

December 2014 Update- All things Aviation:



If you'd like additional information, please contact Newport Beach City Manager Dave Kiff at dkiff@newportbeachca.gov.

Mr. Alan Murphy to Retire

Mr. Alan Murphy, the JWA Airport Director has announced his retirement. Many of you have had the pleasure of dealing with Mr. Murphy through the years and under his leadership the airport has prospered. His institutional knowledge has been of great benefit to the people of Newport Beach and the surrounding communities and his guiding hand will be missed. All wish him the best of luck with his future endeavors. Under his guidance he oversaw the "Airport Improvement Program," a \$543M multi-year effort that included the construction of a new terminal with six new commercial passenger gates, new security checkpoints, major improvements to parking, as well as construction of the Airport's Central Utility Plant. Under his leadership, JWA also successfully expanded international flights through the JWA Air Service Development Program to three destinations in Mexico: Mexico City, Cabo San Lucas and Guadalajara.

October and November 2014

Airline passenger traffic at John Wayne Airport increased October 2014 as compared to October 2013 by + 2.6%. Year to date, the airport has served 7.82 MAP and is +1.4% ahead of last year. ADDs for October were 112.37 vs. 114.65 for 2013. This once again confirms that the airlines are flying fewer operations but with greater passenger loads. Of the ADDs, the international flights accounted for 2.55 ADDs of the total ADDs, whereas in 2013, there were 4.95 ADDs of the total ADDs. In October there was a drop of international passengers when compared to October 2013 of -42.8%.

While the total numbers have not yet been released for November, the airport will report an approximate +3.8% increase for November 2014 vs. November 2013.

JWA Named One of Top 5 Airports

John Wayne Airport was named the fifth best airport in the country by readers of Condé Nast Traveler, the magazine said. Readers lauded JWA for being an international airport that is easy to navigate and for a new customs facility for Southwest Airlines flights to Mexico. Of airports in California, Long Beach Airport topped JWA by one spot, coming in fourth. Readers liked the classic retro look of its terminal, a new palm-tree lined concourse, wine bar, and its main airline—also a reader favorite—JetBlue Airways. The survey seems to support much of what many already know that smaller is manageable and better.

Orange County Responds to Grand Jury Report

As many of you recall, the Orange County Grand Jury filed a report in June of 2014 concerning the utilization of John Wayne Airport. On December 9, 2014, the responses to the Grand Jury Report were presented to the Orange County Board of Supervisors. The Board received and filed the report. If you wish to see the entire responses and the initial recommendations, visit the Orange County Board of Supervisors website and go to agendas.

Carrier Share for September 2013-August 2014 at JWA

Carrier	Passengers*	Share
Southwest	3,591	40.92%
United	1,371	15.62%
American	1,149	13.10%
Alaska	790	9.00%
Delta	742	8.45%
Other	1,133	12.91%

* Based on enplaned passengers (000) both arriving and departing.

MetroPlex Briefing

On December 11, 2014, the City was briefed and updated regarding the current Southern California MetroPlex. The “Metroplex” is a geographic area covering several airports serving major metropolitan areas. The Federal Aviation Administration (FAA) originally announced that it intended to prepare an Environmental Assessment (EA) to consider the potential environmental impacts of the implementation of the Optimization of Airspace and Procedures in the Metroplex (OAPM) in the Southern California area (SoCal OAPM). The SoCal OAPM, according to the FAA would improve the efficiency of the SoCal Metroplex airspace by optimizing aircraft arrival and departure procedures at a number of airports, including Los Angeles International Airport (LAX), Burbank Bob Hope Airport (BUR), Long Beach Airport (LGB), Ontario International Airport (ONT), John Wayne Airport (SNA), Santa Monica Municipal Airport (SMO), Van Nuys Airport (VNY), Palm Springs International Airport (PSP), Santa Barbara Municipal Airport (SBA), and San Diego International Airport (SAN). The project may involve changes in aircraft flight paths and/or altitudes in certain areas, and according to the FAA would not require any ground disturbance nor increase the number of aircraft operations within the Southern California Metroplex area. In order to evaluate potential environmental impacts of the SoCal OAPM project, the FAA will establish a General Study Area (GSA) to evaluate potential impacts of changes in aircraft routing that are proposed to occur below 10,000 feet above ground level. The GSA is subject to change and would be finalized during the environmental review process. Essentially, the

SoCalMetroPlex is the implementation of NextGen to operations in the Southern California area.

The final product as a result of the SoCalMetroPlex will be finalized in 2016. In the interim, there will be a draft EIR and workshops to address the SoCalMetroPlex. Of interest at the briefing was the announcement, in answer to a question by City Manager Dave Kiff, that the FAA was indeed entertaining the suggestions regarding potential modifications concerning departures at JWA that the City of Newport Beach previously had forwarded to the FAA and in fact the FAA was championing the proposals with the appropriate and responsible parties at the FAA for further study.

Airports in the Region

Regional Aviation Report

Disclosing what many already realized, in an aviation report release December 1, most airports in the Southern California area are growing again, but figures released underscore just how much Los Angeles International Airport dominates the market. A new study presented to the Ontario International Airport Authority board shows that LAX will handle a record 71.4 million airline passengers this year and has increased its market share as of September 2014 to 76.4%, the highest in 25 years. Meanwhile, the market shares of four out of the five other commercial airports in the region have shrunk since the recession, though some have seen increases in travelers. At LA/Ontario International Airport, the number of passengers declined from 7.2 million in 2007 to about 4 million last year; its current market share has dropped to 4.4%, the lowest since 1990. In addition to LA/Ontario, the report shows that Palm Springs International Airport and John Wayne Airport in Orange County have experienced some passenger growth since the recession, whereas Bob Hope Airport in Burbank and Long Beach Airport have had recent declines in travelers.

Long Beach Selects New Executive Director

Bryant L. Francis, the director of airports for the Shreveport Airport Authority in Louisiana, is Long Beach Airport's new executive director, city officials announced. Francis, whose last day with Shreveport is sometime in mid-December, will replace Mario Rodriguez, who left in May to lead the Indianapolis Airport Authority.

Trial by Fire

The new executive director will certainly jump immediately into a new controversy, as the Long Beach City Council at its meeting on Nov. 11 voted unanimously (8-0) to conduct a study session on the airport's noise ordinance mid-January after recent discussions about the potential for bringing international flights to the airport. Meanwhile, residents who fought to keep airlines from expanding at Long Beach Airport in order to protect homes underneath flight paths are preparing for what may become a new battle. Earlier this year, it was revealed in a city memo that airport management had been studying the possibility of building a federal inspection services (FIS) facility for U.S. Customs and Border Protection to enable international travel. Airport staff, however, have indicated that the potential development is only in "preliminary" stages and would require a three-year-plus process.

The airport noise ordinance, which was officially passed in 1995 after years of litigation between the City and airlines involving input from affected homeowners, allows airlines and regional commuter jets to fly only during specific time slots that are allocated in a lottery. The ordinance permits airlines to fly between the hours of 7am and 10pm or face fines that range from \$100 to \$300 per violation, according to the airport's website. However, airport spokesperson Kerry Gerot has stated that the City is not proposing any changes to the noise ordinance regardless of the potential for a U.S. Customs facility.

Long Beach Votes to Eliminate Some Runways

Following an Airfield Geometric Study designed to evaluate the efficiency and safety of the airstrips and taxiways at Long Beach Airport, the City Council last week voted in support of eliminating two of the airport’s five runways. Removing the two north-south runways won’t in any way change commercial or general aviation traffic patterns, and won't impact the city’s noise ordinance, said a spokesman for the airport. Apparently the two runways that are recommended for elimination have not been in operation for a number of years.

LAX

Passenger traffic at LAX increased by +6.35% for the month of October 2014 versus October 2013. Year to date, the airport shows an increase of +6.31% as compared to the same period for 2013.

ONT- Another Good Month

Passenger traffic at ONT increased by +7.68% for the month of October 2014 versus October 2013. For the year, the airport shows an increase of +4.11% as compared to the same period of 2013. Again the numbers show a dramatic increase for an airport that has lost so much of its air traffic in the last number of years.

For those of you looking for the raw numbers for ONT for October:

	Oct-2014	Oct-2013	<i>% Change</i>	Jan-2014 to Oct-2014	Jan-2013 to Oct-2013	<i>% Change</i>
Passenger Traffic Totals						
Domestic	353,045	327,830	7.69 %	3,350,819	3,244,393	3.28 %
International	7,211	6,721	7.29 %	71,705	43,030	66.64 %
Total	360,256	334,551	7.68 %	3,422,524	3,287,423	4.11 %

Decision Near on LAX-ONT Control of ONT Airport

On December 16, Superior Court Judge Gloria Connor Trask announced that she will release her ruling on two key claims in Ontario's lawsuit against Los Angeles over local control of L.A./Ontario International Airport before the next scheduled hearing in February. The ruling may not come until after the New Year. Depending upon the ruling, it may or may not be dispositive of the issues in the law suit for control over ONT.

Meanwhile, on December 8, 2014 Los Angeles Mayor Eric Garcetti on Monday morning affirmed that the city would be going forward with the sale of Ontario Airport. Garcetti made the comments during his monthly "Ask the Mayor" session on 1070 KNX-AM radio. "We have put forward a very fair offer," he said. "We've talked with Senator Feinstein and as I've said, I'm not looking to make a buck off the sale, but I also have to be able to represent to the taxpayers in Los Angeles city a fair price and put a fair price forward and contrary to what was said, it hasn't changed."

Bob Hope

The number of passengers at Bob Hope Airport increased by more than 5% each in September and October compared to the same period last year, the most significant increase since 2008. Earlier this year, passenger traffic was up 1.8% in August and 1.2% in July, compared with numbers from the same months last year. As noted previously, other airports in the region also reported increases in passenger tallies for October.

Airline Load Factors

The August 2014 systemwide load factor (86.4 percent) was up from 86.1 in August 2013 but down from the August record high of 86.5 in 2012. Load factor is a measure of the use of aircraft capacity that compares demand, measured in revenue passenger-miles (RPMs), as a proportion of capacity, measured in available seat-miles (ASMs). Systemwide demand grew more from August 2013 to August 2014 (up 2.3 percent) than the growth in capacity (up 2.0 percent).

Lead Content Subject to Legal Settlement

On December 10, the Center for Environmental Health announced it had won a legal agreement with 30 companies that sell and/or distribute lead-containing aviation gas (avgas) at 23 California airports, calling on the companies to provide safer alternative fuels. The companies include the leading suppliers of aviation fuels made by Chevron, Shell Oil, and other major fuel companies. The settlement includes fuel companies operating at airports identified by the EPA as having some of the highest lead emissions among all airports nationally, including Van Nuys Airport in LA County (listed by EPA as the airport with the country's highest lead emissions), Los Angeles International (LAX), Oakland International, Orange County's John Wayne Airport, Montgomery Field in San Diego, and others throughout the state. Lead is an additive in avgas used in piston-engine aircraft, usually small planes classified for general aviation or as air taxis, to boost fuel octane and purportedly to improve performance.