

February 2014 Update- All things Aviation:



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

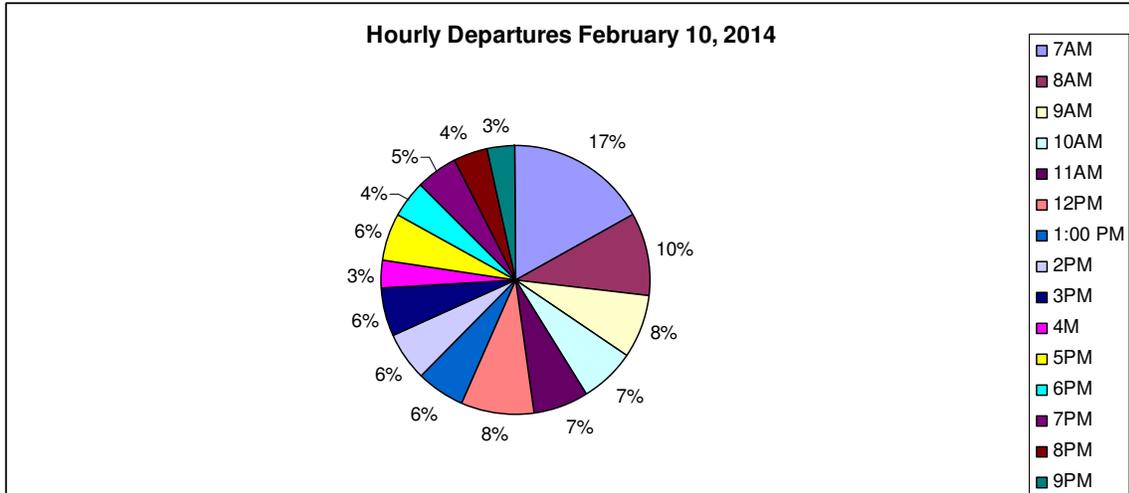
John Wayne Operations January

Airline passenger traffic at John Wayne Airport increased the first month of the New Year by 2.9% as compared to January 2013. January ADDs were 108.06 vs. 114.16 for 2013 which indicates that less aircraft are carrying more passengers. Of the ADDs, the international flights accounted for 4.60 ADDs or 4.25% of the total ADDs vs. 5.29 or 4.63% in 2013. During January, of the total of all of the passengers, 3.88% can be attributed to international passengers.

Departures One Day at JWA

A number of people have asked about the distribution of departures, during the day for one day of operation at JWA. What follows in the chart below is one day of operations at JWA, February 10, 2014, which was chosen arbitrarily. The figures were compiled from the departure data at the airport and are broken down by hour, i.e., 7-8 AM is reflected by 7AM etc. The total number of Departures was 119¹ for the day.

¹ The figure of 119 was established by posted departures at the airport and may not be totally reflective of cancellations or duplicative flight numbers which were attempted to be taken into account.

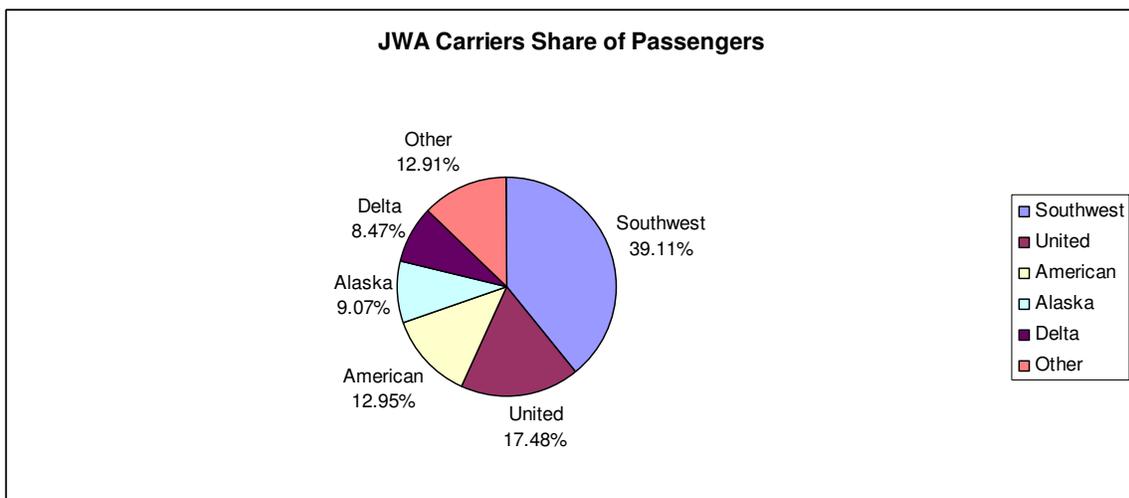


Number of flights per hour:

7AM	8AM	9AM	10AM	11AM	12PM	1:00 PM	2PM	3PM	4M	5PM	6PM	7PM	8PM	9PM	Total
20	12	9	8	8	10	7	7	7	4	7	5	6	5	4	119

Traffic, Top Destinations, on time Performance and Load Factors- JWA²

The above represents latest statistics released by the Department of Transportation and shows the respective carrier share of passengers at the airport.



² All represent the latest DOT statistics.

Meanwhile the top 10 destinations at the airport are in order:

1. Phoenix, AZ;
2. Dallas/Ft.Worth;
3. Denver, CO;
4. San Francisco;
5. Chicago;
6. Seattle, WA;
7. San Jose,CA;
8. Oakland;
9. Las Vegas, NV;
10. Sacramento.

On time Performance JWA

	Departures 2013 vs. 2012	Arrivals 2013 vs. 2012
Southwest:	22.5% vs.16.36%	17.5% vs. 12.2%
American:	14.11% vs. 12.33%	18.46% vs. 20.09%
Alaska:	4.30% vs. 5.53%	5.86% vs. 6.44%
United:	17.44% vs. 20.85%	15.38% vs. 16.68%
Delta:	6.85% vs. 5.91%	11.26% vs. 8.35%

In addition, the DOT also released load factors by airline and by origin for the year 2013 as follows:

Load Factor-2013

SWest:	79.84%
Delta:	84.54%
American:	84.49%
Alaska:	85.62%
United:	85.64%
USAir:	86.08%

By airport origin: JWA reported an overall load factor of: 84.34%

Southwest Announces Direct Service from JWA to Dallas Love Field

Southwest Airlines recently announced that once the flight restrictions expire at Dallas Love Field, that it will offer long-distance service between JWA and Dallas Love Field in Dallas, Texas. Southwest made this announcement in conjunction with announcing service to fourteen other cities from Dallas Love Field. This is as a result of the expiration of the Wright Amendment which has restricted the right of the airline to

operate long distance service from the airport.³ However one aviation consultant, Michael Boyd of Boyd Group International noted "This is going to be good for the consumer and for Southwest, but it isn't any slam dunk," Boyd said. "Every market that Southwest will serve from Love has bazillions of seats already" from nearby Dallas-Fort Worth International Airport, a hub for American Airlines.”

Noise

At the last Aviation Committee Meeting there was a discussion regarding departures at the airport about which there were a number of questions. It should again be made clear that so long as aircraft departing the airport meet the requisite noise limits established at the respective noise monitors they can depart the airport. Also understand that the airport does not control how the aircraft depart the airport, only that they meet the requisite noise standards. Each airline determines independently how they choose to depart the airport and meet the appropriate noise standards at the airport.

MetroPlex Environmental Assessment

The Federal Aviation Administration (FAA) recently announced that it intends 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 “Metroplex” is a geographic area covering several airports serving major metropolitan areas. 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,

³ As specifically noted in the October 2013 update: The so-called Wright Amendment, championed by U.S. House Speaker Jim Wright (D-Fort Worth) in 1979, was intended to restrict airline traffic out of Texas’ Love Field³ and direct more growth toward the then-fledgling Dallas-Fort Worth International Airport. The legislation was supported by business interests in Dallas. The amendment has had direct consequences for Southwest Airlines, which is headquartered at Love Field and operates one of its biggest hubs at the airport. Over the years, many of the Wright Amendment’s restrictions have phased out. The last limit prohibits nonstop flights from Love Field to 41 states, plus the District of Columbia. The last restriction expires Oct. 13, 2014,

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. The City commented to the FAA about the proposed project under consideration in the EA.

Airports in the Region

Long Beach –January

Long Beach Airport showed a decline of -8.8% in total passenger traffic for the first month of the New Year. While most of the carriers operating at the airport showed a decline, US Airways, now a member of the American Airlines team showed an increase of 11.1% in passengers for the month. Operations for the month of December 2013 were approximately 36 ADDs.

LAX

Los Angeles International Airport saw a 9.31% % increase for December over the same period in 2012 as it served 5.77 MAP; for the year of 2013 LAX finished 4.68% ahead of last year and ended up serving 66.7 MAP. For the New Year, LAX showed an increase of passengers of 7.29% over January 2013.

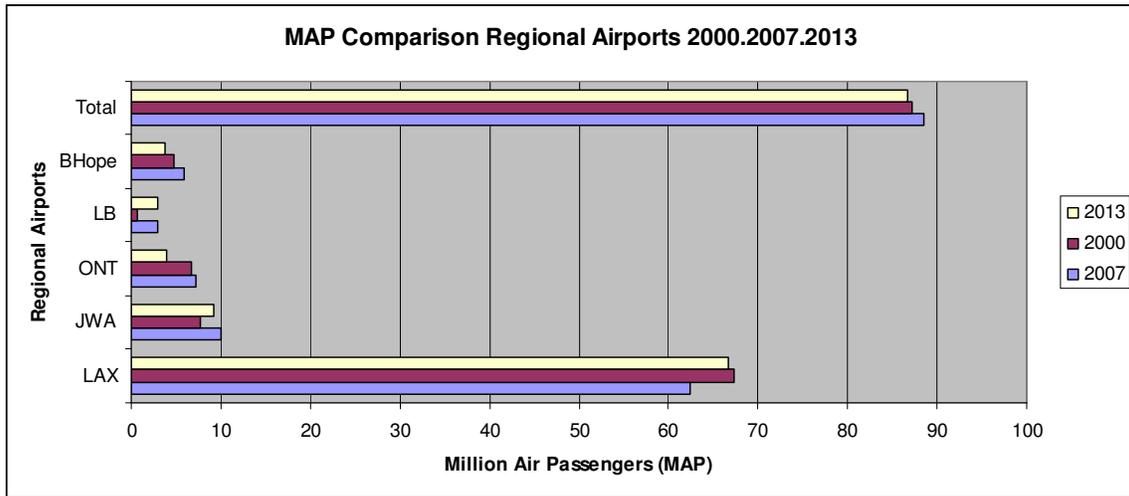
ONT

Ontario saw a 1.55% increase for the month of December but still finished the year 2013 at -8.08% over 2012, having served 3.97 MAP for 2013. Again, ONT showed an increase of 2.07% in passengers for January 2014 over the same period in 2013.

Bob Hope-Year End

Bob Hope Airport saw a roughly 5.23% decline in passengers last year, however, officials were cautiously optimistic to see December numbers rise about 1.18%, according to their most recent report. The airport served approximately 3.84 MAP in 2013 vs. 4.06 MAP in 2012. Meanwhile December 2013 showed a slight increase over December 2012.

What follows is a *Comparison of Total Annual MAP in Region*



Totals by Airports during the periods

Year	LAX	JWA	ONT	LB	BHope	Total
2007	62.44	9.98	7.21	2.91	5.92	88.46
2000	67.3	7.77	6.76	0.64	4.75	87.22
2013	66.67	9.23	3.97	2.94	3.84	86.65

ONT-LAX Unable to Come to an Agreement

The lawsuit between Ontario and Los Angeles officials over control of LA/Ontario International Airport is moving forward after both sides were unable to reach an agreement. The decision came during a hearing on February 5, 2014 in Riverside Superior Court.

Gold Line Authority Studying Extension To Ontario Airport

The Gold Line Foothill Construction Authority is determined to get that light rail line to beleaguered Ontario Airport. The authority, currently stretching the line to Azusa with hopes of a 2015 or 2016 opening, has published the final environmental impact report for a further extension to Montclair and is now starting the environmental study process on an approximately \$950-million extension to Ontario Airport. The \$1.5-million study will look at the best way to get the transit line into the small airport—a process that should be a lot less complicated than getting train service to massive LAX. This advance is tempered by a move by a subcommittee of the San Bernardino Associated Governments, which placed a Gold Line extension low on their list of rail priorities.

SanBAG, involved in the Montclair and Ontario extensions because they cross into San Berdoo County, think extending the Metrolink commuter line to Redlands and double-tracking Metrolink lines near Upland, Claremont, and Fontana are both more important projects than the Gold Line, mostly because there is zero money earmarked for construction of the Montclair or Ontario spurs. Metro also placed the extensions low on its list of priority projects for the next three decades, and while this could change if voters extend the Measure R transit/freeway tax at the ballot, SanBAG is reluctant to even pay for studies at this point. The Gold Line Authority is spearheading the airport study with their own reserves and sent out a statement saying they will work with SanBAG to convince them of the Gold Line's importance, especially in getting more fliers to Ontario.

Santa Monica v. the United States

For those of you interested in following the saga of the City of Santa Monica and their suit against the US and the FAA etc. al., regarding the ownership and operation of the Santa Monica, on February 13, the Federal District Court granted the FAA's Motion to dismiss.