

## December 2013 Update- All things Aviation:



If you'd like additional information, please contact Newport Beach City Manager Dave Kiff at [dkiff@newportbeachca.gov](mailto:dkiff@newportbeachca.gov).

### John Wayne- November

On the heels of increases for the months of September and October, passenger traffic at John Wayne Airport decreased by approximately -1.5% for November vs. the same period last year. The full report, not as of yet released will be discussed more fully next month. The best estimate is that JWA through November will have served approximately 8.4+MAP and is on schedule for approximately 9.2+MAP for the year.

### *3<sup>rd</sup> Quarter Operations JWA*

Pursuant to the quarterly noise reports released by JWA, on or about December 11, the ADDs for the third quarter of 2013 were 116.95 ADDs. Of the total number of ADDs 36.48 were Class E and 80.47<sup>2</sup> were Class A ADDS. This compares to 2012 when there was a total of 116.77 ADDs for the same quarter of which 38.37 were Class E and

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<sup>1</sup> The above picture is by Kaylie Wang a 9<sup>th</sup> Grader at Irvine High School who was on the Grand Prize winners of JWA's 24<sup>th</sup> Annual Student Art Contest themed "Flying Saves Lives."

<sup>2</sup> Under the current JWA Settlement Agreement there are 85 Class A, ADDS allowed plus 4 Cargo flights of which 2 may if not otherwise utilized by the Cargo Carriers, as the case is currently, be allocated to the 85 Class A ADDs for a total of 89.

78.40 were Class A, ADDs.<sup>3</sup> Here is a comparison for the third quarter for years 2011-2013:

<u>3<sup>rd</sup> Qtr. Of Year</u>	<u>ADDs</u>	<u>Class A</u>	<u>Class E</u>	<u>YTD MAP</u>
2013	116.95	80.47	36.48	6.91 MAP
2012	116.77	78.40	38.37	6.60 MAP
2011	114.85	81.28	33.57	6.48 MAP

### **Noise Comparisons**

A comparison at noise monitors 4-7, SENEL for American Airlines and Southwest Airlines versus the same period for 2010-2013 shows:

American:

	NMS 4 <sup>4</sup>	NMS5	NMS6	NMS7
2010 AA B378 924 Ops.	86.8	88.6	88.7	84.4
2011 AA B378 870 Ops.	88.1	87.8	88.8	85
2012 AA B378 1054 Ops.	88.5	88.2	89.3	85.8
2013 AA B378 1103 Ops.	88.2	88.0	88.9	85.3
<i>Noise Limits</i>	<i>94.1</i>	<i>94.6</i>	<i>96.1</i>	<i>93</i>

Southwest:

	NMS 4 <sup>4</sup>	NMS5	NMS6	NMS7
2010 SW B737 1199 Ops.	81.3	81.2	82.1	79.3
2011 SW B737 1556 Ops.	80.5	79.3	79.9	76.6
2012 SW B737 1233 Ops.	83.9	83.6	85.0	81.9
2013 SW B737 1692 Ops.	83.8	83.3	84.6	81.5
<i>Noise Limits</i>	<i>94.1</i>	<i>94.6</i>	<i>96.1</i>	<i>93</i>

<sup>3</sup> For the past twelve months the ADDs are 115.57.

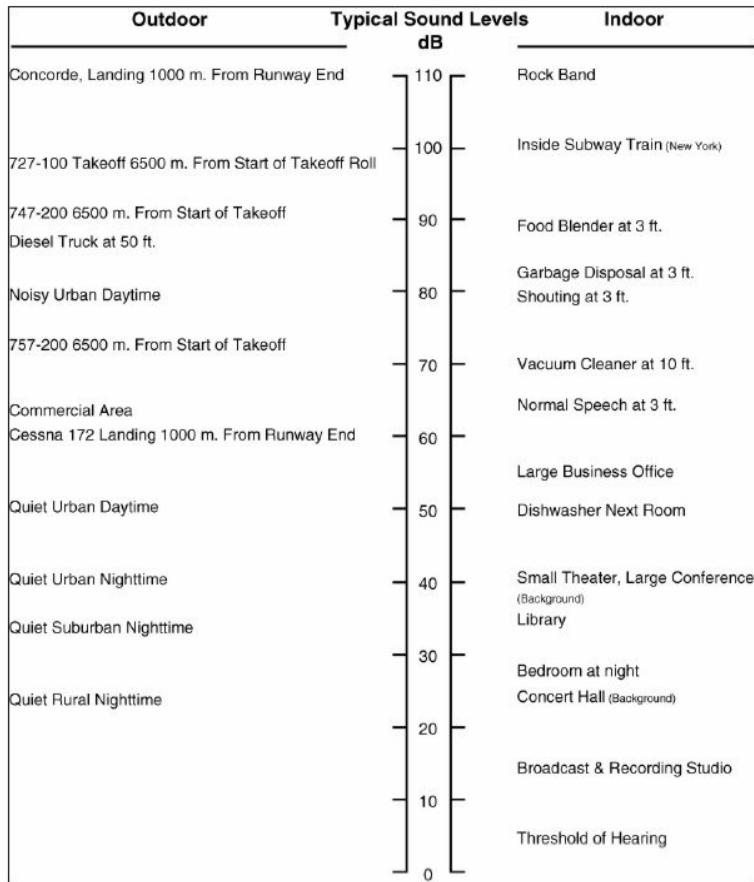
<sup>4</sup> NMS4- Tustin Ave., NB; NMS5- Vista Madera, NB; NMS6-Santiago, NB; NMS7-Back Bay Drive, NB.

**Class E Southwest Airlines 3rd Quarter 2011 - 2013 at Noise Monitors 4-7.**

S West E 3 <sup>rd</sup> Qtr 2013 2847	NMS 4	NMS 5	NMS6	NMS7
Departures	83.4	82.4	83.7	80.7
Noise Limits	86.0	86.6	86.6	86.0

To provide some perspective for the figures here is a comparison of a variety of noise levels, using Single Event Noise Exposure Level (SENEL):

**FIGURE A.1 COMMON ENVIRONMENTAL SOUND LEVELS, IN DBA**



*JWA Extends Air Service Development Incentive Program for Mexico and Approves a proposed John Domestic Air Service Development Incentive Program*

On December 17, the Board of Supervisors voted to extend the rent credits previously awarded to AirTran and Interjet for an additional year. In the case of AirTran, a rent credit of \$300,000 for service to Cabo San Lucas and a rent credit of \$300,000 for service to Mexico City would be offered for service from June 3, 2013 through June 2, 2014. In the case of Interjet, a rent credit of \$300,000 for service to Guadalajara would be offered for service from October 11, 2013 through October 10, 2014.

In addition the Board voted to implement a new Domestic Incentive Program designed to encourage and promote the operation of commercial passenger air service by new entrant and incumbent Air Carriers between JWA and key unserved domestic markets. The markets identified in this program reflect the following: introduction of new nonstop service to the Washington, D.C. metropolitan area. The incentive package would provide a rent credit of \$300,000 for terminal space and operations costs associated with the service; an additional incentive package will be offered to a destination in Hawaii not served from JWA at the time new service is proposed. The incentive package would provide a rent credit of \$50,000 for terminal space and operations costs associated with the service; Two (2) incentive packages will be offered for the introduction of new nonstop service to any unserved domestic market. Specifically, one (1) incentive package will be offered for each of two (2) nonstop destinations in the United States not served from JWA at the time new service is proposed. Each incentive package will provide a rent credit of \$40,000 for terminal space and operations costs associated with the service.

The incentives require full compliance with the County's Access Plan and authorized capacity allocations. If you would like a more detailed discussion of this matter, please proceed to: [www.ocair.com](http://www.ocair.com) or: <http://ocgov.com/gov/bos/agenda/>.

**Airports in the Region**

*Long Beach -November*

November passenger results for Long Beach show a decline of -7.4% in passenger traffic versus November of 2012. The airport served 213,288 Passengers during the

month. At the same time year to date the airport is -8.6%. This is still with load factors of 87% for the major carriers, Alaska; Delta; JetBlue and US Airways. The airport averaged approximately 36.48 ADDS for Commercial and Commuter Operations, through October and decrease of -1.4% versus October 2012.

### *LAX*

Los Angeles International Airport saw a 6.25 % increase for October with 5.5 MAP passengers being served; year to date the airport is 4.44% ahead of this time last year. Year to date through October LAX has served 55.8 MAP. Los Angeles is on pace to be the nation's fourth busiest airport in 2013, according to statistics released by the Bureau of Labor Statistics; behind only Atlanta, Chicago-O'Hare and Dallas/Ft. Worth. Interestingly enough, LAX is one of only a few of the large airports where traffic has increased from the year before.<sup>5</sup>

### *ONT*

Ontario saw a -8.68% decline for the month of October and year to date is -9.27% versus 2012. The airport served 334,385 passengers in October. Year to date ONT has served 3.286 MAP. If you combine the two airports owned and operated by LAX, ONT and LAX have seen an increase of 3.6%+ for 2013 vs. 2012<sup>6</sup>.

### *Holiday Spirit Abounds with ONT and LAX*

The holiday spirit appears to have captured the warring factions of Ontario and Los Angeles Airports, at least for the moment. On December 5, Ontario's lawsuit to regain control of Ontario International Airport from Los Angeles and Los Angeles World Airports was placed on temporary hold by the respective parties to allow the cities to try

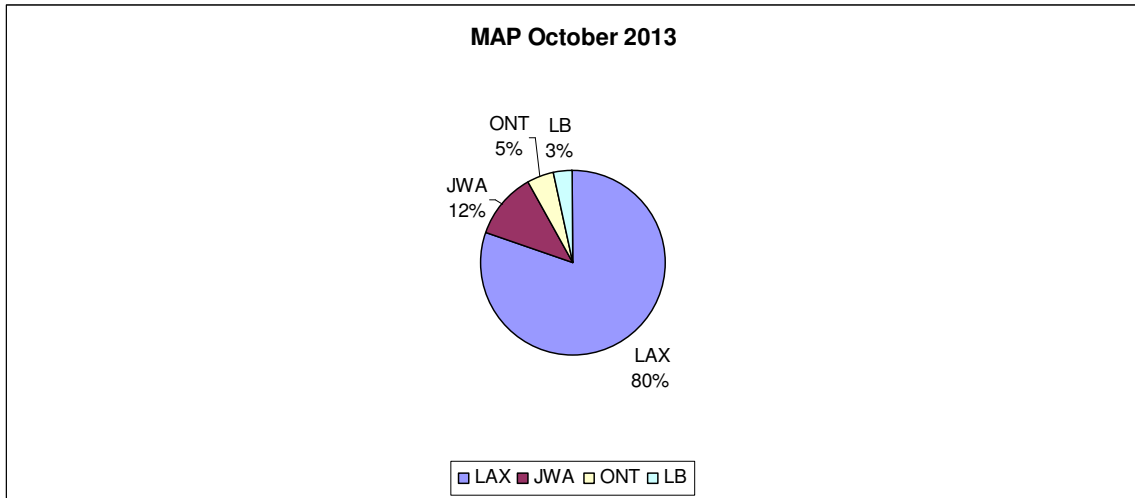
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<sup>5</sup> Atlanta: -1.5%; Chicago: -1.3%; Dallas: +4.2%

<sup>6</sup> In what may be a related matter, while ONT numbers continue to drop, Palm Springs airport saw its number jump by more than 14% last year. Ontario International Airport — an hour's drive west of Palm Springs — has lost more than a third of its passengers and a large chunk of its flight schedule since 2007. Palm Springs offers 50% more direct flights to cities than Ontario.

to settle the matter out of court. In Riverside County Superior Court attorneys for both sides advised the court that the parties had agreed to stay the lawsuit until Jan. 31 while they try to reach a resolution.

*Comparison October 2013 by Airports*



Airport	LAX	JWA	ONT	LB	Total
MAP	5.516	0.792	0.334	0.225	6.867

**Los Angeles International Airport's Struggles to Modernize Threaten Its Standing**

LAX faces political and construction problems that threaten a nearly \$5 billion modernization drive. For Los Angeles and LAX, consistently ranked one of the worst in passenger satisfaction among the top 20 international hubs, the stakes are big. Rival U.S. airports with upgraded facilities are competing hard to siphon off both domestic and international traffic, while a big chunk of the region's economic future is tied to LAX's role as the leading gateway to fast-growing Asian tourism and other markets. Critics say the legal and contractual problems could undermine the airport's position as America's primary aerial connection to fast-growing Pacific markets. San Francisco, Seattle and

Dallas are among cities eager to attract such traffic, while other airports vie for the domestic market share.

#### *Southwest Airlines*

Southwest Airlines reported revenue passenger miles increased by 1.3 percent from the 8.5 billion RPMs flown a year before, with available seat miles or ASMs rising 2.4 percent to 10.78 billion from the October 2012 level of 10.53 billion. On the other hand, monthly load factor stood at 79.9 percent, a decrease of 0.8 points, compared with last year's 80.7 percent.

#### *Shell Announces Lead Free Aviation Gasoline*

Shell Oil recently announced that it has developed an unleaded 100-octane piston engine fuel to replace 100LL and, presumably, the fuel will enter the FAA's recently established fuel testing and certification process. In a press release, Shell said the fuel is a culmination of 10 years in R&D and testing. This breakthrough may culminate in better air quality, as lead fuel has long been an issue for residents surrounding airports as far as general aviation is concerned.