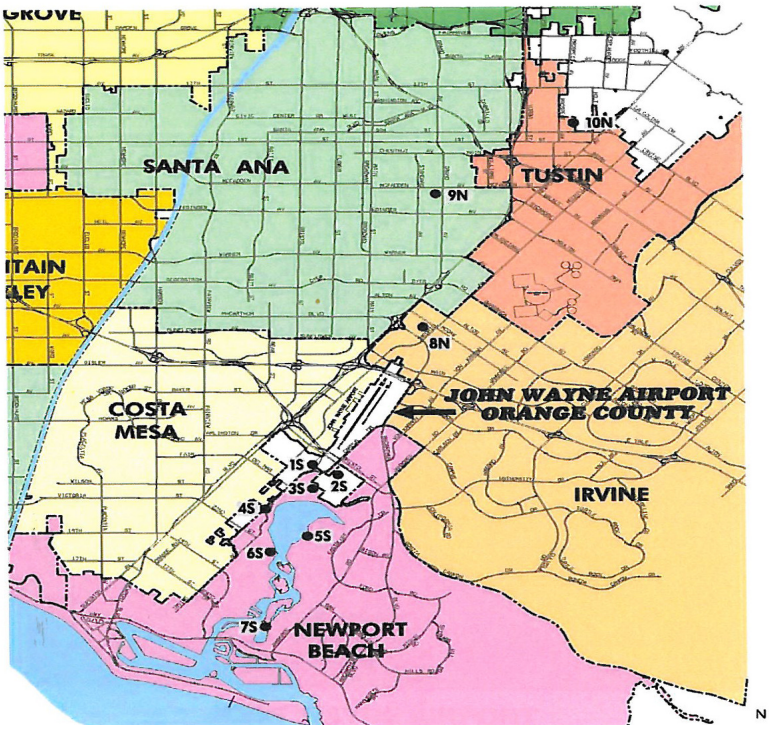
April 2011 Update- All things Aviation:

If you'd like additional information please contact the City.

Noise 101

As a result of last months meeting and numerous questions what follows is a brief discussion of the Noise Monitoring System ("NMS") at JWA. First the geographical location of the NMS at the airport:



The map above shows the location of the various noise monitors. NMS 1-7 measure noise upon departure. NMS 8-10 are for arrivals. The addresses of the various monitors are as follows:

Noise Monitoring Station Locations:	**Approx. Distance from JWA**
NMS-1S Golf Course, 3100 Irvine Avenue, Newport Beach	.4 NM
NMS-2S 20152 Birch Street, Newport Beach	.4 NM
NMS-3S 2139 Anniversary Lane, Newport Beach	.7 NM
NMS-4S 2338 Tustin Avenue, Newport Beach	1.3 NM
NMS-5S 324 ½ Vista Madera, Newport Beach	1.3 NM
NMS-6S 1912 Santiago, Newport Beach	1.8 NM
NMS-7S 1311 Back Bay Drive, Newport Beach	2.9 NM
NMS-8N 17372 Eastman Street, Irvine	2.1 NM
NMS-9N 1300 S Grand Avenue, Santa Ana	4.2 NM
NMS-10N 17952 Beneta Way, Tustin.	5.8 NM

It is the Noise Monitor Stations which measure the single event noise level requirements for the specific class of *Commercial Aircraft* and which follow:

Maximum SENEL Values – Commercial Airline Operations

Noise Monitoring Station	Max. SENEL Value - Class **A**	SENEL Value - Class **E**
NMS 1S	101.8 dB	93.5 dB
NMS 2S	101.1 dB	93.0 dB
NMS 3S	100.7 dB	89.7 dB
NMS 4S	94.1 dB	86.0 dB
NMS 5S	94.6 dB	86.6 dB
NMS 6S	96.1 dB	86.6 dB
NMS 7S	93.0 dB	86.0 dB

Generally speaking so long as the Carrier meets the above described noise levels they can depart from JWA. As explained below, Commercial Operations are very different from General Aviation Operations.[1]

[1] AC 91-53A provides general guidance for departure procedures at JWA. Ultimately, airlines develop their own procedures according to their operations specifications for each individual aircraft. This is especially true at SNA since airlines have to adhere to the single event noise restrictions at the various monitors in the areas.

General Aviation

As noted previously General Aviation are those planes which are not commercially operated, i.e. American Airlines; Southwest and the like are noise regulated differently then Commercial Operations. General Aviation can be anything from a single engine Cessna to a private jet; essentially the only requirement is that the general aviation aircraft depart as monitored by NMS 1-3; their paths therefore do not necessarily comply with what we refer to as down the middle of the bay. This is regulated by the County's General Aviation Noise Ordinance. The GANO establishes separate noise restrictions for general aviation (GA) aircraft. The GANO provides maximum SENEL values for GA aircraft at three of the ten noise monitoring stations listed below. It is not permissible for any GA operation at SNA to generate a SENEL in excess of the maximum value specified by the GANO at any of the three respective noise monitoring stations. Below are listed the maximum SENEL values for GA operations at each of the three noise monitoring stations as dictated by the GANO.

GA Noise Monitoring Station Max. SENEL Value

NMS 1S 101.8 dB

NMS 2S 101.1 dB

NMS 3S 100.7 dB

Monitoring Departures at JWA

Numerous questions have been asked about departures at JWA for those of you with the time and the interest you can personally monitor departures at JWA by going to the JWA Airport Site at: http://www4.passur.com/sna.html . The City continues to monitor departures both on the ground and pursuant to the flight tracking system at JWA as well as Flight Aware at http://flightaware.com ,another tracking program.

Again it bears repeating that despite what someone may have told you or something that you read, the Federal Aviation Administration ("FAA") is solely

responsible for the vectoring and sequencing of aircraft within Southern California's airspace and on the ground within each airport. The primary responsibilities of Air Traffic Control are to ensure the safe and efficient operation of aircraft. Airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved, and implemented by the FAA. The recent STREL procedure is part of the FAA's Next Gen Program and has evolved out of the DUUKE departure procedure originally implemented as part of Next Gen by the FAA in the fall of 2009.

Also despite what you may have heard, the FAA notes that passing over the shoreline is the earliest that aircraft departing JWA are allowed to turn. Moreover when the turns are initiated is controlled by the air traffic controllers not at the request of the air carrier(s). As regards any early turns farther south back towards the coast those are purely a function of air traffic in the area and the need for separation. In air traffic control parlance, separation is the name for the concept of keeping an aircraft in a minimum distance from another aircraft to reduce the risk of those aircraft colliding, as well as prevent accidents due to wake turbulence.

JWA Airport Statistics- March 2011

Airline passenger traffic at John Wayne Airport increased in March 2011 as compared to March 2010. In March 2011, the Airport served 741,489 passengers, an increase of 0.7% when compared to the March 2010 passenger traffic count of 736,104. Year to date 2011 is off only -0.1%. And while commercial aircraft operations increased 0.5%, Commuter aircraft operations decreased 23.9% when compared to the levels recorded in March 2010.

Meanwhile, total aircraft operations decreased in March 2011 as compared to the same month in 2010. In March 2011, there were 16,931 total aircraft operations (take-offs and landings), a decrease of 5.5% when compared to 17,922 total aircraft operations in March 2010. The entire operations report can be viewed at http://www.ocair.com/NewsRoom/News/AirportStats.aspx.

Southwest considers expansion for 2013

Southwest Airlines, the world's biggest operator of Boeing 737 jets, may start to expand its aircraft fleet again in 2013 to its longest no-growth period in 40 years of flying. We're trying to restore profitability to the point where it is finally justified to commit to buying airplanes," Chief Executive Officer Gary Kelly said in an interview at Bloomberg's headquarters building in New York. "2013 is an active idea in our minds. "The airline's likely choice would be Boeing's 737-800, which is bigger than Southwest's current 737 model, Kelly said. Southwest agreed in December to buy its first 737-800s to add seats on some routes, fly farther and boost fuel efficiency. Southwest put the brakes on fleet growth in 2009 as travel demand crumbled during the recession, reversing a tradition of annual expansion. The Dallas airline has 552 jets, all 737s, and has been taking planes in the past two years only to replace older aircraft being retired. No final decision has been made on resuming growth in 2013, Kelly said, and that may dictate what aircraft type Southwest buys. Seating capacity will rise as much as 6 percent this year as Southwest flies its aircraft more. "We don't have any plans to grow our fleet in 2011," Kelly, 56, said during the Thursday interview. "I think 2012 is probably a little aggressive to think about a step-up in our fleet mix.

Age of Fleets of the Airlines

In a somewhat related issue, find the latest information regarding the age of the fleets of the respective airlines according to Ascend Worldwide Ltd. :

Allegiant Air: 21.5 years;
Delta Air Lines: 16 years;
American Airlines: 15.1 years[2];
United Airlines: 15 years;
US Airways: 12.8 years;
Hawaiian Airlines: 12.1 years;
Southwest Airlines: 11.7 years;

[2] In wake of rising fuel costs and large losses for the first quarter of this year AA announced that it will retire at least 25 MD-80 aircraft this year to save fuel and add newer planes to its fleet. However note that the MD-80 for all intents and purposes no longer operates at JWA.

Continental Airlines: 10 years;
Alaska Airlines: 7.7 years;
Frontier Airlines: 6.3 years;
JetBlue Airways: 5.8 years;
Spirit Airlines: 4.2 years;
Virgin America: 3.4 years

Ontario/LAX Update

On or about April 6, the city of Ontario offered no details on how it would solve two of Ontario International Airport's biggest problems -- rising costs to carriers and plummeting passenger traffic -- according to its proposal to control the airport. The city says it wants control of the airport by July 1 and would form an airport authority made up of Ontario representatives, the county of San Bernardino and, perhaps, a representative from the city of Los Angeles.

However, according to reports, the three-page draft proposal given to the airport's owner, the city of Los Angeles, in November and later Los Angeles World Airports, bears no signatures and outlines a 15-point strategy for transferring control of the airport to Ontario, not a strategy for managing the airport. In it, the city indicates it would give LAWA revenue to use at LAX if the cost for carriers to do business at the airport is lowered to $5 or less per passenger (now it's $14.50), that it didn't want to own the airport, that the city would get proper certification to run an airport and that LAWA employees at the airport would remain LAWA employees even after the transfer.

Long Beach Airport

Less than a year after beginning daily flights out of Long Beach Airport to Denver, Frontier Airlines is leaving the city amid a reshuffling of West Coast operations. The low-cost carrier will abandon its two daily flights to Jet Blue Airways and Allegiant Airlines. It's unclear what destinations Jet Blue and Allegiant have chosen, but the shift will keep Long Beach Airport's 41 daily commuter slots capped. The move is not expected to significantly alter Long Beach Airport's annual commuter flight totals, which now average nearly 3 million people per year. Frontier's passengers accounted for less than 5 percent of that total, with Jet Blue the main carrier.

Air travel in region up in January

Total passenger traffic for the six commercial airports in the Southern California region was up by 0.8 percent in January compared to the first month of 2010.

LAX up 4 percent in February.

Los Angeles International Airport continued to lead the region's air travel recovery with February traffic up 4.1 percent when compared with February 2010. Year to date, for the first two months, LAX volume was up 2.5 percent.

More News on the Valley Wide Curfew Act

On April 1, 2011 the attempt to amend ANCA failed on the floor of the House of Representatives. The ban was opposed by the National Business Aviation Association, the Air Transport Association, Aircraft Owners and Pilots Association and a number of other aviation trade groups. The Schiff/Berman amendment exercise gives us some insight about the current level of commitment of the air carrier and aircraft operator sectors about airport restrictions.