

## October 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 Authorizes Litigation against the FAA Regarding the Metroplex**

On October 25, the Newport Beach City Council voted 7-0 to authorize the filing of a lawsuit against the Federal Aviation Administration (FAA) associated with the FAA's NextGen efforts for the Southern California Metroplex area, including John Wayne Airport (JWA). The complaint, filed on behalf of the City of Newport Beach (City) in federal court on October 27, lists the City's concerns with the FAA's finding of no significant environmental impact related to the FAA's implementation of three key departure procedures from JWA, namely the HHERO; FIZZN and PIGGN, currently the CHANNEL, MUSEL, and STREL departures respectively.

As proposed under the Metroplex project, flights departing from JWA would follow a regular and repeatable path generally down the middle of the Upper Newport Bay, over the Newport Dunes, and across Balboa Island and the Peninsula to the ocean. The FAA circulated a draft Environmental Assessment (EA) of the Metroplex project for public review and comment in 2015. Citizens, private organizations and a number of federal, state and local public agencies (including the City) submitted extensive and substantive comments outlining concerns about potentially significant environmental impacts related to the FAA's Metroplex Project.

Not only did the FAA fail to respond in a timely manner to the extensive and substantive comments raised by the City, but the EA as developed by the FAA failed to

adequately and/or fully describe the potential impacts of any of the proposed implemented departure procedures so that the City could understand fully the effects of any of the proposed changes. While the FAA indicated that its intent is for the proposed flight tracks to mirror the historical flight tracks down the middle of the Upper Newport Bay, it is unclear as to whether or not the procedures proposed in the Metroplex Project can in fact ensure such a result and/or exactly where aircraft may operate in the future.

“We’d like the FAA to give us more information about the possible impacts of these changes,” said Newport Beach Mayor Diane Dixon. “It is also vitally important to us that we understand how the EA may be used to design departures in the coming years. Our goal has always been to do all we can to protect our residential neighborhoods from noise and air quality impacts associated with John Wayne Airport.”

For those of you who would like additional information about the City’s filing, you may obtain the filing by visiting the City’s website at;

<http://www.newportbeachca.gov/Home/Components/News/News/28057/2720>

In addition there is an interactive map at:

[https://doorstoarrival.carto.com/viz/b2a474a4-6543-11e5-b56a-0ecbf97728a3/public\\_map](https://doorstoarrival.carto.com/viz/b2a474a4-6543-11e5-b56a-0ecbf97728a3/public_map)

which displays potential changes in noise for those of you who are interested.

Finally the FAA has announced an open forum to discuss the changes at JWA. The information for the forum is as follows:

**Wednesday, November 2, 2016 6:00 p.m. to 9:00 p.m.**

**Location:** El Modena High School, 3920 East Spring Street

Orange, CA 92869

## **JWA-August 2016**

Airline passenger traffic at John Wayne Airport increased in August 2016 as compared with August 2015. In August 2016, the Airport served 956,064 passengers, an increase of 2.0% when compared with the August 2015 passenger traffic count of 936,949. Commercial aircraft operations increased 13.5% and commuter aircraft operations decreased 67.0% when compared with August 2015 levels.

Year to date the airport has experienced an increase in airline passenger traffic of +7.6% and is on track for approximately 10.6 MAP for the year.

The number of Average Daily Departures (ADD) for August 2016 was 133.84 vs. 121.52 in 2015.

Some have asked about load factors<sup>1</sup> at JWA. The most current data available from the Department of Transportation discloses the following:

2015- Average for domestic: 86.50; International: 76.40; Total combined: 85.99

2016- Average for domestic through June: 85.24; International through March: 72.86; and Total combined: 84.86.

### *Access Plan 2017*

Originally set for Tuesday October 11 before the County Board of Supervisors was the annual allocation of passengers for the next year, known as the Access Plan however, the matter was continued to October 25 to address issues of gender, race and age discrimination. Finally adopted on the 25<sup>th</sup> JWA authorized pursuant to the County's Access Plan the allocation of passengers and Class A flights by the various carriers. The Carriers requested a total of 14,321,228 seats as part of the 2017 Plan Year allocation process. JWA meanwhile authorized a total of 12,740,561 seats for the 2017 Plan Year. Historically, the number of seats allocated exceeds the 10.8 MAP limitations because Air Carrier load factors (seats filled vs. seats available) is less than 100%. In addition a total of 10,520,566 seats were allocated in support of Class A and permanent Class E Operations; and a total of 2,219,995 seats allocated in support of supplemental Class E operations.

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<sup>1</sup> The load factor is generally the ratio of seats filled vs. seats available.

## **Airports in the Region**

### *LAX and ONT- It's Official*

After years of debate and negotiations, the city of Los Angeles gave up control of Los Angeles-Ontario International Airport on November 1 to local authorities. On that date, the airport will fall under control of the Ontario International Airport Authority, made up of elected and appointed officials from the city of Ontario and other nearby municipalities. One of its first actions will be to drop "Los Angeles" from its name, and become simply Ontario International Airport.

LAX passenger figures for September 2016 showed an overall increase by +9.577% and +8.06% for the first nine months of the year of the year versus the same time periods last year for both domestic and international passengers. Passenger totals for LAX through September 2016 are 60.7 MAP. Meanwhile ONT showed an increase of +2.45% for September and -0.29% for the year. ONT MAP through September is 3.12 MAP.

### *Long Beach*

Long Beach continues to show passenger growth. Total passenger traffic, both arrivals and departures, for September of +21% and is +6.7% ahead of 2016 for the first nine months of 2016. Most of this increase can be attributed to the entry of Southwest Airlines. Long Beach Airport had 50 allocated Air Carrier flight slots - JetBlue (35), American (5), Delta (4), Southwest (4), FedEx (1), UPS (1) and one allocated Commuter Carrier flight slots - Delta (1). Twenty-four Commuter Carrier flight slots remain available for allocation.