

## APRIL 2017 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).

### **General Aviation Improvement Project**

For those of you who have been following the proposed General Aviation Project it is currently anticipated that the Environmental Impact Report will be completed sometime in the fall after which final comments will be made and reviewed with the project then being considered and the appropriate alternatives chosen by the Orange County Board of Supervisors in early 2018.

Key design elements that will be evaluated for inclusion in the Project and alternatives, to the extent feasible will include the following:

- Maintaining a comparable number and type of general aviation-based aircraft facilities, as compared to existing occupied facilities.
- Designing aircraft T-hangars to accommodate the Cirrus SR22 and Cessna 172 series of aircraft, which have 38.33-foot and 36.08-foot wingspans, respectively. This assumption is based on the fact that these two (2) aircraft account for nearly all new single engine aircraft sales.
- Reconfiguring, where possible, the existing co-located vehicle service road and taxi-lane to be two segregated uses.
- Reconfiguring, where possible, the vehicle service road to cross the taxiway/taxi-lane at a 90-degree angle.
- Developing the Orange County Sheriff's Department ("OCSD") and flight schools as independent facilities.
- Maintaining an on-site piston engine mechanic.
- Providing for up to three (3) full service FBOs with adequate fueling facilities.

- Providing for a general aviation terminal.
- Providing for a General Aviation Facility (GAF). A GAF is a screening facility for Customs and Border Protection, Department of Homeland Security, for international general aviation arrivals.
- Providing for a self-service fuel facility.
- Retaining for reuse, if possible, the existing east side FBO Building because it is still a viable structure.
- Retaining the existing general aviation fuel farm, which is located at the southeast side of the Airport.
- Maintaining the southeast corner of the Airport for transient aircraft tie downs only.
- Modifying facilities, to the extent feasible, to comply with Part 77 surfaces thus, modification to the existing southeast FBO hangar may be required.

### ***JWA – March 2017***

Airline passenger traffic at John Wayne Airport decreased in March 2017 as compared with March 2016. In March 2017, the Airport served 856,025 passengers, a decrease of -2.5% when compared with the March 2016 passenger traffic count of 877,553. Commercial aircraft operations decreased -1.6% and commuter aircraft operations decreased -49.2% when compared with March 2016 levels. It appears that the change in international travelers has some effect on the passenger statistics as March 2017 saw a decrease of -32.7% in international passengers for the airport.

In March 2017 the Average Daily Departures (ADDs) were 119.87 vs 122.73 for March of 2016.

### **Airports in the Region**

#### ***LAX-March 2017***

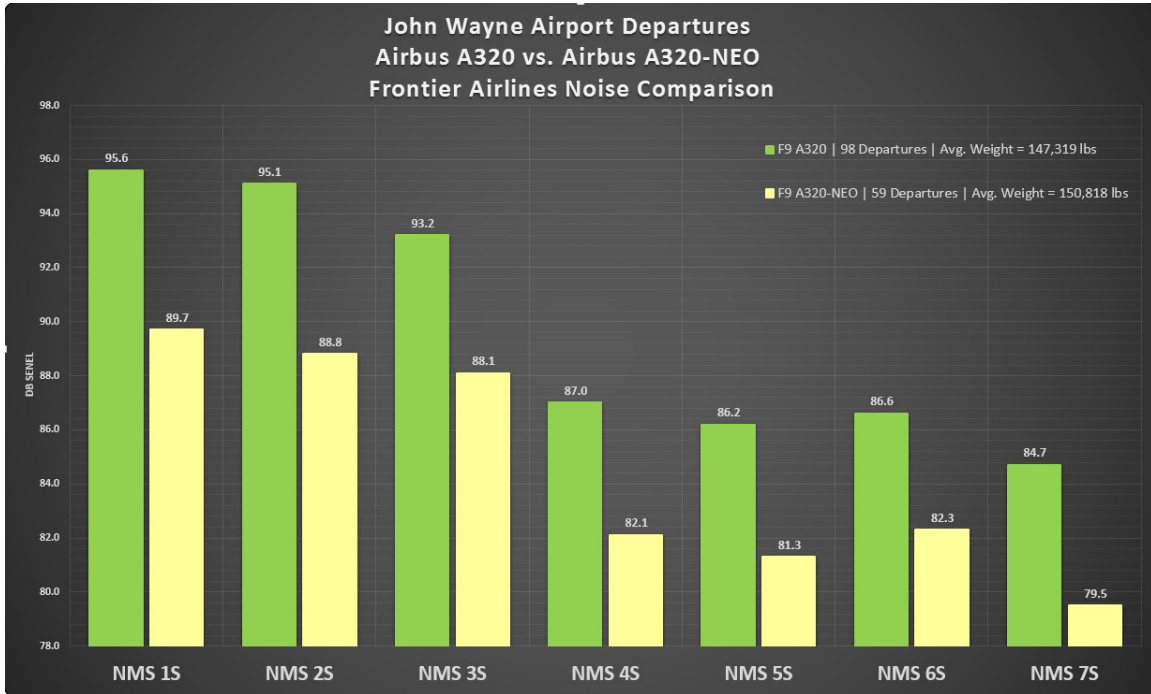
LAX passenger figures for March reached 6.8 MAP an increase of +4.68% for the month over last year. For the year at 18.8 MAP, LAX is +4.53% versus the same period for 2016.

#### ***Ontario-March 2017***

Ontario International Airport showed another strong month with an increase in passengers of +6.17% for March and +6.75% for the first quarter of 2017.

## A320Neo Performance

The following is a chart of performance regarding the a320neo for the period of November 1, 2016 to March 31, 2017:



### Potential change to Access Plan/Settlement Agreement

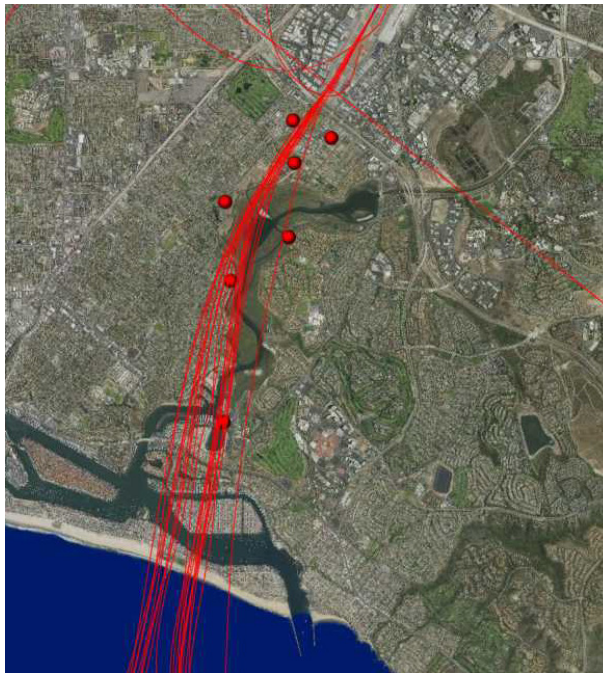
In the May and June 2016 updates there was a fairly detailed discussion regarding potential amendments to the Access Plan and Settlement Agreement. As the county had done in the past, they notified all of their carriers that they've had a request to review specific language in the Access Plan and asked them for comments on specific questions. The county has reviewed the comments they received and determined that they would process changes to the Access Plan and the Settlement Agreement. The changes are as a result of changes in the airline industry and almost identical to the type of change initiated in 2003. The change is the change in definition of Commuter Air Carrier or Commuter Carrier, as defined in both the Access Plan and the Settlement Agreement. The change is as follows only: "...seventy-six (76) passenger seats..." is similar to the changes made in 2003 when the change from "...fifty (50) passenger seats to seventy

(70) passenger seats...” was made.<sup>1</sup> The matter will be subject to final approval by the Orange County Board of Supervisors as well as the City of Newport Beach, SPON and AWG, all signators to the JWA Settlement Agreement. The foregoing proposed changes do not affect the JWA Settlement Agreement MAP Caps or the number of Class A aircraft.

### **Metroplex- Update**

Below you will find a cursory update of flight tracks after introduction on April 27, 2017 of the HHERO and FINZZ departures, which replaced the MUSEL and CHANNEL, which along with the PIGGN, implemented in March serve as the basis for the departures from JWA. The snapshots are of the first hour of departures on three different days as the changes were introduced.

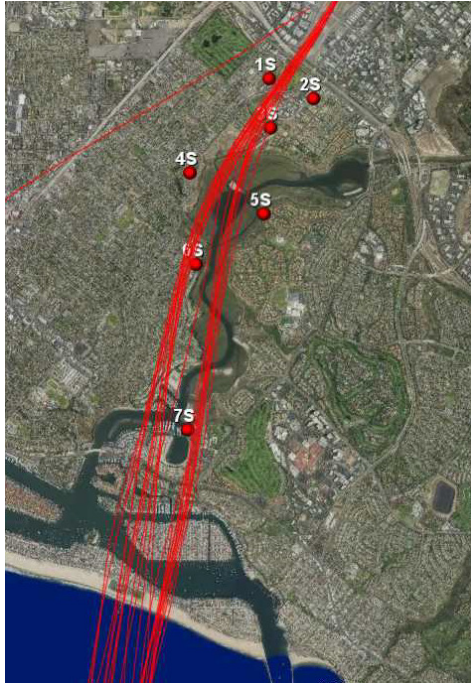
February 27, 2017- Pre Introduction



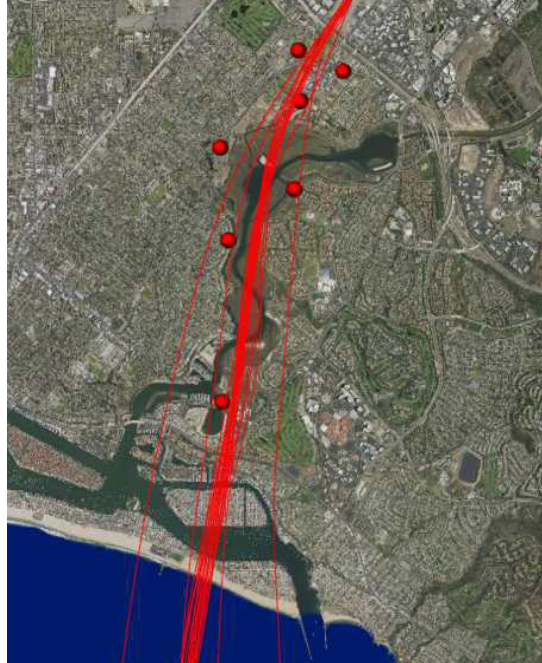
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<sup>1</sup> *December 2002 Amendments.* The definition of a *Commuter Air Carrier* was revised to include *Class E Aircraft* regularly configured with not more than fifty (50) passenger seats.  
*June 2003 Amendments.* The definition of *Commuter Air Carrier* was revised to include *Class E Aircraft* regularly configured with not more than seventy (70) passenger seats, instead of fifty (50) passenger seats, and operating at a gross takeoff weight of not more than ninety thousand (90,000) pounds, instead of sixty thousand (60,000) pounds, consistent with the *Orange County Board of Supervisors’* approval of amendments to the 1985 Settlement Agreement.

March 27, 2017- After introduction of PIGGN



April 27, 2017- After Introduction of HHERO and FINZZ



The FAA is evaluating all of the departures and has publicly announced revisions to two of the new departures, PIGGN2 on or about August 17 and HHERO on or about October 12, 2017. The City and County continue to monitor the departures and as mentioned numerous times are currently involved in litigation about the Metroplex in Federal Court.