



John Wayne Airport Capacity Allocation Process

Presented to:

**City of Newport Beach
Public Forum**

Presented by:

**John Wayne Airport
Access and Noise Office**

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Summary of February 9th Forum

- Settlement Agreement
- Phase 2 Commercial Airline Access Plan and Regulation (“Access Plan”)
- General Aviation Noise Ordinance (“GANO”)



Overview of Today's Forum

- **Review of Key Concepts**
 - Settlement Agreement
 - Access Plan
 - Types of Operators & Operations
 - Types of Capacity Allocated
- **Capacity Allocation Process**
 - Capacity Allocation Timeline
 - Step 1 – Distribution of ADDs
 - Step 2 – Allocation of Seats
 - Step 3 – MAP Projection
 - Step 4 – Commuter Passengers & RON Positions
- **Monitoring and Enforcement**
 - Utilization Requirements
 - Penalties and Prohibitions
- **Q & A Session**



Fundamental Elements of the Settlement Agreement

Settlement Agreement (January 1, 2016 – December 31, 2030)

- **Average Daily Departures (ADDs)**
 - 85 Class A ADDs for passenger service through December 31, 2020
 - 95 Class A ADDs for passenger service from January 1, 2021 through December 31, 2030
- **Million Annual Passengers (MAP)**
 - 10.8 MAP through December 31, 2020 (Phase 1)
 - 11.8 MAP through December 31, 2025 (Phase 2)
 - 12.2 MAP through December 31, 2030 **IF** 11.21 MAP is not served in Phase 2
 - 12.5 MAP through December 31, 2030 **IF** 11.21 MAP is served in Phase 2
- **Loading Bridges**
 - 20 Loading Bridges through December 31, 2020
 - **No limit** through December 31, 2030



Fundamental Elements of the Phase 2 Commercial Airline Access Plan and Regulation

Access Plan

- Section 1 – General Provisions
- Section 2 – Definitions
- Section 3 – Regular Allocations
- Section 4 – Supplemental Allocations
- Section 5 – RON Allocations
- Section 6 – Capacity Withdrawals
- Section 7 – Disqualification and Reallocations
- Section 8 – Penalties and Prohibitions
- Section 9 – Review of Sanctions
- Section 10 – Aircraft Qualification Tests
- Section 11 – Administrative Provisions
- Appendices
 - Information
 - Forms



Types of Operators

What is a Commuter Air Carrier?

Any entity operating:

- Regularly Scheduled Air Service;
- Class E Aircraft configured with not more than 70 passenger seats; and
- Gross Takeoff Weight (GTOW) of not more than 90,000 lbs.

What is a Commercial Air Carrier?

Any entity other than a Commuter Air Carrier that operates Regularly Scheduled Air Service into and out of JWA for the purpose of carrying passengers, freight, cargo, or for any other commercial purpose.



Types of Operations

Class A and Class E Aircraft

- Defined by quarterly-averaged noise limits at each of JWA's Noise Monitoring Stations

Noise Monitoring Station	Commercial Aircraft (Energy Averaged Decibels)	
	Class A	Class E
NMS 1S	102.5 dB SENEL	94.1 dB SENEL
NMS 2S	101.8 dB SENEL	93.5 dB SENEL
NMS 3S	101.1 dB SENEL	90.3 dB SENEL
NMS 4S	94.8 dB SENEL	86.6 dB SENEL
NMS 5S	95.3 dB SENEL	87.2 dB SENEL
NMS 6S	96.8 dB SENEL	87.2 dB SENEL
NMS 7S	93.7 dB SENEL	86.6 dB SENEL

- **Class E - more restrictive noise limits; typically used for short-haul markets**
- **Certain aircraft types are too loud for Class E**
- **Certain aircraft types can operate within both Class A and Class E noise levels**
- **A qualified Class A aircraft's noise performance is calculated at each of the individual NMS without trade-offs.**



Types of Capacity Allocated

Commercial Air Carrier Capacity

- Average Daily Departures (ADDs)
 - 1 ADD = 365 departures (1 per day)
- Seat Capacity

Commuter Air Carriers Capacity

- Allocated Capacity in the form of Passengers
- 400,000 Passengers set-aside for Commuter Air Carriers



Types of Capacity Allocated

Long-Term (through December 31, 2020)

- Regular ADDs
 - Class A
 - Class PE (Permanent E)
- 1 Class A ADD can be traded in for 2 Class PE ADDs

Short-Term (Annually)

- Supplemental ADDS
 - County-controlled ADDs (Cargo & New Entrant)
 - Temporary Returns from other Air Carriers
 - Availability is Variable
- Class E Seats
- Passengers (Commuter only)
- Remain Over Night (RON) parking spaces





Capacity Allocation Process



Annual Capacity Allocation Process

July

- JWA requests “Wish Lists” from Carriers for next Plan Year (January – December)
- Carriers Submit Letters requesting Capacity, along with the applicable Access Plan forms

August/September

- ANO reviews requests & prepares recommendations
- JWA management reviews recommendations
- Airport Commission

October

- Board of Supervisors
- Allocation Letters Sent to Carriers



Step 1: Distribution of ADDs

Carrier	Regular Class A ADDs	Supplemental Class A ADDs	Class PE ADDs	Class E Seat Capacity (ADD equivalent)
Alaska/Horizon	15			7
American	18			
Delta/Compass	12	1		7
FedEx	1			
Frontier	2			
Southwest	17	1	14	10
United	17	1		1
UPS	1			
WestJet	1			
Total	84	3	14	25

- **Total Class A/PE ADDs**
 - 84 Regular Class A ADDs (includes 2 cargo Class A ADDs)
 - 3 Supplemental Class A ADDs (2 unused cargo Class A ADDs)
 - 14 Class PE ADDs
- **Supplemental ADDs**
 - Return Capacity from Air Carriers
 - Unused Cargo (County-Controlled)
 - Held for New Entrant (County-Controlled)
- **Reallocation Priority List**
 - Distribute Supplemental Capacity to Carriers accordingly



Step 2: Allocate Commercial Air Carrier Seats

Presumptive Seat Capacity

- 190 Presumed Seats X 365 Days X ADDs X 2 (Arrival & Departure)

EXAMPLE:

- **Presumptive seats: $190 \times 365 \times 2 \times 18 = 2,496,600$ seats**
- **Seat Request: 2,102,080 seats**
 - Different aircraft types (B738, A320, A321)
 - Different seat configurations (160, 150, 187)
 - Different frequencies (daily, daily except certain days)
- **394,520 seats added to “Class E seat pool”**
 - Class E seat pool = Presumed Seats – Seat Request
 - Additional flights can be added to ADDs using the Class E seat pool
 - Limited to the 10.8 MAP projection
 - Class E seats are subject to 1st withdrawal of capacity



Step 3: Calculating the MAP Projection

- **10.8 Million Annual Passengers (MAP)**
Regularly Scheduled Commercial Users operating at JWA shall not serve more than 10.8 in any Plan Year through December 31, 2020
- **The Airport projects Total Passengers by multiplying each Carrier's:**
 - # of Requested Seats
 - Historical Load Factor %
 - Historical Seat Usage %

- **EXAMPLE:**

$$\begin{array}{rcl} 2,102,080 & \text{Requested Seats} & \\ \times 89.2\% & \text{Load Factor} & \\ \times 90.5\% & \text{Seat Use} & \\ \hline = 1,696,925 & \text{Projected Passengers} & \end{array}$$

- **Typical Estimation:**

- 12.7 million seats = 10.6 million projected passengers



Step 4: Calculating Commuter Passengers & JWA RON Positions

- **MAP limit “set-aside” for Commuters**
 - 400,000 passengers
 - Unrequested Commuter Capacity goes to Class E seat pool
 - 6 RON positions exclusive to Commuter Carriers
- **27 RON positions**
 - The Board historically authorizes 30 RONs (20 LB + 10 Apron)
- **RONs allocated each Plan Year**
- **Formula based on:**
 - **Each Carrier guaranteed 1 RON**
 - **Regular ADDs Allocated**
 - **Access Plan criteria**
 - Full PY
 - ≥ 6 days/week
 - Departure before 9AM (7:30AM for loading bridges)



Monitoring and Enforcement



Capacity Allocation – Monitoring

Data Flow

COPs → Bluesheets → Reports

- **Carriers submit schedules in Carrier Operations Projections (COPs)**
 - Designate numbers of operations, departure classes, aircraft types
- **COPs loaded into Daily Operations Reports (Blue sheets), with other data added by local station, including:**
 - Tail numbers → seats
 - Passengers
- **System counts flights, seats, passengers, RONS based on Blue sheet data**



Capacity Allocation Utilization Requirements

- Capacity – Monthly, Quarterly, Plan Year
 - Departures (Class A or Class E)
 - Seats
 - Passengers (Commuter Carrier)
 - Remain Overnight (RONs)

During Any	Min. Use % (ADD, Seat and Passenger Capacity)
Calendar Month	50%
Calendar Quarter	70%
Plan Year	90%
During Any	Max. Use % (ADD, Seat and Passenger Capacity)
Calendar Quarter	115%
3-Consecutive Quarters	105%
Plan Year	100%
During Any	Min. Use % (RON)
Calendar Month	80%



Section 8 -Penalties and Prohibitions

Key Sections of Access Plan

- Section 8.7.1 – Under-Utilization of RON Allocations/Scheduled Departure Times
- Section 8.7.2 – Under-Utilization of Authorized Departures
- Section 8.7.3 – Under-Utilization of Passenger Capacity Allocation
- Section 8.8.1 – Excessive Utilization of Capacity (Commercial Air Carriers)
- Section 8.8.2 – Excessive Utilization of Capacity (Commuter Carriers)
- Section 8.10.2 – Conducting Class E Operations Without Prior Approval

Types of Penalties & Prohibitions

- Monetary Penalties
- Administrative Penalties
- Immediate disqualification of an Air Carrier



Q & A Session



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