
John Wayne Airport General Aviation Improvement Program Update

What the Board of Supervisors Approved June 25, 2019

Background

The City of Newport Beach advocated for a plan that contains the principles of Alternative 3, specifically:

- No more than two (2) full-service Fixed Based Operators
- One (1) new and one (1) existing limited-service Fixed Base Operator
- No General Aviation Facility (for processing international general aviation passengers)
- Increased hangar space for small general aviation planes
- Maintain the current “GA mix”, meaning, keep the current ratio of light general aviation aircraft (single and twin engine) and general aviation jets.

County staff recommended the Board of Supervisors approve Alternative 1, the project option Newport Beach believes would result in the most general aviation jet flights over our community. Supervisor Steel developed a proposal that includes key elements of Alternative 3 and elements of the proposal Supervisor Do crafted at the May 7 Board meeting (County staff was asked to study his suggestion further). Supervisor Do had suggested limiting the number of certain types of general aviation aircraft that could be based at John Wayne Airport. After further study, County staff concluded that such a plan would violate Federal law which prohibits airports from discriminating against, by limiting or prohibiting, types of aircraft.

Supervisor Steel’s Proposal

Supervisor Steel proposed a new plan and it was unanimously adopted by the Board on June 25. Her plan is based on the Proposed Project (not Alternative 1), as presented in the Environmental Impact Report for the General Aviation Improvement Program.

The plan includes:

1. Limiting the number of full-service **Fixed Based Operators to two**;
2. Limiting the limited-service Fixed Base Operators to one new and one existing;
3. Limiting the amount of acreage provided to the full-service Fixed Base Operators (shown in yellow on the attachment) to approximately 25 acres;
4. Preserving acreage for **small general aviation aircraft storage**. Her plan designates approximately 34 acres for small general aviation, such as single- and twin-engine planes, only (larger jets cannot be accommodated on these parcels);
5. Placing land use and lease restrictions on these airport parcels (the areas shown in yellow and green on the attachment) to **help maintain the GA mix**;
6. Providing a new General Aviation Terminal and;
7. Providing a General Aviation Facility (GAF) within one of the Fixed Base Operators, with the GAF’s hours of operation limited to 5 a.m. to 12 a.m.



The Result

The adopted plan, which was unanimously approved by the Board of Supervisors, contains nearly everything the City of Newport Beach advocated for during the past six months. There will be only two full-service Fixed Base Operators and the plan dedicates more than half of the general aviation acreage available at JWA to small general aviation aircraft, thus helping to preserve the presence of light or small general aviation aircraft at the airport. The plan calls for land use and lease restrictions to help maintain the GA mix.

The County did approve a GAF, but limited its hours of operations. The City feels this is a reasonable concession.

What's Next

The County will now embark upon a Request for Proposals (RFP) process to identify the Fixed Based Operators. The Board of Supervisors also discussed the possibility that:

1. The RFP would not *require* a full-service Fixed Base Operator to remain open 24 hours a day.
2. The RFP would not *require* a Fixed Base Operator to provide commercial services, and uses like Jet Suite X could be moved back to the main terminal.

Several community groups desire to see additional constraints, specifically, they want the size of the small general aviation hangars limited to further help ensure space is provided for light general aviation aircraft storage.

The County supervisors heard those ideas and indicated suggestions such as these could be considered for inclusion in the RFP or lease agreements.

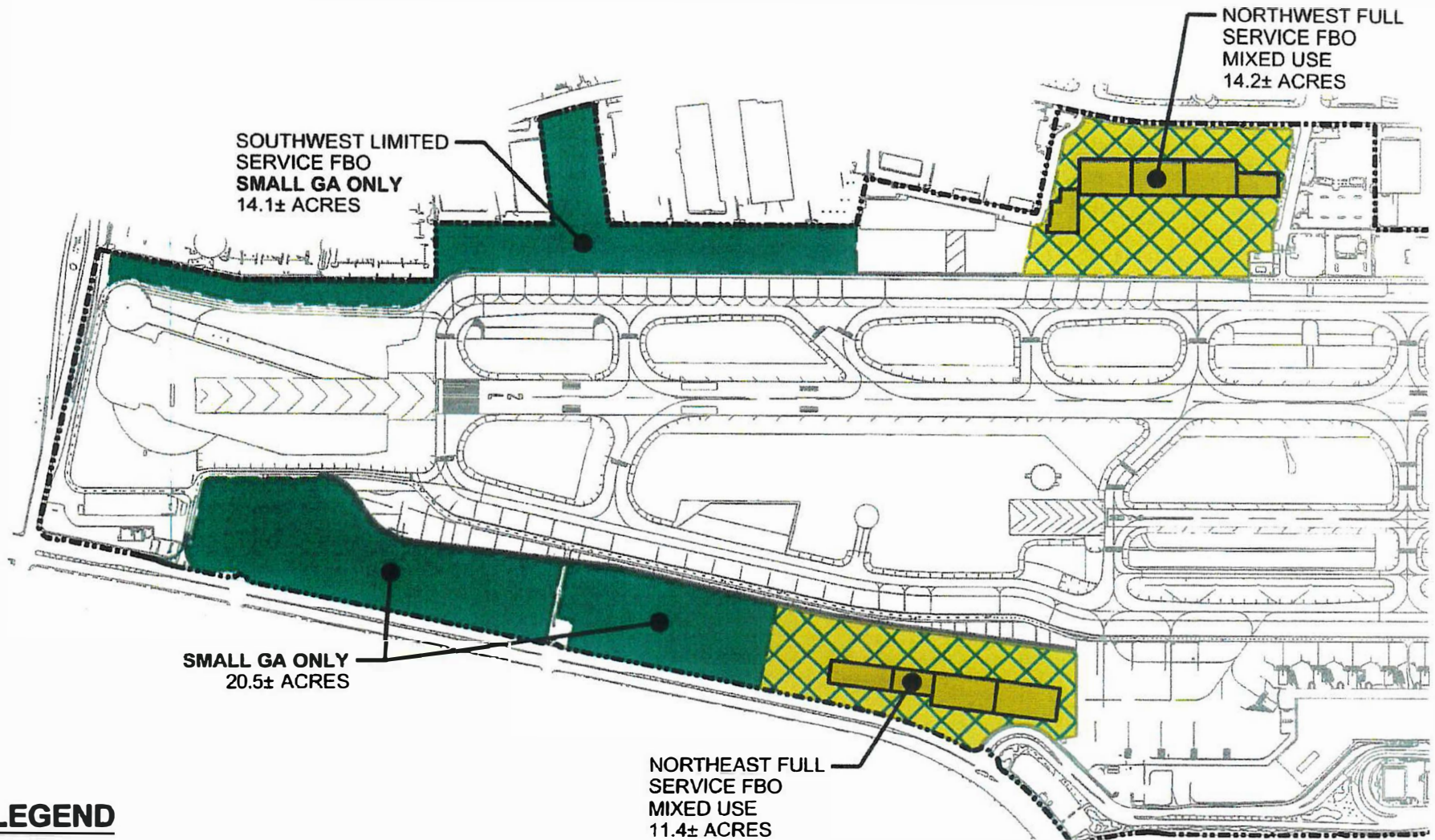
Further Clarification

The General Aviation Facility is essentially a room or office for processing international passengers. The inclusion of the GAF in the GAIP does not affect the commercial air carrier curfew or the General Aviation Noise Ordinance. General Aviation aircraft have always been able to fly at night, provided they meet certain noise-level restrictions.

The land use restrictions are intended to help maintain storage space small general aviation (twin- and single-engine) aircraft at the airport. These parcels are restricted such that larger corporate jets cannot be stored on them.

Attachment: Map with Lease-Enforced Restrictions

County map provided to Board of Supervisors for June 25 meeting



LEGEND

-  MIXED USE
-  SMALL GA
-  AIRPORT PROPERTY LINE

NOTE: ACREAGE IS APPROXIMATE. FINAL ACREAGE TO BE DETERMINED BY A PROFESSIONAL LAND SURVEYOR