

## MAY 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).

### **City Council Addresses Air Quality**

On May 10, 2016, the Newport Beach City Council addressed the FAA's NextGen efforts, the U.S. EPA's rulemaking on greenhouse gas emissions from aircraft, and discussed concepts that would have the City embark on additional studies involving aircraft emissions. Regarding the latter, the first step will be make some inquires to UCI about future studies. The staff report as well as the minutes and action by the City Council may be accessed on the City's website at:

<http://www.newportbeachca.gov/government/open-government/agendas-minutes>

For those of you who would like to investigate the air quality issue on your own, you may access a very comprehensive report on air quality, including an health risk assessment associated with John Wayne Airport by accessing the 2014 Appendix D, Air Quality Technical Report, all 910 pages at:

<http://www.ocair.com/communityrelations/settlementagreement/docs/DEIR617/Appendices/AppendixD-Air-Quality-Technical-Report.pdf>

### *Comments Regarding the Access Plan at JWA*

Recently concern was raised about the operation of Sky West Airlines at JWA. On May 24, JWA requested that the Board of Supervisors (Board) approve an Airline Operating License with SkyWest Airlines, Inc. The history of this began on October 27, 2015, when the Board authorized the Airport Director to allocate operating capacity to

SkyWest Airlines, Inc. (SkyWest). SkyWest already has Operating Licenses to provide commercial and commuter services for Delta Airlines, Inc. and commuter services for United Airlines. (SkyWest's license for *both* commercial and commuter however was specific to Delta only.) SkyWest has expanded its operations to include commercial services for Alaska Airlines, Inc. and United Airlines, Inc. providing regularly scheduled service to San Jose, California for Alaska Airlines, Inc. and San Francisco, California for United Airlines, Inc. As a Licensee, SkyWest would operate from the Alaska Airlines and United Airlines leaseholds. However, the commercial license of Delta was as stated above specific to Delta and that is what prompted the questions and concerns about SkyWest's operations and the ultimate action of the Board of Supervisors.

Part of what prompted this action by the Board was the fact that JWA became aware that Skywest's operating license was *specific* to their relationship to Delta after it was serving United Airline, therefore the airport asked County Counsel whether JWA could administratively amend the license to include United and Alaska and Counsel said they needed to go to the Board for a formal amendment, and so JWA did just that. It was agendized for action on May 24 and the request was approved by the Board. The action of the Board streamlined administration of SkyWest's Operating License by combining all of SkyWest's commercial operations under one license that can be amended to authorize SkyWest's provision of similar services to other Air Carriers at JWA when requested.

In addition, on a somewhat related matter with respect to the Access Plan the Airport has asked the carriers to review the affiliate language in the Access Plan based on changes in the airline industry. As the county has done in the past, they have notified all of their carriers that they've had a request to review specific language in the Access Plan and asked them for comments on specific questions. The county will review whatever comments they receive, determine whether to process changes to the Access Plan and if they think changes to the Access Plan are warranted, they'll recommend them to the Board.

## *4<sup>th</sup> Quarter 2015 Noise Report*

Recently comments were made in the community about the 4<sup>th</sup> Quarter 2015 JWA Noise Report and the readings of the Noise Monitors. If you don't recall, the noise limits as recorded by the new state of the art noise monitor system were up-dated and the 4<sup>th</sup> Quarter of 2015 is the first quarter to reflect the system's changes. The new noise monitor system was more sensitive, for a variety of reasons, which gave rise to higher readings despite being exposed to the same noise levels. Accordingly the changes were made. The increases did not represent an increase in the noise levels but rather the increases in the noise limits were necessary to account for new microphones that were more sensitive.

Moreover and most importantly the failure to amend the noise limits to reflect changes in the measurement capability of the equipment might have been viewed as an attempt to make JWA's noise limits more restrictive which would have potentially jeopardized JWA's grandfathered status under ANCA<sup>1</sup>. Similar parity adjustments were made — for the same reasons — in the late 1990's when the old noise monitoring system was installed.<sup>2</sup>

As soon as the City became aware of the questions that were raised by some of the people in the community about the quarterly report, the airport was contacted about the questions raised. The airport conducted a full review in house as well as with their acoustical consultant of the noise readings and confirmed that they continue to stand by the changes that were made and reported back to the people who had questions. The airport will continue to address these issues as they arise. It is further suggested that in the future people should be aware that the airport staff is available to discuss any

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<sup>1</sup> Airport Noise and Capacity Act of 1990, which established process for establishing airport use restrictions. Airports with use restrictions, such as those at JWA, in place prior to 1990 were allowed to remain. However, if an existing restriction would be modified to be more restrictive, the processes established through ANCA would need to be followed and possibly result in the restriction being removed. (See also Paragraph 6 of the 10<sup>th</sup> Amendment to the JWA Settlement Agreement)

<sup>2</sup> In addition other changes as a result of FAA mandates regarding departure procedures were also made. Between 1985 and 2002, the County, City, SPON and AWG each collectively agreed, on seven separate occasions, to amend the 1985 Settlement Agreement. These amendments responded, among other things, to: (a) a new FAA Advisory Circular (AC 91-53A) that established specific criteria for close-in and distant noise abatement departure procedures; (b) changes in the location and/ or type of equipment used to monitor commercial air carrier noise levels on departure; (c) air cargo carrier requests for access; and (d) changes in passenger, facility and baggage security requirements brought about by the events of September 11, 2001.

questions or concerns people in the community may have regarding JWA’s noise monitoring system and the enforcement of the Access Plan and Settlement Agreement. People are encouraged to discuss these types of questions directly with JWA Access and Noise staff. The airport again underscored that they are committed to ensuring that the airport community have a full and objective understanding of operations at the airport and are willing to work with the community to achieve that goal.

Please contact JWA Access and Noise Office at 949.252.5185 or [noiseinfo@ocair.com](mailto:noiseinfo@ocair.com) for questions or concerns you may have regarding JWA’s noise monitoring system and/or our enforcement of the Access Plan and Settlement Agreement. People are further advised that the next Quarterly Noise Meeting is currently scheduled for June 8, 2016 at 2:00 PM at 3160 Airway Avenue, Costa Mesa, CA.

***Airport Releases Annual Report and Passenger Survey***

John Wayne Airport has released its 2015 annual report for the airport as well as the results of its 2015 annual passenger survey. The reports can be accessed at: <http://www.ocair.com/annualreport/2015/index.html> for the annual report and <http://www.ocair.com/reportspublications/PassengerSurvey/2015JWAPassengerSurvey.pdf> for the complete survey results.

***Carrier Share JWA***

Carrier Share of Passengers March 2015- February 2016

<b>Carrier</b>	<b>Passengers</b>	<b>Share</b>
<b>Southwest</b>	4,491*	46.27%
<b>American</b>	1,502	15.47%
<b>United</b>	1,292	13.31%
<b>Alaska</b>	948	9.76%
<b>Delta</b>	752	7.75%
<b>Other</b>	722	7.43%

\*Based on enplaned passengers (000) both arriving and departing.. Load factors for February 2016 at JWA were 82.54.

### *Altitudes*

Some of you have asked how the altitude data presented in April update was obtained. The data that JWA received was a combination of PASSUR, Airport Surface Detection Equipment (ASDE-X), and Automatic Dependent Surveillance-Broadcast (ADS-B) through B&K / BridgeNet. Then, 24 hours after the airport received the initial data, they also received FAA National Offload Program (NOP) data that is acquired through various FAA air surveillance systems.

### *Mobile App*

For those of you who just can't get enough airport information, can download the Flight Aware App for your phone and or ipad. It presents up the minute information on aircraft departing and arriving at JWA.

### *MetroPlex*

While there is no guarantee, it is now believed that action in one form or another will occur regarding the MetroPlex project undertaken by the FAA in late summer of this year.

### *JWA- Traffic Figures-April*

April 2016 saw a passenger increase of +7.9% over April 2015. Year to date the airport with 3.4 MAP is +9.7% ahead of last year. International traffic for April showed an increase of +76.5% versus the same period last year. Meanwhile the ADDs for April 2016 were 124.65 versus 115.17 for April 2015. International ADDs for the month of April were 6.03 versus 3.83 ADDs for April 2015.

The top three airlines in April 2016 based on passenger count were Southwest Airlines (435,261), American Airlines (134,728) and United Airlines (105,081).

## **Airports in the Region**

### *LAX and ONT*

LAX passenger figures for April 2016 showed an overall increase by +6.19% and +7.63% for the first four months of the year of the year versus the same time periods last year for both domestic and international passengers, while ONT showed an increase for April of +.29% and +1.45% for the year over 2015. LAX MAP through April was 24.3 MAP, while ONT MAP was 1.33 MAP. The sale by LAX to ONT is expected to be completed in the second half of 2016.

### *Long Beach*

Long Beach showed a very slight decrease of passenger traffic for April of -1.4% and is +2.1% ahead of 2015 for the first four months of 2016. Load factors at the airport remain high at 86%. At month-end, Long Beach Airport still had 50 allocated Air Carrier flight slots - JetBlue (35), American (5), Delta (4), Southwest (4), FedEx (1), UPS (1) in addition there are three allocated Commuter Carrier flight slots - Delta (3).

### *Airspace Management Advisory Committee*

The Federal Aviation Administration Reauthorization Act of 2016, passed by the United States Senate on April 19, 2016. The Act contained a provision which the monthly update had previously mentioned, namely the “Airspace Management Advisory Committee” which was introduced by Senators McCain and Flake of Arizona, purportedly to provide some communication between the FAA and the public concerning FAA programs for redesign of regional airspace over major public airports. It appears to be a result of the problems encountered in Phoenix with their MetroPlex.