March 2013 Update- All things Aviation:

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

City Outlines the Terms for a Proposed Extension of the JWA Settlement Agreement

Throughout the latter part of 2011 and much of 2012, the City of Newport Beach, the Airport Working Group (AWG), Stop Polluting Our Newport (SPON), and the County of Orange have worked cooperatively to develop a proposed extension of the John Wayne Airport (JWA) Settlement Agreement. The parties share a commitment to reaching an agreement that would preserve and continue important restrictions on the use of JWA.

The City, SPON and AWG agree that the Settlement Agreement should be extended as summarized below, and that these stipulations should comprise the "proposed project" that will be studied pursuant to the California Environmental Quality Act (CEQA).

Below is an outline of the Preferred Alternative of the City, SPON and AWG for an extension of the current Settlement Agreement:

Current Settlement Agreement	**Proposed Project**
Parties: City, AWG,SPON, County	Same
Term: Expires 12/31/2015	1/1/2016- 12/31/2030 (15 more Years)

Curfew: Through- 12/31/2020	1/1/2021- 12/31/2035 (15 more years)
ADDs(nosiest aircraft) 85 ADDs+ 4 Cargo Class E, unlimited[1]	Status Quo through 12/31/2020 Class A Aircraft 95 ADDs maximum 1/1/2021-12/31/30 Cargo-Status Quo through 12/31/2030 Class E are unlimited
MAP: Currently limited to 10.8 MAP through 12/31/2015	Status Quo through 12/31/2020 11.8 MAP from 1/1/2021-12/31/2025 12.2 MAP through 12/31/2030 except that if the airport serves within 5% of 11.8 MAP in any one year from 1/1/2021-12/31/2025 then may increase to 12.5 MAP
Terminal: No limit	No limit
Parking: No limit	No limit
Loading Bridges: Not to exceed 20	Status Quo through 12/31/2020

GE Report

GE Nevarus released its John Wayne Airport Departure Feasibility Assessment. As part of a long-term plan to modernize airspace infrastructure in the United States, commonly known as NextGen, the FAA has published a new set of instrument flight procedure (IFP) design rules that take advantage of the latest generation of navigation technologies known as performance-based navigation ("PBN"), and in particular a specification of PBN known as required navigation performance ("RNP"). RNP allows for the creation of flight paths with complex geometry, including curved paths, and takes full advantage of latent capabilities onboard the majority of transport aircraft operating in the U.S. As this report describes, an opportunity exists to create an RNP procedure, using this new rule set, for aircraft departing JWA to the south. RNP technology would allow the design of departure flight paths that could potentially balance the differing, and

[1] Class E aircraft are unlimited except to the extent that they are limited by the annual MAP CAP.

sometimes competing environmental and noise interests of citizens from different neighborhoods in Newport Beach. RNP design offers a number of significant benefits including:

 The designed location of the flight path could incorporate input from citizens of Newport Beach to a greater extent than has been previously possible with legacy navigation methods. A curved flight path could be designed that would greatly reduce the potential for direct overflights of residential communities on both the east and west sides of the Back Bay.

 The new departure procedure would represent an important milestone for the FAA's NextGen.
plan: the first use of the RNP specification for a public-use departure.

 The RNP departure procedure could be flown by the majority of airline operators serving JWA.

Recommendations

Based on the design objectives and implementation risks described in their report, GE Aviation recommends modifying the design of the proposed RAWLZ departure using new RNP criteria. This change would eliminate some straight-line flight segments currently in the RNAV design and replace them with a precisely engineered path that consists of a series of curves approximating the center of the Back Bay—from the departure end of the runway to open water. With community input, the path could be designed to avoid, to the maximum extent possible, populated areas on both the east and west sides of the bay. Furthermore, aircraft flying the RNP departure path would be able to more precisely track the centerline of the new curved path regardless of wind conditions.

Risks

The primary risks to this proposal are regulatory in nature and not technical. These regulatory risks are described in detail in the report and are related to the fact that this procedure would represent the first public-use departure procedures using the RNP specification in the United States. These risks include:

 The specific geometry recommended for the modifications (curved paths) is not explicitly described in the rule set for use in departure procedure design. However, the

current rule set does include specifications for curved paths used in approach procedures. In order to use curved paths for the departure the FAA would need to make an exception for this procedure based on a “waiver” to the regulatory criteria. The timeline to develop and approve this waiver is unknown.

 Standards related to the charting of the proposed departure do not yet exist and would need to be developed.

 The mechanism by which airlines are approved to fly an RNP departure is not fully evolved.

Recommended Next Steps

It is recommended that the City of Newport Beach should respond to the FAA requesting modifications to the initial legs of the proposed RAWLZ departure using RNP technology, in accordance with the recommendations of their report. However, critical to any next step is the consent and full support of the community before moving forward.

John Wayne Operations January 2013

Airline passenger traffic at John Wayne Airport increased in January 2013 as compared to January 2012. In January 2013, the Airport served 698,237 passengers, an increase of 9.7% when compared to the 636,573 passenger traffic count of January 2012.Commercial aircraft operations increased 6.8%, while Commuter aircraft operations decreased 25.3% when compared to the levels recorded in January 2012. About half of JWA’s additional 61,000 passengers in January can be attributed to international travel, which was up more than 400 percent over January 2012. This time last year, the only international service John Wayne had was a daily WestJet flight to Vancouver, Canada.

Meanwhile, a comparison of Commercial ADDs for the same periods showed 114.16 ADDS for 2013 vs. 107.98 for 2012.

JWA Releases Quarterly Noise Reports

As part of the quarterly noise report, released March 13, 2013, is also a breakdown by the latest quarter, in this case the 4th Quarter of 2011 or October – December 2011 for the Class As and Es.

You will find the latest statistics matched against previous quarters as follows:

Class A and E ADDs

Period	Class A	Class E	Total
4th Qtr 2009	75.73	49.55	125.28
1st Qtr 2010	71.76	45.04	116.81
4th Qtr 2010	75.77	38.45	114.82
1st Qtr 2011	74.7	39.12	113.82
2nd Qtr 2011	78.97	35.95	114.92
3rd Qtr 2011	81.83	33.00	114.83
4th Qtr 2011	77.59	32.70	110.29
4th Qtr 2012	73.0	40.96	113.96

Totals Allowed Per Settlement Agreement	85+2 Cargo Max	Unlimited Subject to 10.8 MAP 2011-2015

Noise Readings 4th Quarter and Some Comparisons

For those of you following the noise of the aircraft, the Noise Report also released the latest figures. What follows are those numbers and some comparisons to previous years:

CNEL Noise Readings:

Time Period	NMS#1	NMS#2	NMS#3	NMS#4	NMS#5	NMS#6	NMS#7	NMS#8N	NMS#9N	NMS#10N
Q-4 2012	66.1	65.2	64.6	57.6	57.1	58.7	54.9	67.0	44.7	55.2
Q-4 2011	65.9	65.0	64.1	56.8	56.2	58.4	53.4	66.5	44.6	54.6
Year 2011	66.5	65.3	64.1	57.2	56.8	58.4	54.0	67.2	44.0	55.3
Year 2008	67.0	65.5	65.0	57.9	57.1	59.2	55.1	68.0	43.8	56.5

What follows are single noise events for two of the major carriers at JWA and comparisons for previous years.

SENEL Readings for Class A aircraft:
Southwest:

Time Period	NMS#1	NMS#2	NMS#3	NMS#4	NMS#5	NMS#6	NMS#7	NMS#8N	NMS#9N	NMS#10N
Q-4 2012 Southwest 737 – Class A 1276 Dept	**91.8**	**91.1**	**89.4**	**83.9**	**83.9**	**84.9**	**82.2**	**91.1**	**79.3**	**80.3**
Q-4 2011 Southwest 737 – Class A	**92.0**	**91.3**	**87.3**	**81.8**	**81.2**	**82.2**	**79.4**	**90.2**	**80.5**	**79.9**
Q-4 2009 Southwest 737 – Class A 642 Depart.	**90.8**	**90.2**	**86.0**	**81.2**	**80.7**	**81.7**	**78.8**	**89.2**	**78.3**	**78.4**
Q-4 2008 Southwest 737 – Class A-366 Depart.	**91.3**	**90.5**	**86.3**	**81.4**	**80.6**	**81.6**	**78.8**	**89.8**	**82.0**	**81.6**

American:

Q-4 2012 AA – 7378Class A 1080 Dept	**98.4**	**96.9**	**96.4**	**88.3**	**88.1**	**88.9**	**85.5**	**93.1**	**83.9**	**82.3**
Q-4 2011 American 738 – Class A	**98.5**	**96.9**	**96.5**	**88.2**	**87.9**	**88.7**	**85.2**	**91.8**	**81.0**	**80.8**
Q-4 2009 American 738 – Class A 1029 Depart.	**98.0**	**96.2**	**95.6**	**86.9**	**88.1**	**88.4**	**84.5**	**91.6**	**78.7**	**79.4**
Q-4 2008 American 738 – Class A-916 Depart.	**98.1**	**96.2**	**95.3**	**88.2**	**86.6**	**88.2**	**84.2**	**91.2**	**79.8**	**79.3**
Noise Monitor Readings Allowable Class A	**101.8 dB**	**101.1**	**100.7**	**94.1**	**94.6**	**96.1**	**93.0**			

Airports in the Region

LAX finished the year 2012 up 2.95% for the year with a total of international and domestic passengers of 63.7 MAP. ONT finished the year at 4.3 MAP which was -5.41% vs. 2011. LAX began 2013, 3.29% ahead of January of 2012 and may see even better activity for the rest of the year as Delta Airlines is increasing its service levels at the airport on a year round basis. At the same time ONT began the year -8.95% for the year. The only bright spot for ONT is that International passengers were +7.30 % ahead of January last year.

Long Beach

Long Beach looks to increase service after opening of its new terminal. The 35,000-square-foot concourse is the capstone of a $139 million expansion and rehabilitation project at Long Beach Airport, which handled 3.2 million passengers last year and replaces the quaint trailers that served as waiting areas for passengers. All 41 one of the airport's slots for commercial flights are filled and there's a waiting list if any are relinquished. Airport Director Mario Rodriguez would like to attract more business from the northeast. JetBlue now flies to New York, Boston and Washington, D.C. Long Beach Airport is comprised of 1,166 acres and two runways of 10,000 and 6,192 feet.

In January, with load factors averaging 86%, Long Beach saw a decrease of -3.4% in total passenger traffic but at the same time decreased its seats in the market by -9.9%.

Supervisors order review of efforts to stem new flights at LAX

T he LA County Board of Supervisors on February 26, ordered a review to determine whether Los Angeles airport officials have complied with a 2006 court settlement that required them to disperse the growth in flights at busy LAX to other airports in the region. Supervisors directed the county counsel’s office and William T . Fujioka, the county’s chief executive officer, to assess how well Los Angeles World Airports

has implemented the agreement that ended a legal challenge to the plans of former Mayor James Hahn to modernize Los Angeles International Airport. T hey must report back to the board in 30 days.

Burbank-Bob Hope

For the first time in at least five years, the number of passengers using Bob Hope Airport declined during the important November-December holiday travel season. Accordingly for the year as a whole, roughly 4.1 million passengers traveled through the airport, a 5.7% decrease from 4.3 million in 2011.

American-US Airways Merger

American and US Airways have now each approved the merger of the two airlines. It will mark the third major US airline merger since 2008, raising the possibility of higher ticket prices and fewer choices for consumers as a handful of airlines dominate the skies. Mergers have helped airlines cut costs and gain more pricing power, boosting industry profitability. American and US Airways currently both serve JWA. It remains to be seen what if any effect it will have at JWA.

American Thrives

In February, domestic capacity and traffic were 5.0 percent and 1.3 percent lower year-over-year, respectively, resulting in a domestic load factor of 81.2 percent, 3.0 points higher compared to the same period last year.

USAirways Continues to Thrive

Mainline revenue passenger miles (RPMs) for the month were 4.4 billion, up 2.2 percent versus February 2012. Mainline capacity was 5.5 billion available seat miles (ASMs), down 1.2 percent versus February 2012. Mainline passenger load factor was a record 81.0 percent for the month of February, up 2.7 points versus February 2012.

Southwest

On March 7, Southwest provided operational results for the month of February, reporting that traffic and capacity declined from last year, while load factor edged up. For the month of February, Southwest estimates passenger revenue per available seat mile or PRASM to have increased about 2 percent compared to the prior-year period. Dallas, Texas-based Southwest said that traffic for the month, measured in revenue passenger miles or RPMs, declined 2.3 percent to 7.06 billion from 7.23 billion in the same period last year. Capacity, measured in available seat miles or ASMs, declined 3.1 percent to 9.31 billion from 9.61 billion last year.

Flying in the Future

Now new data from FAA released as part of its *Annual Aerospace Forecast Fiscal Years 2012-2033* confirms that both average trip length and average seats per aircraft mile – measure of how many seats fit into an aircraft – have been increasing steadily since 2000 for U.S. commercial air carriers. Both are forecast to continue going in an upwards trajectory for years to come. What does this mean? Exactly what most in the industry have been saying for sometime: Future flights will be longer and more crowded. It is how the industry has been able to rebound.