

## **August 2011 Update- All things Aviation:**



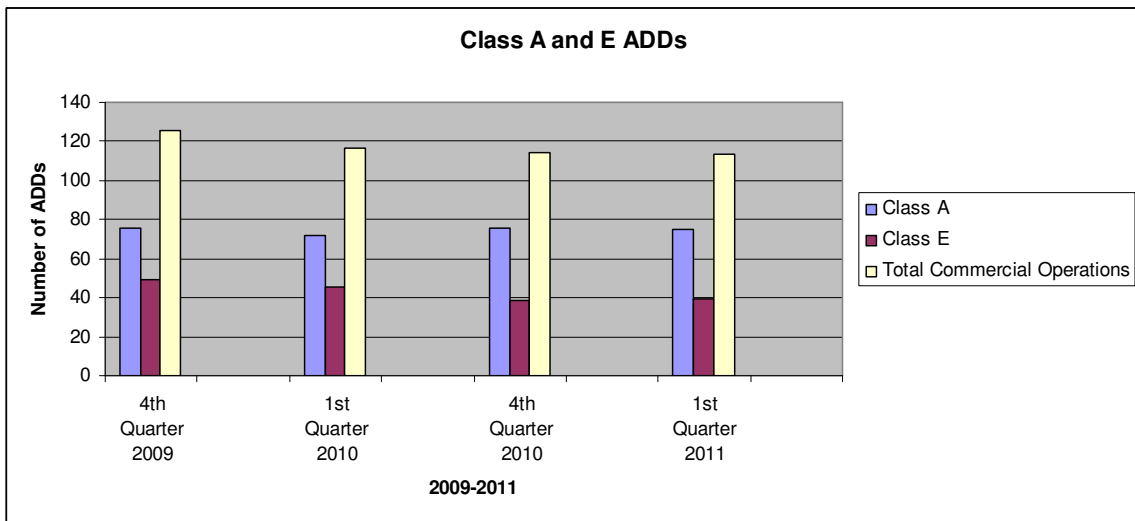
If you'd like additional information, please contact the City of Newport Beach.

### **JWA Posts June 2011 Statistics**

JWA reported that in June of 2011, airline passenger traffic at John Wayne Airport decreased in June 2011 as compared to June 2010. In June 2011, the Airport served 749,815 passengers, a decrease of 2.9% when compared to the June 2010 passenger traffic count of 772,155. Year to date, the number of passengers shows a decrease of 1.2%. In addition, commercial aircraft operations decreased 1.1%, while Commuter aircraft operations decreased 20.6% when compared to the levels recorded in June 2010. However, total aircraft operations increased in June 2011 as compared to the same month in 2010. In June 2011, there were 23,141 total aircraft operations (take-offs and landings), an increase of 5.8% when compared to 21,881 total aircraft operations in June 2010. If you would like to view the entire report from the airport you may view it on the web at: <http://www.ocair.com/NewsRoom/News/AirportStats.aspx> .

## The ADDs

Recently a number of persons have asked about the number of departures or Average Daily Departures (ADD) at the airport. Pursuant to the JWA Settlement Agreement the number of Class A, ADD departures is established at 89, which is 85 Class A plus 4 Cargo flights of which 2 may be applied to the Class A Commercial if not fully utilized by the Cargo Carriers. The following is a break down of the recent data regarding the number of ADDs (Average Daily Departures) at JWA.



	4th Quarter 2009	1st Quarter 2010	4th Quarter 2010	1st Quarter 2011
Class A	75.73	71.76	75.77	74.7
Class E	49.55	45.04	38.45	39.12
Total:	125.28	116.81	114.22	113.82

GA Jets: 34.01                      37.3                      39.56                      35.7

Not included as not regulated by the JWA Settlement Agreement

## New Departure Path for Planes Traveling West of Las Vegas

As noted previously at the Aviation Committee meetings, as part of NextGen the FAA will be implementing a new departure path for planes traveling west of Las Vegas. The latest information available is that April 5, 2012 is the tentative publication date for

RAWLZ (name of new departure path). The FAA plans to duplicate the design of STREL from runway to the coast. As more information becomes available it will be reported.

### **New JWA Terminal and Parking to Open Officially for Business**

November 14, 2011 is the scheduled date for the opening to the public of the new Terminal C and Parking Structure C.

### **Helistop at 3132 Airway Avenue:**

The proposal by Leading Edge Aviation Services to establish a private-use helistop on an existing building at 3132 Airway Avenue in Costa Mesa was the subject of the Costa Mesa Planning Commission meeting of August 8. The Planning Commission by a vote of 3-1 recommended denial of the project. It is anticipated the item will now go to the Costa Mesa City Council for further action.

### **Ontario stumbles**

LA/Ontario International Airport posted June passenger statistics down 9.75 percent from June 2010. For the 6 months through June, the airport saw 2,283,552 travelers - it's slowest first half year since they began compiling records in 1990. LAX traffic was up by 6 percent for the month.

### **Long Beach posts results for May and June**

Long Beach Airport administration posted results for May and June. The number of passengers in May rose 0.8 percent from the same month last year. In June, the number was up by 2.8 percent. For the first six months of the year to date, 1,449,527 passengers used the airport for a gain of 3.2 percent over the first half of 2010. Long Beach Airport operates with noise control limits on the number of daily flights. At June month-end, Long Beach Airport had 41 allocated Air Carrier flight slots - JetBlue (31), US Airways (4), Allegiant (3), Delta (1), FedEx (1), UPS (1) and nine allocated Commuter Carrier

flight slots - Delta (5), Horizon (4). Sixteen Commuter Carrier flight slots remain available for allocation.

### **Regional Air Travel Increases for the Southern California Region**

Statistics recently released for six month passenger volume in the Southern California Region show 40,773,889 passengers used the region's six commercial airports:- LAX, John Wayne, Ontario, Burbank, Long Beach and Palm Springs. This represents an increase of 4.0 percent in volume when compared to the same January through June period in 2010. And is the best first half year showing since 2008 but is still 6% below the record volumes of 2000.

### **Allegiant Air to fly more frequently to Long Beach, Calif.**

Allegiant Travel Co. announced that the discount flier would start four more flights a week between Las Vegas and Long Beach starting Sept. 1. Because Allegiant must use or lose its limited slots at the Long Beach airport, and because consumer demand for the Las Vegas-to-Long Beach route has risen, the flier doubled its schedule, a company spokesman said. Airlines have also escalated their competition between Los Angeles International Airport and Las Vegas, going from 205 flights a week to 254 in the past year. Fliers that have entered the route or added seats include American, Delta, US Airways, Spirit and Southwest.

### **Long Beach to Conduct Air Quality Study**

Councilmember James Johnson's proposal to have the Council's Environmental Committee and the Airport Advisory Commission deliberate on the air quality impacts of airplanes in Long Beach, including general aviation aircraft, on neighboring residents was unanimously supported by the Long Beach City Council. August 4, 2011. "The time has come to study how we can decrease airport emissions for the health of our residents,"

Councilmember Johnson said. “While I am committed to protecting the current flight cap, I believe we need to go further and ensure that the planes that come to Long Beach airport are as clean as possible.”

### **High Costs Stall Next-Gen ATC**

*Government, Industry Decry Expense of Conversion to Satellite-Based Navigation System*

The continuing saga of NextGen for those interested shows that it is caught in the cross hairs of costs and sufficient funding. The Federal Aviation Administration is creating a new air traffic system that officials say will be as revolutionary for civil aviation as was the advent of radar six decades ago. STREL is part of this program. But the program is at a crossroads, thanks to economic concerns from both government and industry. Recent congressional budget battles underscore the difficulty federal agencies face in securing funding. However, some experts say the United States could lose its lead in the manufacture of high-tech aviation equipment to European competitors because the FAA is moving too slowly in rolling out the new system. Plus, the airline industry is hesitating over the cost of equipping its planes with new technology necessary to use the system. Stay tuned.