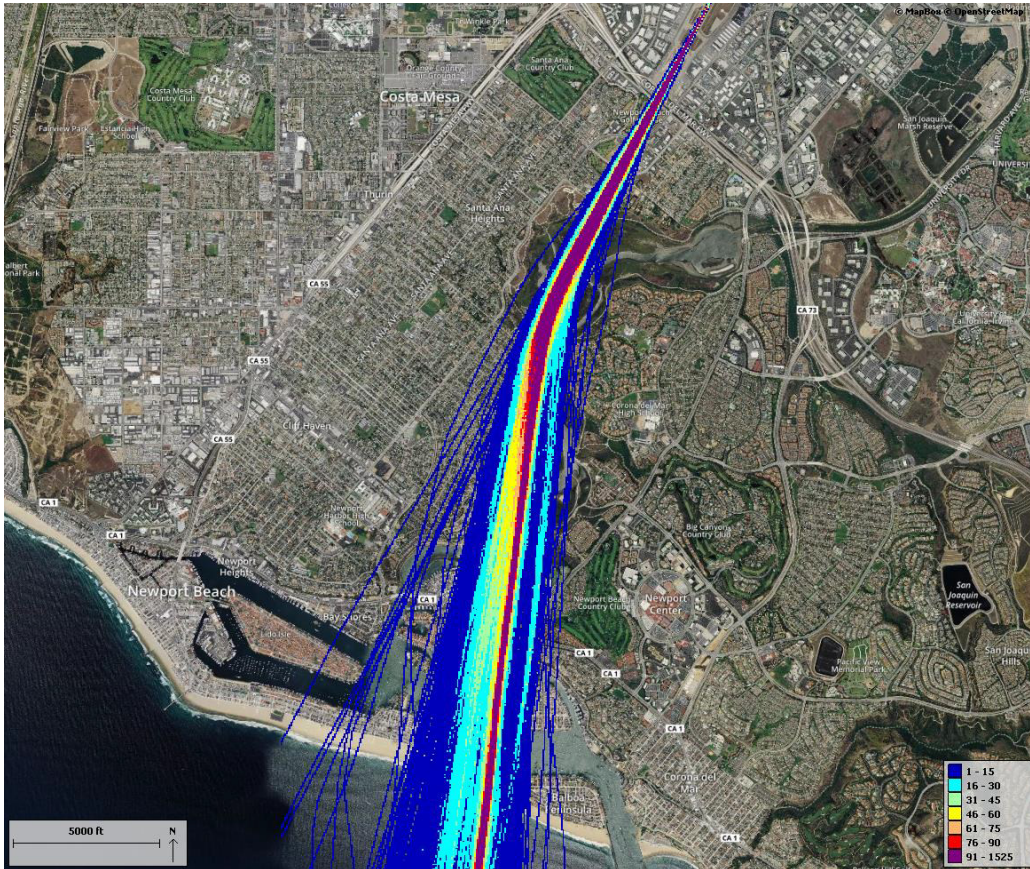
### *MagVr*

Below is a summary assessment of the flight tracks and feedback from FAA and the carriers regarding the Magnetic Variance (MagVr) issue, encountered when the runways at JWA were so called re-aligned from heading of 194 to 196. In addition you will find a detailed breakdown for Pre and Post MagVr flights for 2 week periods in 2014 and 2016 for comparison of the two:

- The lateral track dispersion to the left (west) of "0" on the scatter plots are fairly consistent – although there are a few outliers to the right (east) by commuter aircraft;

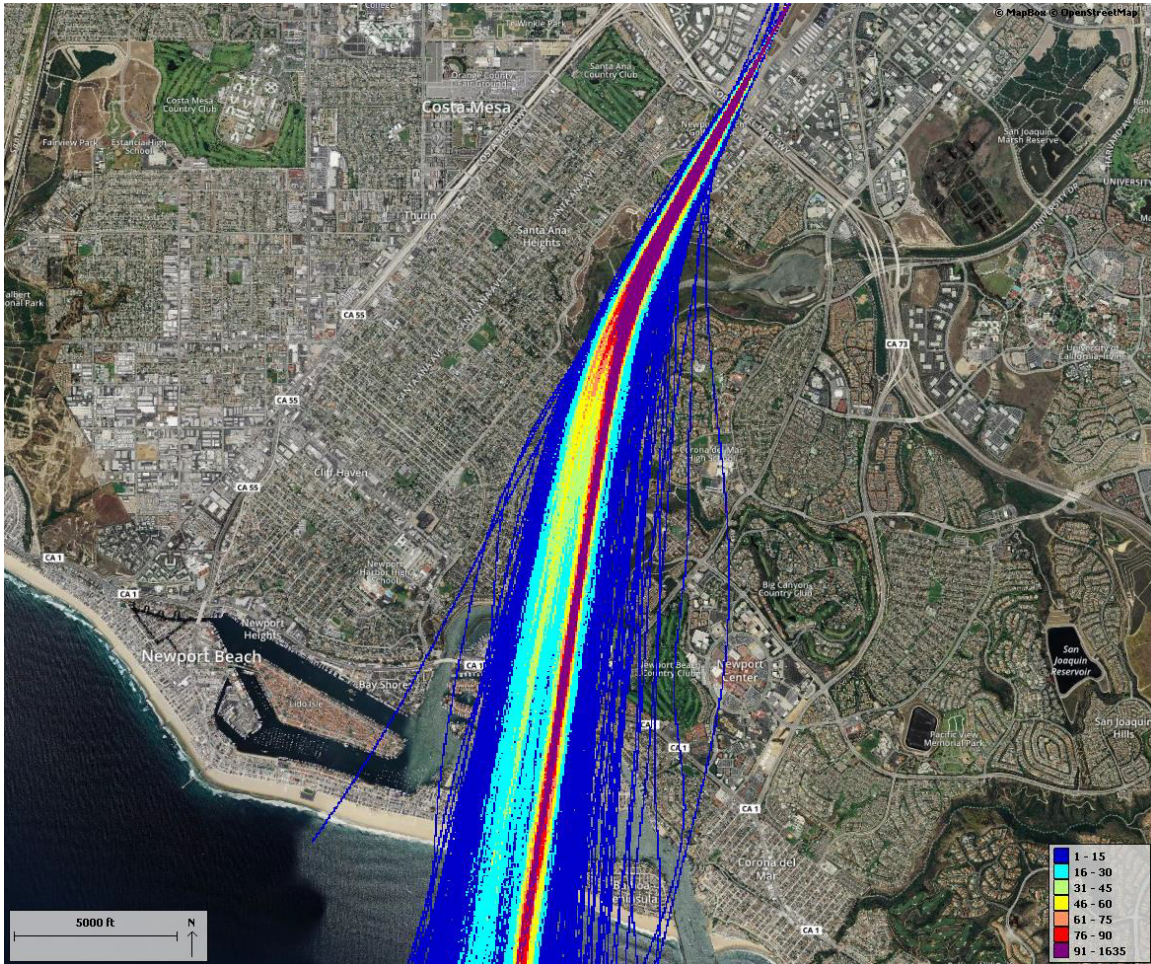
- The color coding showing track density in the two-dimensional maps in similar locations; The altitudes for the Musel and Channel departures (those generally to the left (west) of “0”) appear a bit lower when compared to the 2014 period, which is being analyzed separately;
- FAA recently stated that there are no further lateral adjustments to be made to the Musel and Channel procedures – both are within tolerances for conventional SIDs;
- FAA and the carriers that responded believe the only improvement for more accurate lateral tracks would be to convert these two conventional SIDs to RNAV; and
- Finally, it’s important to note that further attempts to adjust the lateral tracks could have unintended consequences.

**John Wayne Airport**  
 Air Carrier Departures from 03/12/2014 to 03/25/2014  
 1,523 Tracks | Track Density





John Wayne Airport  
Air Carrier Departures from 03/12/2016 to 03/25/2016  
1,635 Tracks | Track Density



Departure Procedures

As a result of discussions at a recent Aviation Committee meeting on whether or not air carriers at JWA are using a Noise Abatement Departure Procedure, Airport staff requested updated responses from each incumbent carrier. The results are as noted on the next page. Many of the carriers did not provide specifics as to detail and were reluctant about the information becoming public.

| <b>John Wayne Airport Departure Procedures</b> |              |                         |                        |                 |
|--|--------------|-------------------------|------------------------|-----------------|
| <b>Air Carrier</b>                             |              | <b>NADP1 - Close In</b> | <b>NADP2 - Distant</b> | <b>Standard</b> |
| <b>Alaska</b>                                  |              |                         |                        |                 |
|  | B734/737/738 |                         | X                      |                 |
| <b>American</b>                                |              |                         |                        |                 |
|  | A319/320/321 | X                       |                        |                 |
|  | B738         |                         | X                      |                 |
|  | B752         | X                       |                        |                 |
| <b>Compass</b>                                 |              |                         |                        |                 |
|  | E175         | X                       |                        |                 |
| <b>Delta</b>                                   |              |                         |                        |                 |
|  | A319/320     | X                       |                        |                 |
|  | B737/738     | X                       |                        |                 |
|  | B752         | X                       |                        |                 |
| <b>FedEx</b>                                   |              |                         |                        |                 |
|  | A306         | X                       |                        |                 |
| <b>Frontier</b>                                |              |                         |                        |                 |
|  | A319/320/321 | X                       |                        |                 |
| <b>Horizon</b>                                 |              |                         |                        |                 |
|  | DH8 (Q400)   |                         |                        | X               |
| <b>SkyWest</b>                                 |              |                         |                        |                 |
|  | CRJ7/9       | X                       |                        |                 |
|  | E175         | X                       |                        |                 |
| <b>Southwest</b>                               |              |                         |                        |                 |
|  | B737/738     | X                       |                        |                 |
| <b>United</b>                                  |              |                         |                        |                 |
|  | A319/320     |                         | X                      |                 |
|  | B737/738     |                         | X                      |                 |
| <b>UPS</b>                                     |              |                         |                        |                 |
|  | A306         | X                       |                        |                 |
|  | B752         |                         | X                      |                 |
| <b>WestJet</b>                                 |              |                         |                        |                 |
|  | B737         |                         | X                      |                 |

## **MetroPlex**

It appears there may be another change in the works regarding the redesign of departures at JWA. The FAA announced that the earliest changes may now arrive in January 2017, as opposed to November 2016 for the PIGGN departure, now known as the STREL and April 2017 for the FINZZ, now known as the MUSEL. No Specific mention has been made of the HAYLO, now known as the CHANNEL departure. The City is trying to obtain additional information.

## **Airports in the Region**

### *LAX and ONT*

LAX passenger figures for February 2016 showed an overall increase by +8.91% and +9.43% YTD versus the same time periods last year for both domestic and international passengers, while ONT showed an increase for February of +5.67 % and +2.58% for the year over 2015.

### **Long Beach**

Long Beach showed an increase of passenger traffic for February of +9.5% and is +4.6% ahead of 2015 for the first two months of 2016. If Southwest, as anticipated comes into the market later in the year, Jet Blue the principal carrier at the airport may have some additional competition.

### *Airspace Management Committee*

As follow up on the bill introduced by Senators Flake and McCain of Arizona concerning an airspace management advisory committee, on March 16, 2016, the U.S. Senate Committee on Commerce, Science and Transportation passed the FAA reauthorization bill, which includes language requested by Senators McCain and Flake to address past flight-path changes and improve community participation before future changes are made.

*Palo Alto Flexes Some Muscle*

In February the Palo Alto City Council approved \$237,500 study to gather data about airplane noise, in order to respond to FAA's initiative to change airplane routes. Thereafter, the FAA in reacting to pressure from Palo Alto, and surrounding cities agreed in March to form a new committee aimed at giving critics a louder voice in future negotiations over plane routes and flight altitudes.