

JUNE 2017 Update- All things Aviation:



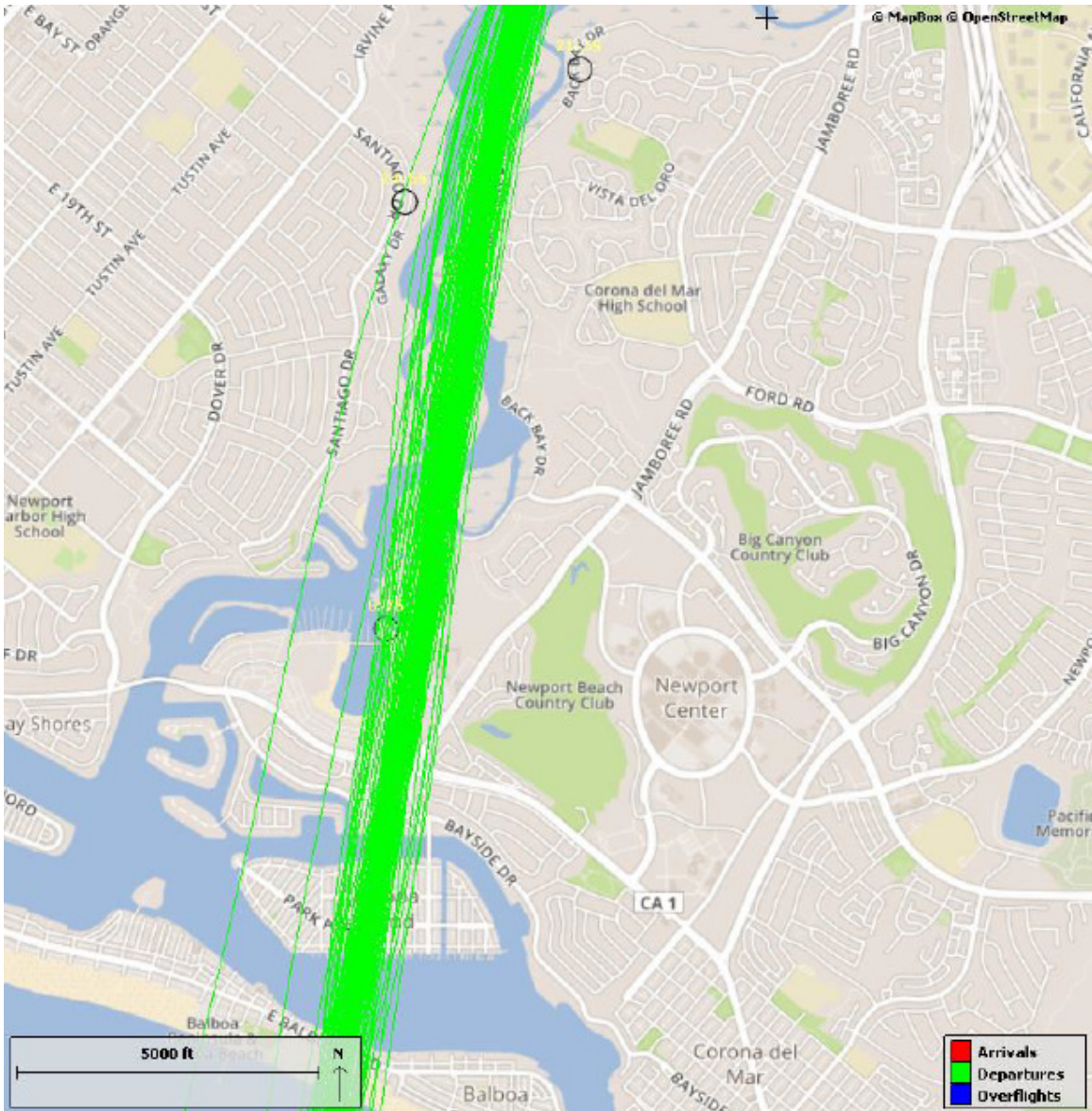
If you'd like additional information, please contact Newport Beach City Manager Dave Kiff at dkiff@newportbeachca.gov.

Mr. Rick Francis Selected as New Assistant Airport Director

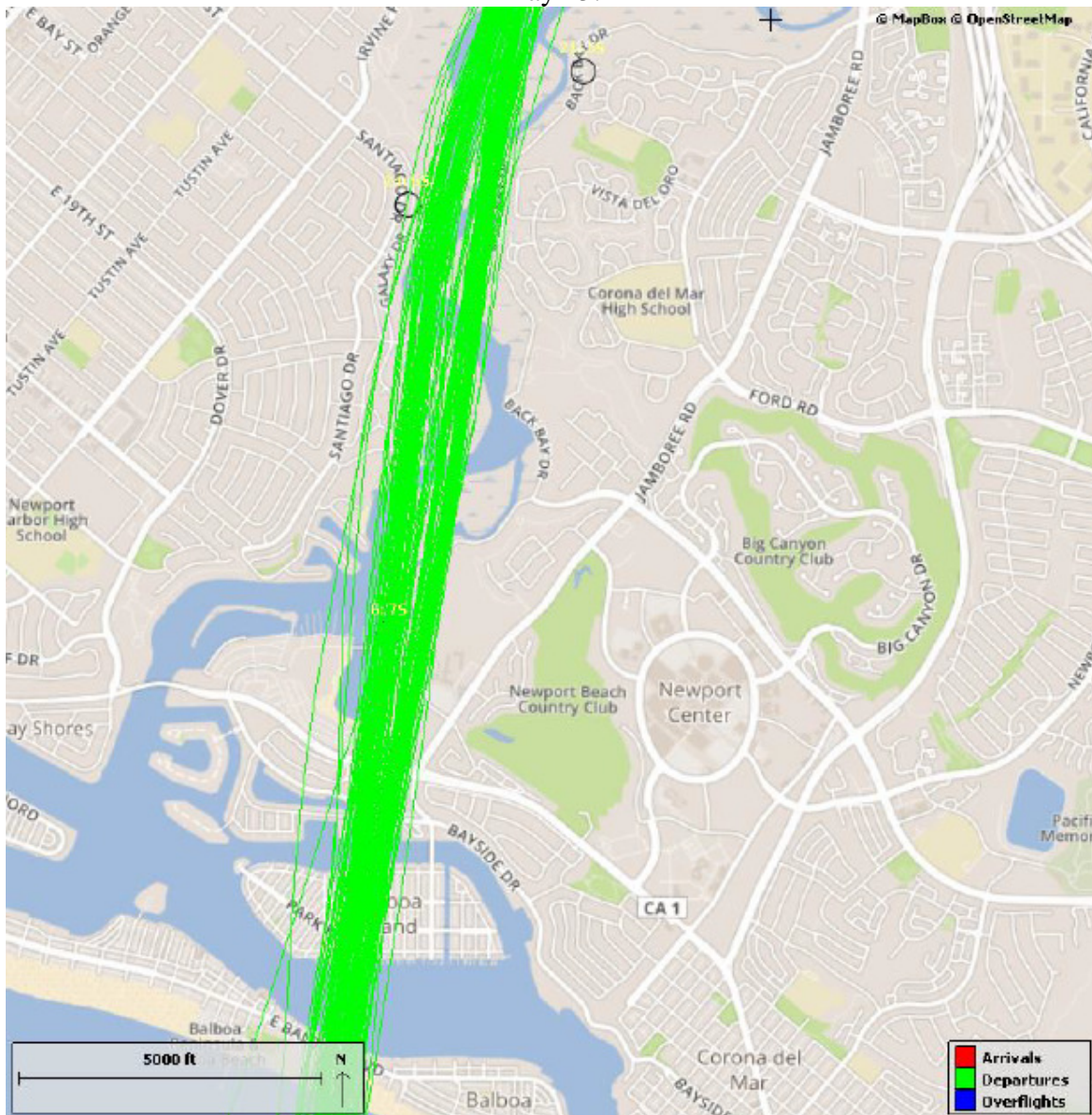
Former Assistant City Manager for the City of Costa Mesa, Rick Francis, who led the city's efforts to help the homeless find housing and much-needed services, will take on the position of the assistant airport director. In that role Mr. Francis will oversee the airport's daily activities and its five operational areas. Many of you may be familiar with Mr. Francis' previous work as chief of staff to former Orange County supervisor and current state Sen. John Moorlach, R-Costa Mesa. He advised Moorlach on matters related to John Wayne Airport, including its budget, infrastructure development, the construction of Terminal C and amendments to a 1985 settlement agreement among the county, Newport Beach, the Airport Working Group and Stop Polluting Our Newport. Mr. Francis replaces Courtney Wiercioch who served the airport for a number of years retired.

Metroplex Update

On May 25, 2017, the FAA made a change to the PIGGN departure from John Wayne Airport. As you may recall, the FAA had implemented the PIGGN departure on or about March 2, 2017. The changes can be seen in the following two slides. The first slide is for the operations from the airport the May 18, 2017, for the entire day. The second slide is for May 25, 2017 after the changes to the PIGGN departure were implemented.



May 25:



John Wayne Airport Releases Their Annual Report

John Wayne Airport’s annual report for 2016 shows revenue and income grew in 2016 compared with the prior year, while expenses held steady.

JWA’s audited statement of operations—annual revenue and expenses—showed:

- Operating revenue of \$129.2 million, up 5.5% from 2015’s \$122.4 million
- Operating expenses of \$111.9 million, up 0.5% from 2015’s \$111.3 million
- For operating income of \$17.3 million, up 55% from 2015’s \$11.1 million

Parking and concessions were the two largest revenue generators and combined for 55% of operating revenue; landing fees and terminal rental contributed 29%. Aircraft tie-down revenue—generated largely by individuals who own small planes—contributed 1%.

Proposal to Privatize the Air Traffic Control System

Many of you have read of a recent renewed proposal to privatize the U.S. air traffic control system, the world's largest and most complex, is in the midst of an era of unsurpassed safety. There has not been a fatal crash of a domestic passenger airliner in the U.S. in eight years. Under the proposal there would be a shift in responsibility from the government to a private, nonprofit corporation run by the airlines and other aviation interests. This is not a new proposal and similar proposals in the past have found little traction in Congress. Proponents say it could improve efficiency and modernize the air-traffic system. But some legislators in both parties are reluctant to give up oversight. At the same time some politically influential business aircraft operators, private pilots, small aircraft manufacturers and medium- and small-sized airports fear airlines will dominate the corporation's board, resulting in higher fees for them and less service.

Some questions about process:

Is it necessary?

The idea is to remove air traffic control from the uncertainties of the government budget process, which has limited the Federal Aviation Administration's ability to commit to long-term contracts and raise money for major expenditures. The foregoing has interfered with the FAA's "NextGen" program to modernize the air traffic system by switching from radar and radio communications to GPS surveillance and digital voice and text communications. Moreover, recent controller furloughs and government shutdowns have worsened the problem.

Has it worked elsewhere?

Many countries have created government-owned corporations, independent government agencies or quasi-governmental entities. But the nonpartisan Congressional Research Service reported last month that there appears to be no conclusive evidence that any of those approaches is better or worse than government-run services, including the FAA's, in terms of productivity, cost-effectiveness, service quality, and safety and security.

Who is interested in such changes?

Since the 1980's the airline industry has been campaigning to privatize air traffic control to try to gain greater control over the system, reduce their costs and replace airline passenger ticket taxes with user fees based on takeoffs, landings and other operations.

Did NextGen make the case for the change?

The FAA has been working for more than a decade on NextGen. However, the National Academy of Sciences reported in 2015 that the original vision for NextGen of transforming the air traffic system has devolved into a series of incremental changes that primarily emphasize replacing aging equipment and systems. But FAA Administrator Michael Huerta said recently the agency has made "tremendous progress" revamping the system with the latest technology, and is poised to switch from ground-based radar to GPS surveillance. Calvin Scovel, the Transportation Department's inspector general and a frequent NextGen critic, recently told the House transportation committee that even though the program hasn't met expectations, it's not broken.

Who would benefit?

Privatization supporters complain that the FAA's procurement process is so cumbersome that new equipment is no longer the latest technology by the time it's

acquired. Also, delays in updating landing and takeoff procedures to incorporate technological advances make the system less efficient. Airlines say that costs them billions of dollars in flight delays each year. Opponents say there's no evidence a corporation run by airlines would do a better job. Major U.S. airlines have suffered massive computer outages in recent years that have roiled air travel.

For an additional and interesting different analysis you may wish to visit the Aviation Planning website:

<http://aviationplanning.com/monday-flash-2-2-2/> . “It’s rare to have a dispute where both sides are flat wrong.....”

JWA- May 2017

Airline passenger traffic at John Wayne Airport decreased in May 2017 as compared with May 2016. In May 2017, the Airport served 878,901 passengers, a decrease of 4.6% when compared with the May 2016 passenger traffic count of 921,233. Commercial aircraft operations decreased 3.7% and commuter aircraft operations decreased 37.1% when compared with May 2016 levels.

In May 2017 the Average Daily Departures (ADDs) were 125.31 vs 130.77 for May of 2016.

Airports in the Region

LAX-May 2017

LAX passenger figures for May reached 7.16 MAP an increase of +5.6% for the month over last year. For the year at 32.87 MAP, LAX is +5.67% versus the same period for 2016.

Ontario-May 2017

Ontario International Airport showed another strong month with an increase in passengers of +7.27% for May and +6.34% for the first five months of the year with 1,800,022 passengers.

Long Beach- Resurgence Continues

Long Beach Airport continues to show significant growth for 2017. In May 2017, the airport with 320,725 passengers saw a gain of +43% over the same month last year and with 1,536,790 passengers for the first five months of the year is + 52% ahead of last year.

At month-end, Long Beach Airport had 48 of 50 Air Carrier flight slots allocated to: JetBlue (35), American (3), Delta (4), Southwest (4), FedEx (1), and UPS (1). American Airlines returned two of their five permanent slots in March 2017. These returned slots have been temporarily allocated on a monthly basis to Southwest and JetBlue through July. The slots have been permanently reallocated to Southwest for operations effective August 1, 2017. The new allocation may have an additional effect on operations and will be monitored. Twenty-five Commuter Carrier flight slots remain available for allocation.

Commercial Passenger-JWA

Repeated questions have been asked about the definition of a passenger at JWA. Accordingly the definition is set forth from the Airport Access Plan as follows:

“2.17 COMMERCIAL PASSENGER

Commercial Passenger(s) means any person enplaning or deplaning any aircraft at JWA operated by any Commercial Air Carrier or Commuter Air Carrier for the purpose of traveling to or from JWA, regardless of the “revenue” or “non-revenue” status of any such person aboard the aircraft, or the amount or method of consideration paid by such person, if any, for the passenger’s travel aboard the aircraft, except those persons exempted from this definition by the express terms of this section.

For purposes of this PLAN, the term Commercial Passenger(s) is intended to exclude only the following categories of persons:

- (i) Assigned crew members of the aircraft;
- (ii) Persons aboard the aircraft who are employees of the operator of the aircraft (but not employees of any other commercial airline, whether or not that operator is authorized to operate at JWA), and who are traveling aboard the aircraft as a result of, or in connection with, their employee status;
- (iii) Employees of the Federal Aviation Administration who are aboard the aircraft in their employment capacity;
- (iv) Any person aboard an aircraft which is engaged in a noise qualification test authorized under Section 10; and
- (v) Any person aboard the aircraft whose scheduled flight on that aircraft is not beginning or terminating at JWA, and who, at the time of his arrival at JWA, holds a connecting ticket or boarding pass for a flight which is scheduled to depart JWA within three (3) hours.

The County recognizes that other definitions of “passenger” may sometimes be used in the air transportation industry, by individual airlines for their own record keeping purposes, or by federal regulatory agencies for purposes of enforcing or implementing their regulations. For purposes of the implementation and enforcement of this PLAN, and for purposes of any reporting requirements imposed by (or under the authority of) this PLAN, the definition of this section shall be controlling.”

First Quarter Noise Report- JWA

The following shows some noise results of some of the aircraft operating at JWA. The following chart is a follow up to the monitoring of the A320neo(A32N below) recently introduced by Frontier Airlines at JWA, which so far has shown to be quieter than other aircraft operating at the airport. The following table compares it to Southwest Class A; other aircraft in the Frontier fleet as well as Class E operations for the first quarter:

Carrier	Class A	AC type	Ops		NMS	1	2	3	4	5	6	7
Southwest		B737	1673	Average	92.5	91.8	88.9	83.6	83.9	84.0	81.5	
				Count	(1569)	(1546)	(1571)	(1557)	(1295)	(1553)	(1484)	
		B738	3	Average	92.6	92.2	89.5	84.7	83.3	83.0	84.0	
				Count	(3)	(3)	(3)	(3)	(3)	(3)	(3)	
Frontier Airlines		A319	77	Average	94.3	93.7	92.7	86.7	86.5	86.4	84.1	
				Count	(74)	(73)	(73)	(74)	(68)	(74)	(73)	
		A320	41	Average	95.6	95.0	92.9	86.9	86.4	86.8	85.3	
		Count	(38)	(36)	(37)	(37)	(32)	(38)	(36)			
		A32N	54	Average	89.8	88.8	88.2	82.2	81.4	82.4	79.6	
				Count	(52)	(50)	(53)	(50)	(31)	(52)	(30)	
Class A Noise Limits					102.5	101.8	101.1	94.8	95.3	96.8	93.7	
Class E Noise Limits					94.1	93.5	90.3	86.6	87.2	87.2	86.6	

Carrier Class E 4th Qtr:

Carrier	AC Type	# Deps		NMS Site						
				1S	2S	3S	4S	5S	6S	7S
SkyWest Coml.	CRJ9	2	Average Count	92.8 (2)	89.8 (2)	89.3 (2)	#N/A (0)	83.9 (2)	79.5 (1)	81.8 (2)
	E175	338	Average Count	90.3 (317)	90.1 (300)	88.9 (317)	84.4 (309)	84.9 (263)	84.8 (309)	83.6 (299)
Southwest	B737	2808	Average Count	91.1 (2671)	90.8 (2597)	87.8 (2671)	83.5 (2654)	83.0 (2169)	83.2 (2655)	80.7 (2496)
Class E Noise Limits				94.1	93.5	90.3	86.6	87.2	87.2	86.6

Operations for the 1st Quarter of 2017

LANDING AND TAKEOFF OPERATIONS

January - March 2017

Period	Air Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
January	7,179	124	2,516	20,116	313
February	6,183	110	2,510	19,649	310
March	7,308	124	3,064	25,598	335
First Quarter	20,670	358	8,090	65,363	319
Twelve Months 04/01/16 - 03/31/17	90,319	1,448	34,070	281,839	341

Based upon the foregoing the ADDs for the first quarter were 114.83 ADDs (of which 35 ADDs were Class E). If you include the general aviation jet count of 44.94 ADDs, then the total ADDs would be 159.77 ADDs. The ADDs for the twelve month period of 4/1/16-3/31/17 is 123.72 ADDs and if including the general aviation jet operations of 46.671 ADDs the total for the twelve month period is 170.39 ADDs. By comparison for the first quarter of 2016 (see below) the ADDs were 119.69 ADDs (of which 45 ADDs were Class E), with 41.46 ADDs general aviation jets for a total for the quarter of 161.15 ADDs. For the twelve months of 4/1/15-3/31/16 the ADDS were 118.93 ADDS and when including the general aviation jets of 39.09 ADDs for a total of 158.02 ADDs.

LANDING AND TAKEOFF OPERATIONS

January - March 2016

Period	Air Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
January	7,262	0	2,247	21,197	306
February	6,912	0	2,600	22,152	328
March	7,609	0	2,699	24,421	332
First Quarter	21,783	0	7,546	67,770	322
Twelve Months 04/01/15 - 03/31/16	87,056	0	28,612	265,866	316

Eleanor Todd

Eleanor Todd, a long-time appointee to the City’s Aviation Committee (District #2), passed away on June 16th. Eleanor loved to talk about her time volunteering at JWA, and as a result of her days as a pilot always had something to contribute. She never seemed to miss a meeting or a chance to volunteer some information. Her participation with the aviation community will be missed.