

LATE APRIL 2019 UPDATE

All Things Aviation:



General Aviation Improvement Program

The County of Orange's proposed General Aviation Improvement Program (GAIP) continues to dominate the community's interest and so most of this update will again address the proposed project.

As of this writing, the following events have transpired:

On or about April 11, 2019, John Wayne Airport (JWA) prepared a recommendation for the Board of Supervisors, which will now vote on the matter on **May 7, 2019**. The recommendation from the airport staff was for Alternative No. 1.

Alternative 1

- Three, full-service Fixed Based Operators (FBOs) - two eastside and one westside
- One limited-service FBO and one existing limited-service FBO
- New General Aviation (GA) terminal / General Aviation Facility (GAF)¹ at FBO
- Correction of four, existing non-standard design features
- In 2026, an estimated 56.71 GA/Jet² departures per day, 168,600 GA operations per year and 356 based aircraft

¹ The GAIP makes reference to the potential General Aviation Terminal which might be contained within a possible FBO; the GAF is a general aviation aircraft screening facility for Customs and Border Protection, Department of Homeland Security, for international general aviation arrivals also contained within an FBO.

² The 56.71 GA/Jet ADDs is based upon the estimated 41,400 GA/Jet Operations per year. An operation is one take off or landing.

On April 17, 2019, the JWA Airport Commission heard a staff report and received public comments on the proposed alternatives for the GAIP. After approximately two (2) hours of comments and questions, the Commission voted to continue the matter to **May 1, 2019**, at 5:00 p.m. for further discussion. The Board of Supervisors will still consider the matter at its **May 7, 2019** meeting. The Board meeting begins at 9:30 a.m.

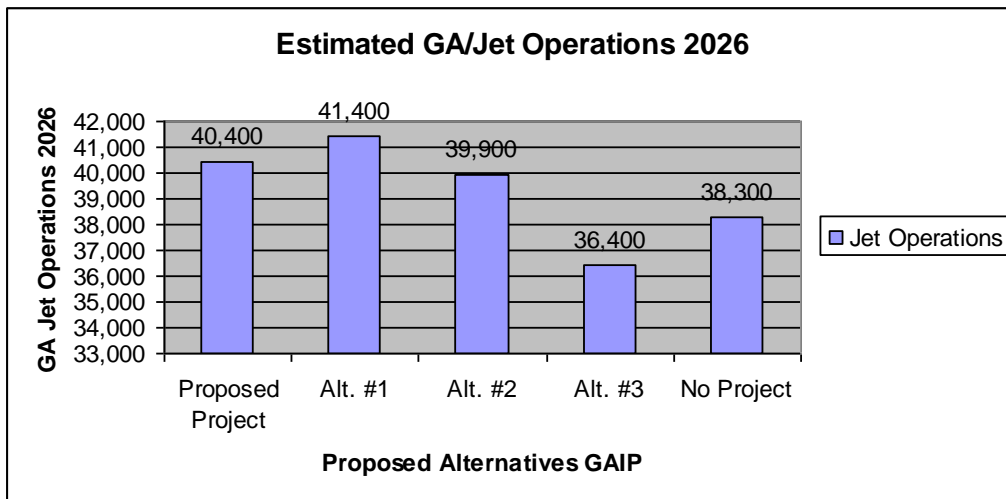
Meanwhile, the City of Newport Beach continues to strongly support Alternative No. 3³.

Alternative 3

- Maintain existing GA facilities to FAA standards
- Maintain the two, existing, full-service FBOs
- Maintain the two, existing, limited-service FBOs
- No GA terminal/GAF
- Correction of existing non-standard design - widen the taxiway object free area along Taxiway A/realign the vehicle service road; modify the existing Southeast FBO to mitigate obstacles affecting navigable airspace
- In 2026, an estimated 49.8 GA/Jet Departures per day, 197,600 GA operations per year and 490 based aircraft

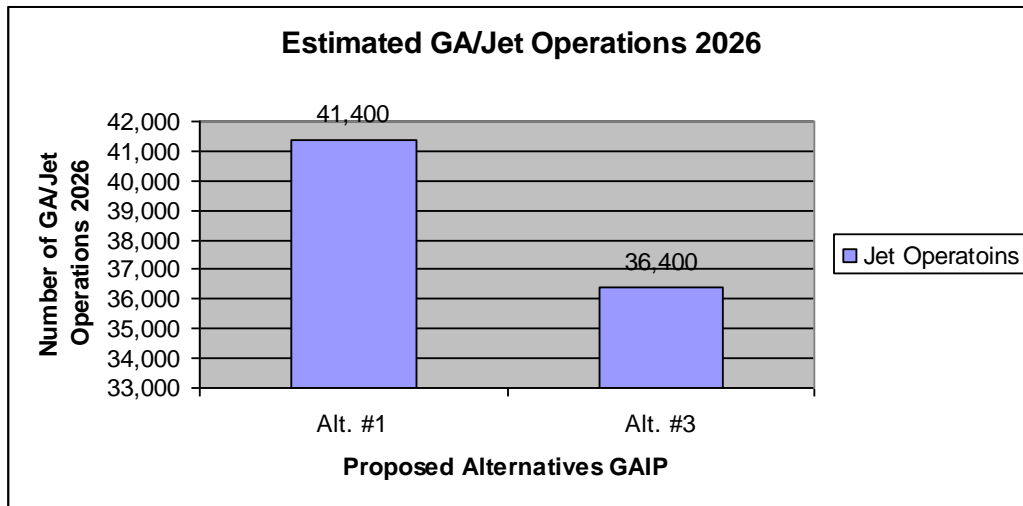
Below, and on the following page, you will find some comparisons of the different alternatives in chart form.

Comparison by Number of GA/Jet Operations of the Alternatives

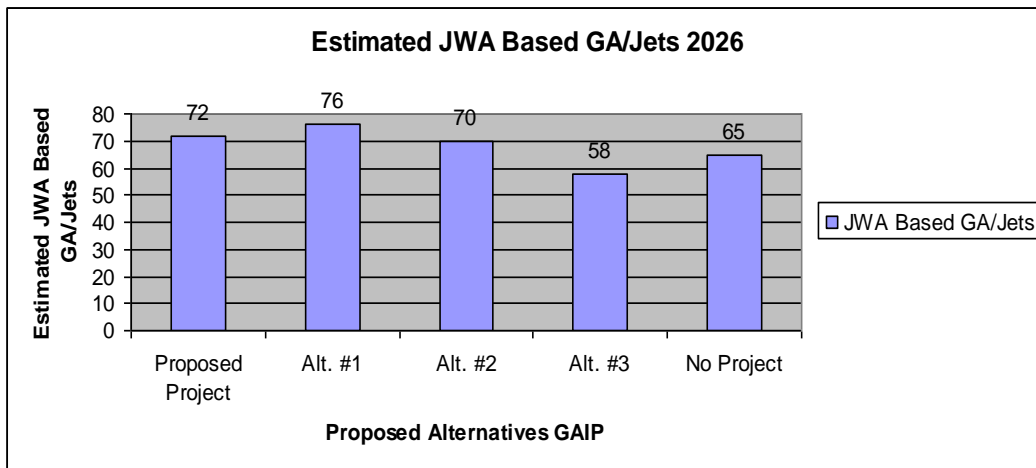


³ Just because the Airport Staff has recommended Alt. #1, there is no guarantee as to which alternative, if any will be selected by the Board of Supervisors.

Comparison of Alt. #1 and Alt. #3 of GA/Jet Operations



Comparison of the Number of GA/Jets Based at JWA



For those of you who wish to know more about the project, you can view a full description of the project on the JWA website at: www.ocair.com/generalaviation. You can also learn more about the GAIP on the City website at www.newportbeachca.gov/gaip.

Questions and Answers

There were a number of questions raised at and after the April 6 JWA Town Hall, as well as the April 15 City Aviation Committee meeting. Here are a couple of those questions, with answers.

1. There have been a number of comments and questions about the County's role and relationship in regard to the airport. Such as, isn't the County the enemy in this process?

Obviously, many disagree with actions that the County or airport staff may initiate. However, the County, City and community need to work together on airport issues. It may be an uneasy partnership at times, but Newport Beach needs the County's cooperation in order to protect and preserve the safeguards contained in the JWA Settlement Agreement.

The County of Orange owns and operates the airport. The City, SPON and AWG are signatories to the Settlement Agreement, which has been extended twice and now expires in 2030 (the curfew in 2035). There would not have been any extension of the Settlement Agreement without the cooperation of the County. It was purely voluntary and the County is under no obligation to extend the Agreement. Without that agreement, of course, there would be no curfew, no limit on MAP, and no limit on Class A aircraft operations.

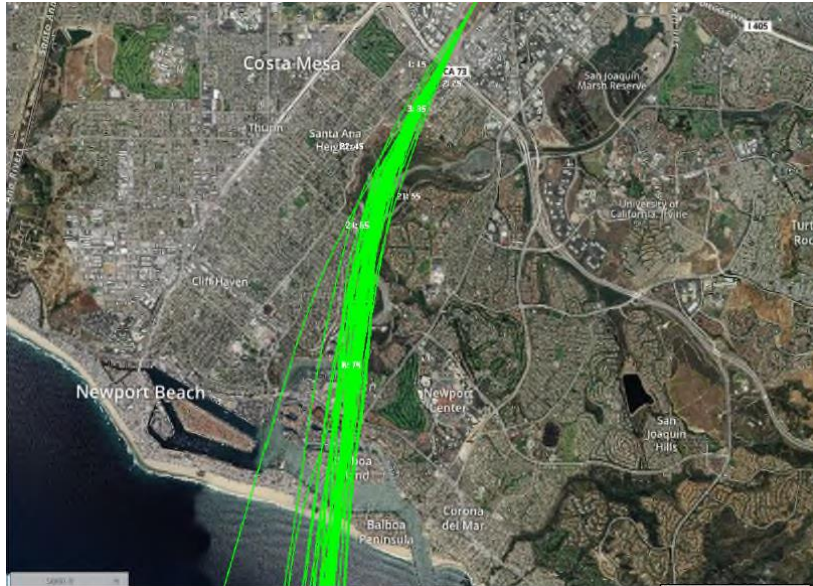
Moreover, on more than one occasion, the County has gone to bat with the City against the FAA and was successful. In conjunction with the City, the County modified the DUUKE departure procedure, which the FAA had created and which contained a fatal flaw. It was revised because the County and City worked together to remedy the defect. The change would not have occurred without the County's involvement.

This does not mean that the City and Newport Beach residents must always agree with the actions of the County and JWA staff. But we do need to continue to work with the airport staff and the County and find ways to work through issues.

2. Do the GA/Jets follow the instrument flight procedures (IFP) similar to the commercial jets?

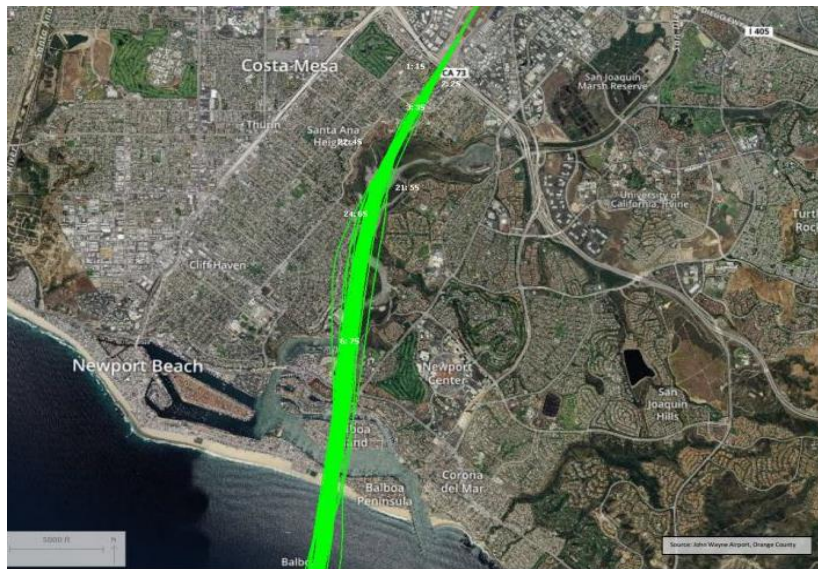
Generally, yes. See the following page for a depiction of the GA/Jet traffic which flew from JWA on August 2, 2018. The traffic follows substantially the same departure path as commercial traffic.

GA/Jet Departures - August 2, 2018



And by way of comparison, see the commercial operations for the same day, August 2, 2018. This does not include the two turn STAYY procedure.

Commercial Departures – August 2, 2018



JWA Statistics First Quarter Results

Airline passenger traffic at JWA increased in March 2019 as compared with March 2018. In March 2019, the Airport served 923,469 passengers, an increase of 2.8% when compared with the March 2018 passenger traffic count of 898,418.

Commercial aircraft operations increased 1.4% and commuter aircraft operations increased 700% when compared with March 2018 levels. Total aircraft operations increased in March 2019 as compared with the same month in 2018.

In March 2019, there were 26,107 total aircraft operations (take-offs and landings), a 2.7% increase compared to 25,419 total aircraft operations in March 2018. General aviation activity, which accounted for 68.6% of the total aircraft operations during March 2019, increased 1.5% when compared with March 2018. The top three airlines in March 2019 based on passenger count were Southwest Airlines (326,163), American Airlines (150,598) and United Airlines (139,978).

For the first quarter of the year, total operations at the airport -4.8% while at the same time the number of commercial passengers have increased by +2.1%. General Aviation Operations has decreased in the first quarter by -9.7%. Commercial Operations have increased by +2.1%. Commuter Operations for the quarter have increased by +748.9%.

In addition, the ADDs for the first quarter are 128.59 ADDs vs. 120.4 ADDs for the first quarter of 2018.

Questions about the Airport or Operations

This is a friendly reminder that if you have any questions about John Wayne Airport and its departures and/or operations, please do not hesitate to contact the City at 949-644-3001 or visit the City website at www.newportbeachca.gov/jwa.