

AUGUST 2016 Update- All things Aviation:



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

MetroPlex

It may sound like a broken record but it appears there may be another change in the works regarding the redesign of departures at JWA. The FAA now indicates that the earliest changes may now arrive in March 2017 (previously announced as November 2016 and January 2017) for the PIGGN departure, currently known as the STREL and April 27, 2017 for the FINZZ, currently described as the MUSEL and HHERO, currently the CHANNEL departure. The City continues to monitor the situation.

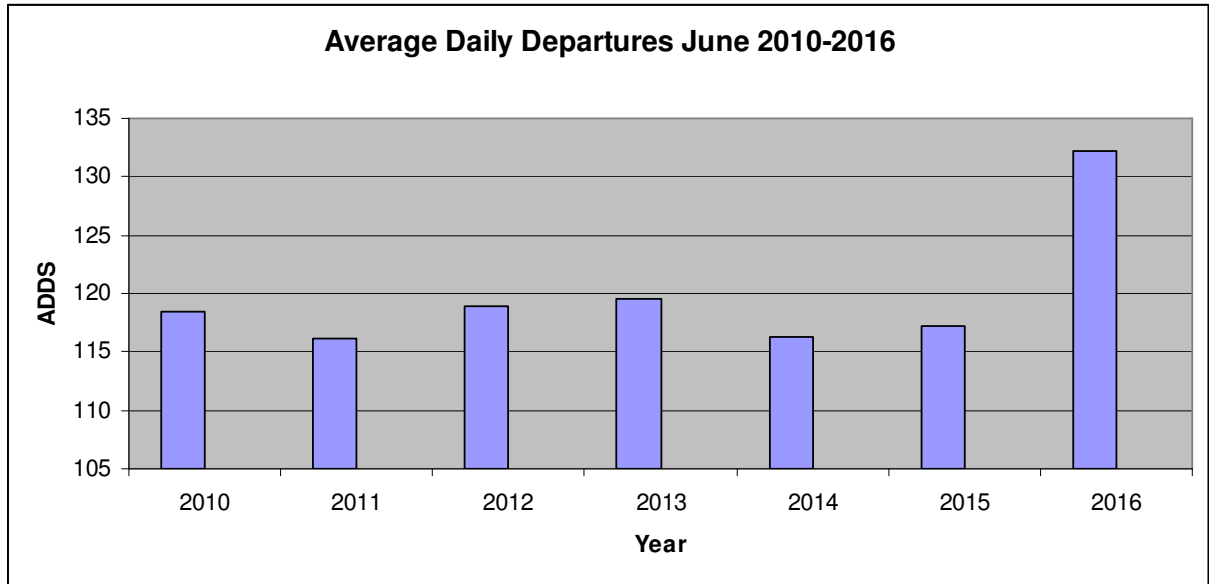
JWA-May and June 2016

Airline passenger traffic at John Wayne Airport increased in June 2016 as compared with June 2015 by +9.4%. Year to date the airport has experienced an increase of +10.2% and is on track for approximately 10.6 MAP for the year. Commercial aircraft operations increased 16.4% and commuter aircraft operations decreased 65.6% when compared with June 2015 levels. International passenger traffic, which are included in the above numbers continue to show continued growth, and YTD are +69.2% ahead of 2015.

The number of Average Daily Departures (ADD) for June 2016 was 132.28 vs. 117.25 in 2015, which works out to approximately one (1) additional operation per hour. The top three airlines in June 2016 based on passenger count were Southwest Airlines (415,153), American Airlines (152,315) and United Airlines (116,160).

Below you will find a comparison of the Average Daily Departures for the month of June 2010-2016.

Year:	2010	2011	2012	2013	2014	2015	2016
ADDS:	118.52	116.18	118.9	119.5	116.22	117.25	132.28

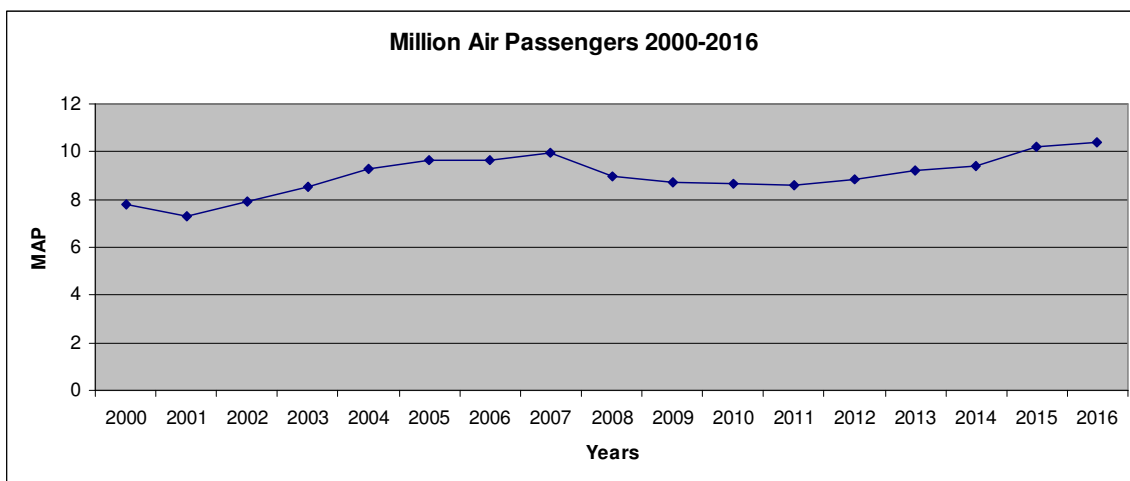


Million Air Passengers 2000-2016

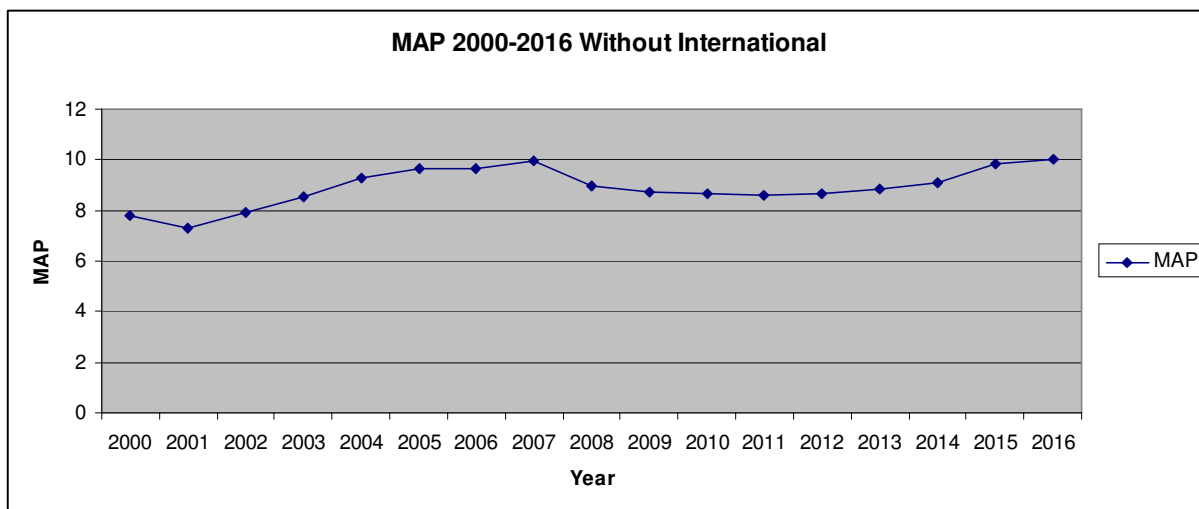
Year	MAP	Year	MAP
2000	7.77	2009	8.71
2001	7.32	2010	8.66
2002	7.90	2011	8.61
2003	8.54	2012	8.86 (International Service and Stats Available)
2004	9.27	2013	9.23
2005	9.63	2014	9.39
2006	9.62	2015	10.18
2007	9.98	2016	10.4+ (estimate only)
2008	8.99		

Chart of the foregoing follows on the next page.

¹MAP 2000-2016



MAP Without International Passengers



International Passengers 2012-2016:

2012: .23 MAP; 2013: .38 MAP; 2014: .28 MAP; 2015: .32 MAP; 2016: .4 MAP (estimate)

¹ Pursuant to the JWA Settlement Agreement MAP is limited to 10.8 MAP until December 31, 2020.;11.8 MAP, beginning on January 1, 2021, through December 31, 2025, and increasing the MAP level served at JWA from 11.8 MAP to 12.2 or 12.5 MAP, beginning on January 1, 2026, through December 31, 2030. The trigger for the capacity increase to 12.5 MAP beginning on January 1, 2026 requires that air carriers be within five (5) percent of 11.8 MAP (i.e., 11.21 MAP) in any one calendar year during the January 1, 2021 through December 31, 2025 timeframe. If the operational levels are not equal to or greater than 11.21 MAP during that timeframe, then the MAP level shall only increase to 12.2 MAP beginning on January 1, 2026.

TOING/Noise Monitor Seven

Repeatedly the City is asked about TOING. TOING is the flyover waypoint for the STREL departure from JWA. It is also Noise Monitor Seven, and while it has been put on maps, it may be best to put it on a physical picture as demonstrated below. Historically NMS-7 or TOING has been considered the middle of the bay. The actual physical location of TOING is on Shellmaker Island in the Back Bay on top of the giant mound.



Access Plan and Settlement Agreement Potential Amendments

As reported previously, there was the possibility of potential amendments to the Airport Access Plan and the JWA Settlement Agreement. The latest information is that the County will continue the conversation about what or may not be appropriate concerning the access plan, but the County does not currently plan to propose or pursue any changes that would impact the 2017 allocation process.

EPA – Green House Gas Emissions from Aircraft

On August 15, 2016, the Environmental Protection Agency (EPA) issued a finding that greenhouse gas (GHG) emissions from aircraft cause or contribute to air pollution that may reasonably be anticipated to endanger public health and welfare. [81 Fed. Reg. 554421](#) (8/15/16) [<https://www.gpo.gov/fdsys/pkg/FR-2016-08-15/pdf/2016-18399.pdf>]

Airports in the Region

LAX and ONT

LAX passenger figures for July 2016 showed an overall increase by +8.4% and +8.04% for the first seven months of the year of the year versus the same time periods last year for both domestic and international passengers. Meanwhile ONT showed a decrease of -4.49% for July and -0.27% for the year. LAX MAP through July was 46.5 MAP, while ONT MAP was 2.4 MAP.

Long Beach

Long Beach continues to show passenger growth. Total passenger traffic, both arrivals and departures, for July of +7.7% and is +3.9% ahead of 2015 for the first seven months of 2016. Commercial operations for the first six months of the year showed an increase from 35.85 ADDs to 38.97 ADDS.

Meanwhile, JetBlue Airways Corp. announced plans to begin direct flights for the first time from Long Beach Airport to Mineta San Jose International Airport in early January. The airline, which operates more flights from LGB than any other carrier, has also committed to increasing its flights from Long Beach to three other destinations in the western United States — San Francisco, Las Vegas and Salt Lake City. JetBlue's latest move to increase flights from the airport follows its March announcement of new flights to Reno-Tahoe International Airport and June's arrival of Southwest Airlines as LGB's

fourth airline. Jet Blue further announced that they look forward to adding exciting international destinations.

The reference to "international destinations" apparently refers to JetBlue's request that the LB City Council allow a federal customs inspection facility at LB Airport. If the Council were to allow this, it couldn't be limited to JetBlue or to any single operator. Southwest is also apparently interested in this possibility as well. LB's Airport Ordinance protects the City from unlimited numbers of flights at all hours on all runways; without the Ordinance, LB would lose its current control over flight operations at its Airport. LB city management, the City Attorney's office and Councilmembers have repeatedly told the public that the Airport Ordinance is an extremely valuable City asset and must be protected. JetBlue has publicly stated that it intends to operate under the terms of LB's Airport ordinance. However, JetBlue doesn't control what Southwest or any other operators might do.

In July 2015, the Long Beach City Council voted 6-3 to conduct a "feasibility study" on international flights. The "feasibility study" is currently anticipated to go before the City Council for review, discussion and a potentially a vote by late August or early September 2016.