

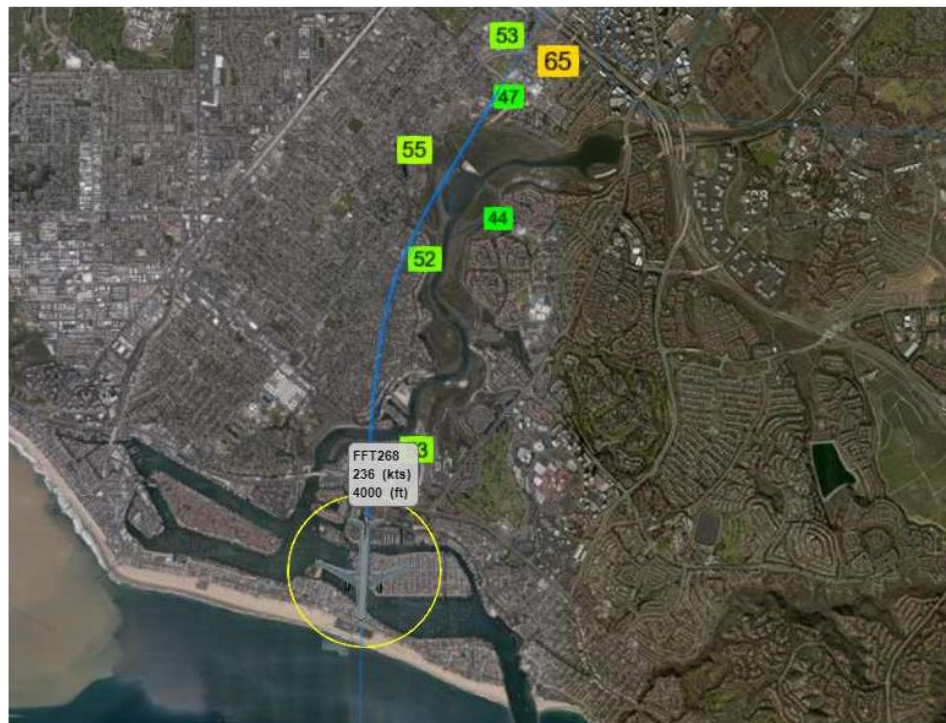
FEBRUARY 2020 UPDATE

All Things Aviation



Performance of the Frontier Airlines A320neo Aircraft

As discussed previously, with the introduction of newer aircraft, the community realizes the benefits of less noise upon departure.¹ One of the newer aircraft operating at John Wayne Airport is the A320neo, flown by Frontier Airlines. The aircraft demonstrates both a reduction in noise and an increase in altitude.

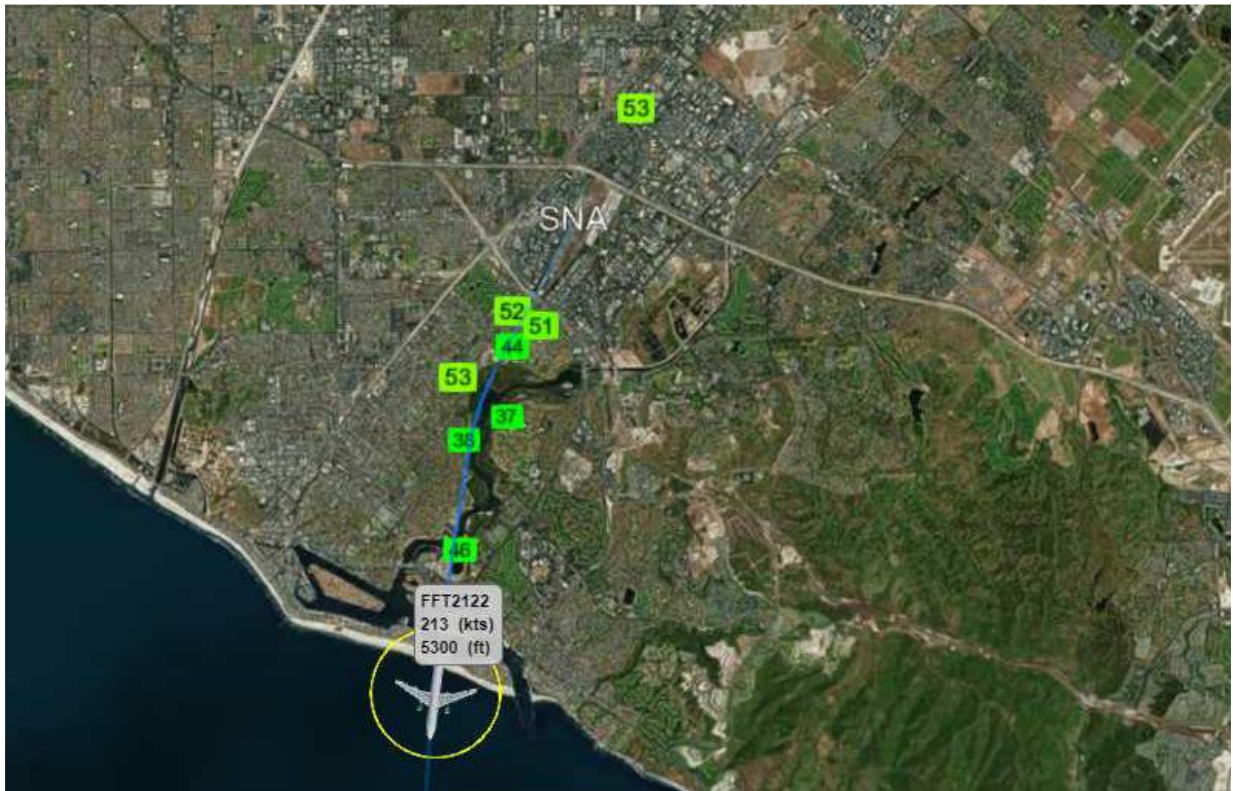


As shown by the above Frontier flight utilizing the A320neo on January 15, 2020, the plane reached an altitude of approximately 4000+ feet at Balboa Island. Meanwhile the overall performance for the aircraft was as follows:

- GTOW:** 137,430
- NMS5S:** 80.4 dB SENEL; Alt. 2621 ft.
- NMS6S:** 79.3 dB SENEL; Alt. 3094 ft.
- NMS7S:** No noise reading recorded; Alt. 3572ft.

¹ See also Aviation Update October 2019 as well as discussion about the A320Neo in December 2016 report.

The image below shows a February 4, 2020 Frontier flight to Las Vegas which registered an altitude of approximately 5300+ ft. at the peninsula and 4700+ ft. at Balboa Island.



Overall performance of the flight was as follows:

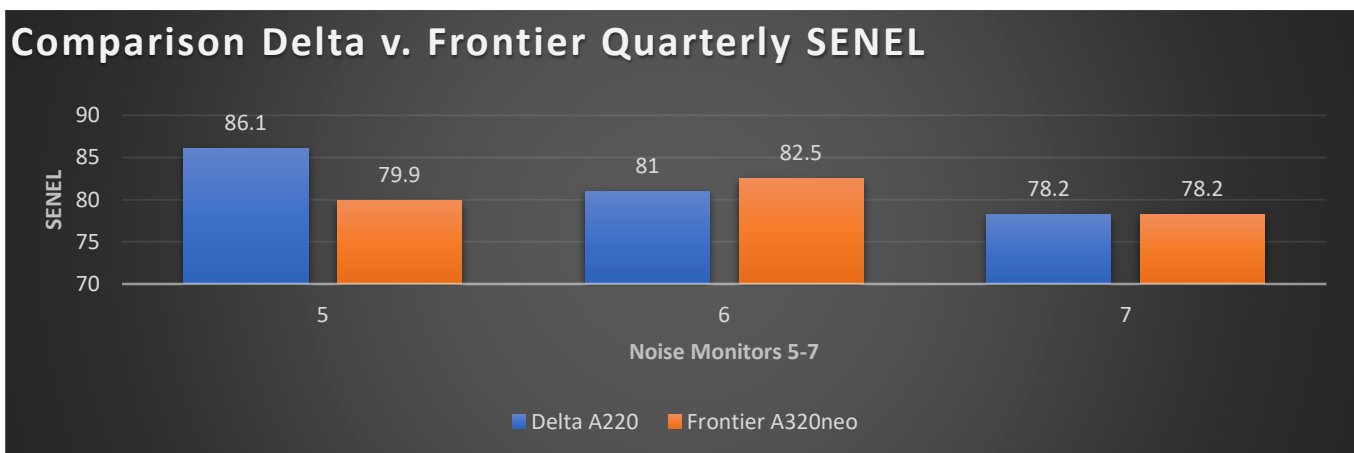
GTOW: 129,809

NMS5: No noise reading recorded; Alt. 2233 ft.

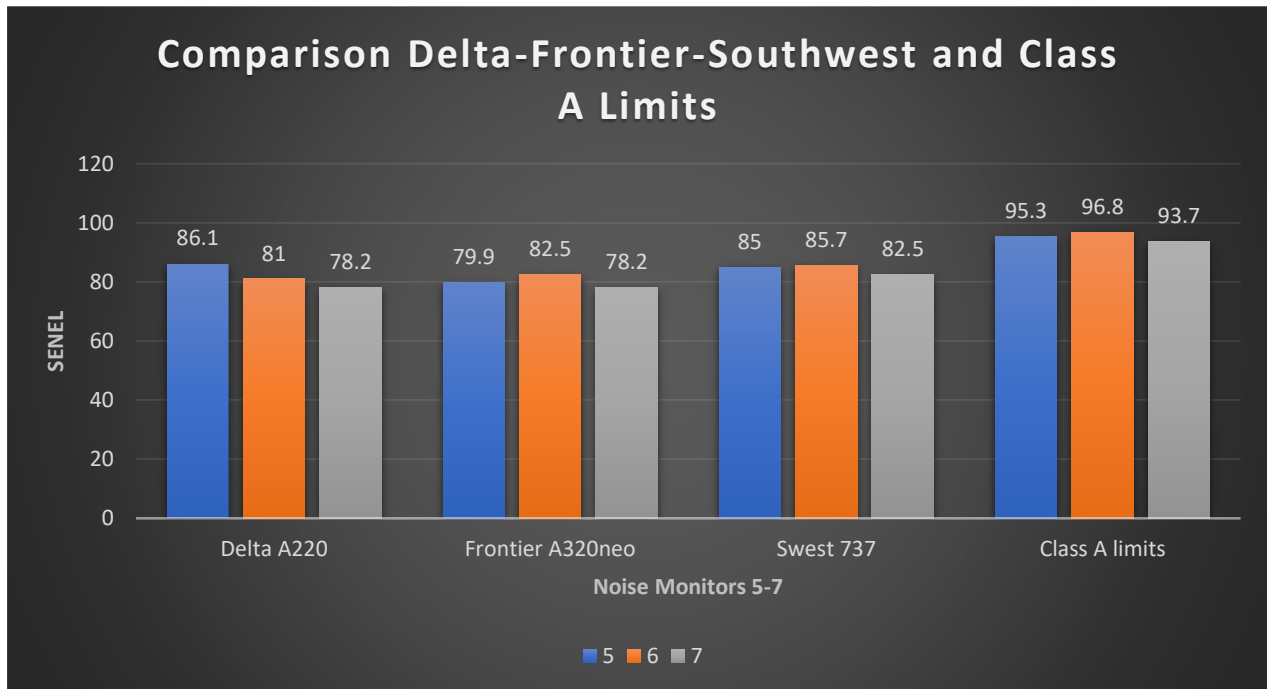
NMS6: No noise reading recorded; Alt. 2477 ft.

NMS7: No noise reading recorded; Alt. 3490 ft.

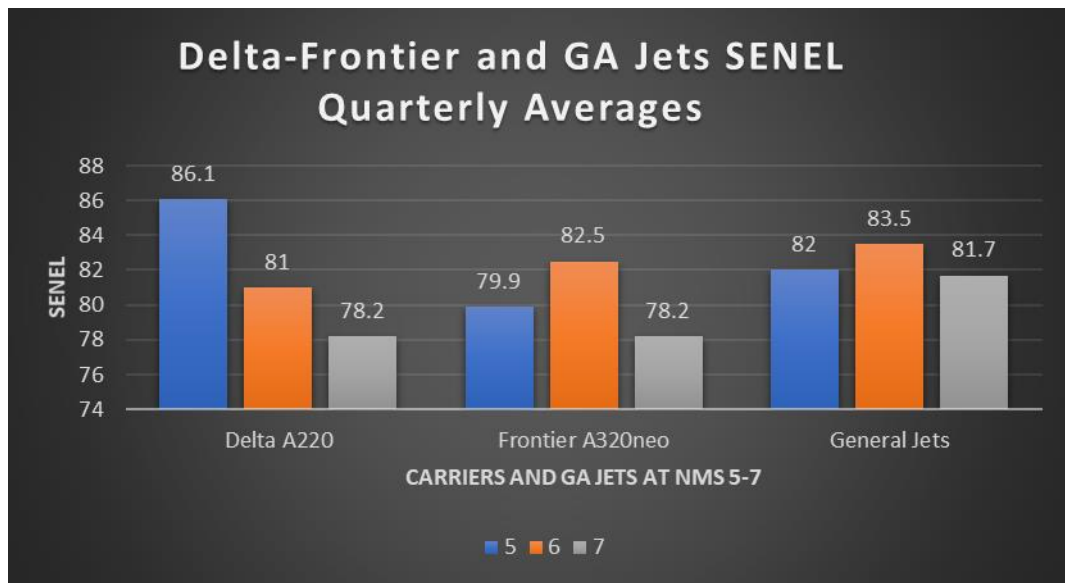
The following is a comparison of the Frontier A320neo to the Delta A220 also operating at the airport.



In addition, a comparison with Southwest as well as the Class A Limits:

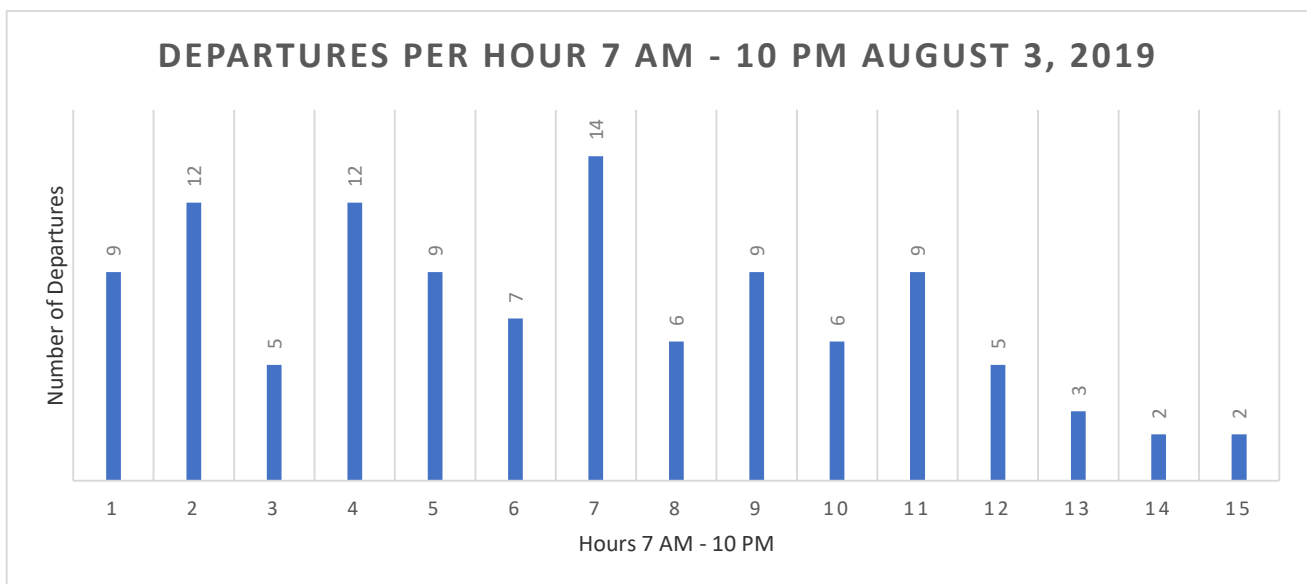
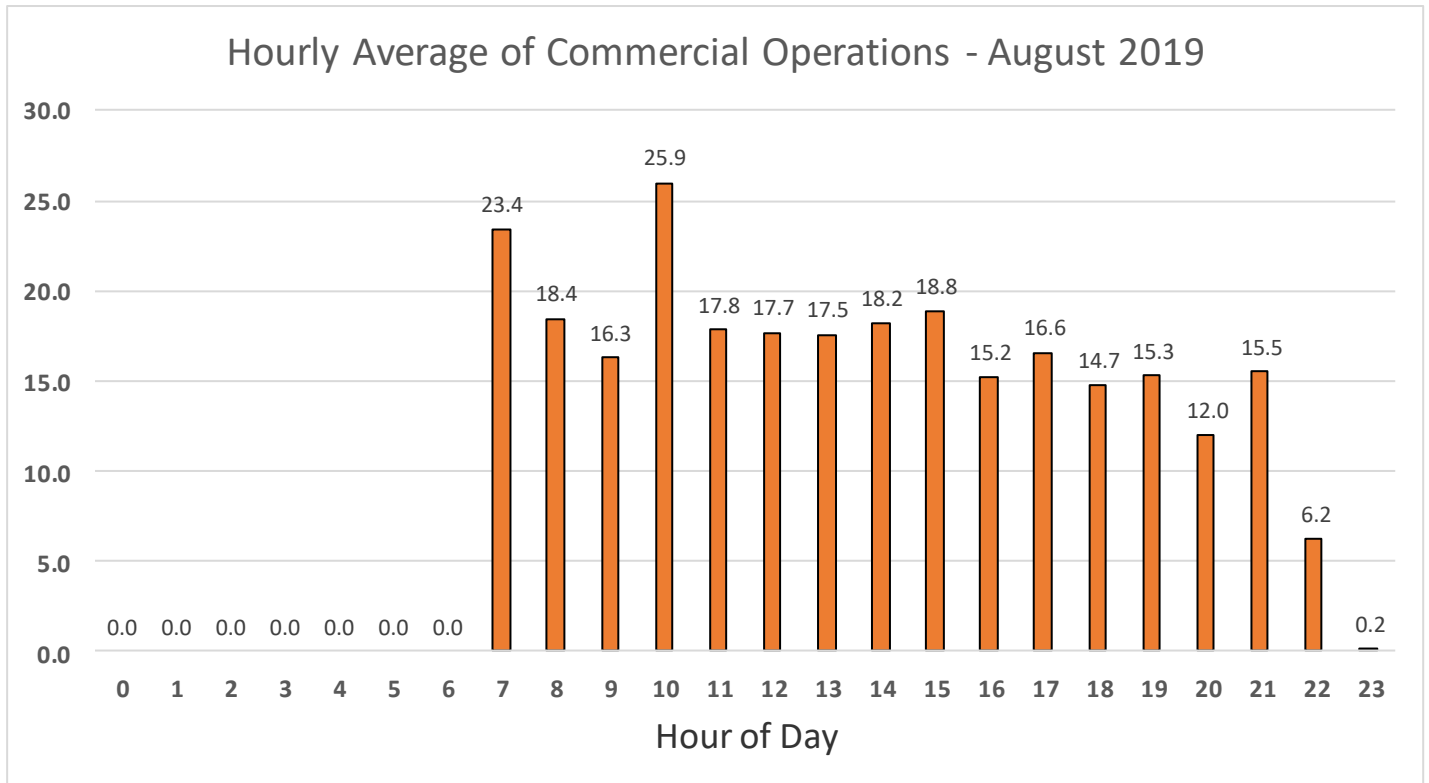


And, a comparison with General Aviation jets:



Operations² and Departures Per Hour

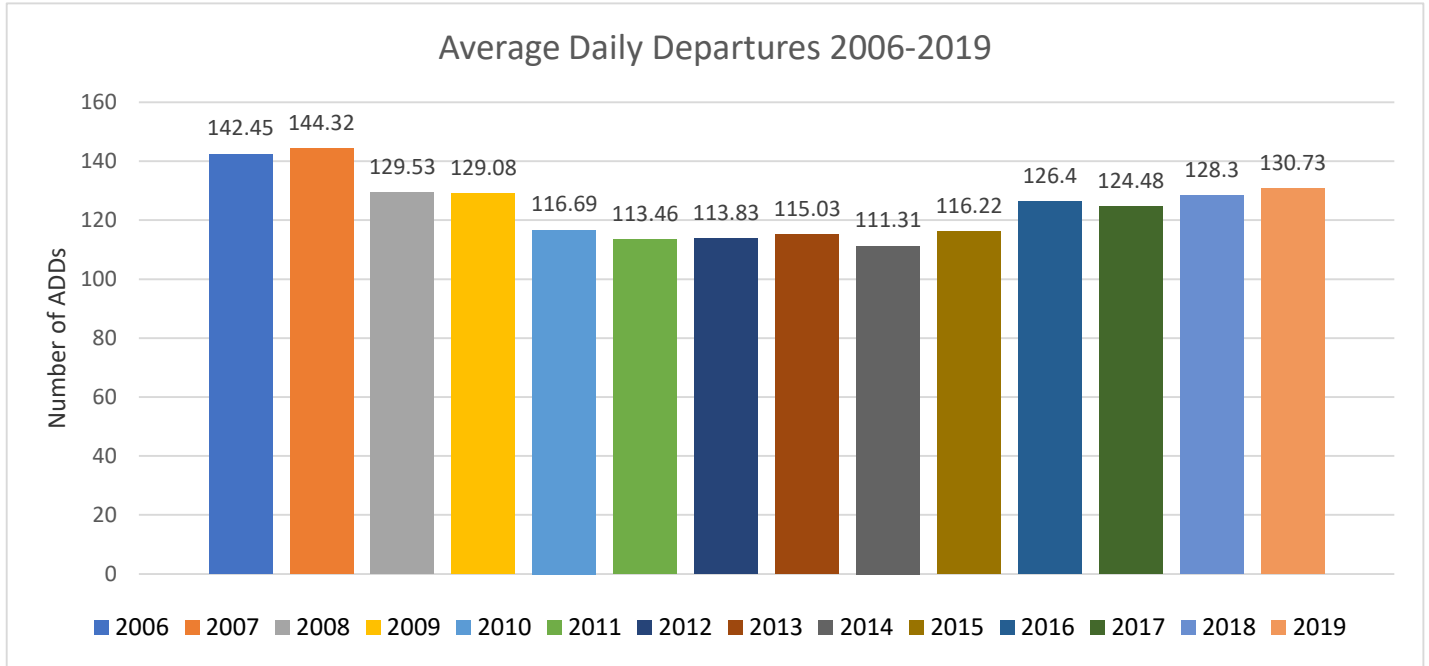
Many have asked about the hourly operations at the airport. The following is a chart of hourly operations for the month of August 2019, which is followed by a similar analysis of just one day in August 2019. Operations at the airport are affected by numerous factors such as weather; airspace structure and traffic control; ratio of arrivals to departures; taxiway configurations, locations of exit taxiways and the resulting runway occupancy time; presence of any wake turbulence, to name a few. The hourly capacity depends on the mix of arrivals and departures. As a further example, the greater the number of arrivals in an hour, the fewer departures will be accommodated.



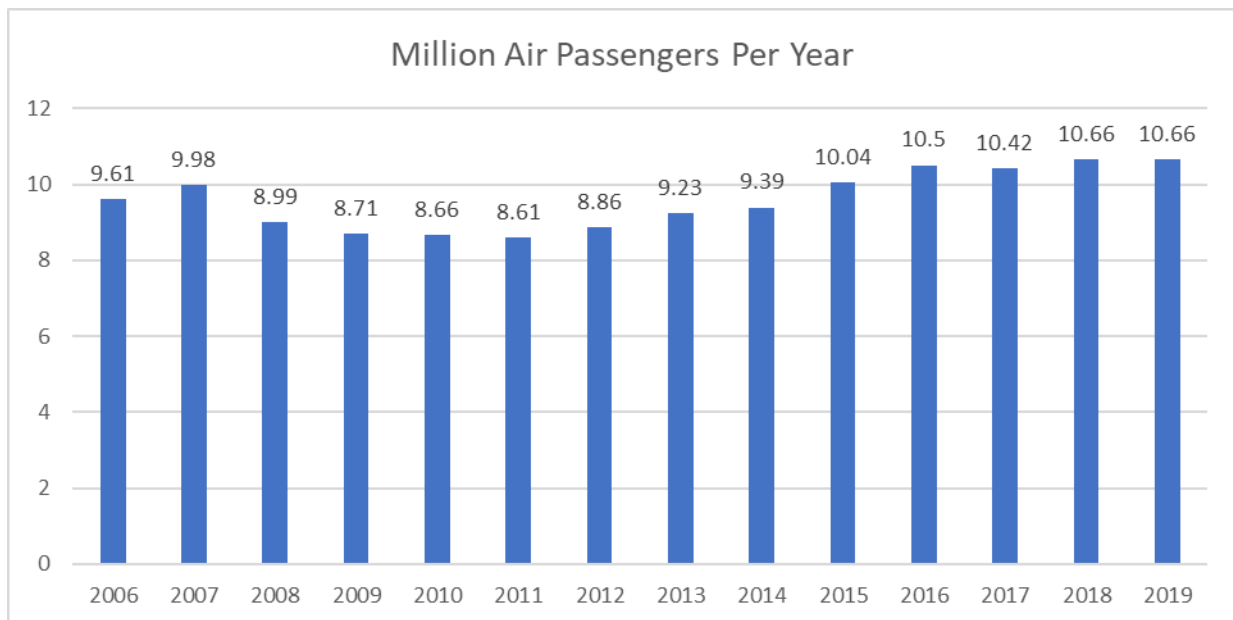
² An Operation is defined as both an arrival and departure.

John Wayne Airport 2019

In 2019, 10.657 Million Air Passengers (MAP) passed through the airport versus 10.664 MAP in 2018. The foregoing translated to 130.73 Average Daily Departures (ADDs) as compared to 128.30 ADDs for 2018. A further breakdown of the numbers showed that the largest increase in ADDs was a result of the increase of commuter carriers.³ In 2019, the number of commuter ADDs was 7.34 ADDs while in 2018, the ADDs for the commuter carriers was 2.45 ADDs. Commuter ADDs are included in the overall ADDs. The following is an historical breakdown of ADDs for the years 2006 to the present:



In addition, the 2006-2019 Million Air Passengers (MAP)⁴ is shown below:



³ A commuter carrier which is defined as: Aircraft used for regularly scheduled air service, configured with not more than seventy (70) seats, and operating at weights not more than ninety thousand (90,000) pounds.

⁴ Per the JWA Settlement Agreement, the MAP through December 31, 2020 is 10.8 MAP. Commencing January 1, 2021, the MAP will increase to 11.8 MAP until December 31, 2025.

General Aviation Improvement Program

The proposed improvements to the general aviation facilities at John Wayne Airport, better known as the General Aviation Improvement Program (GAIP), are, in accordance with the direction of the Board of Supervisors, moving forward. As you may recall, the Board adopted the necessary Request for Proposals (RFP) for two (2) Full Service Fixed Base Operators as well as one Limited Service Fixed Based Operator. Proposals were due in December 2019. The approximate timeline⁵ for the selection process is as follows, and is subject to change:

Proposals were submitted on December 19, 2019;
Panel Review and Interviews to be completed in March 2020;
Airport Commission for review April 1, 2020;
Board of Supervisors Selection of Operators to Negotiate terms for potential award April 14, 2020;
Negotiation Period April 14-May 2020;
Board of Supervisors award of leases June 2020

The City will continue to advocate the elements it believes will best protect the community.

Ontario International Airport

Ontario Airport continues to take off with passengers as the number of passengers for 2019 is +9.14% for the year with a total of 5.6 MAP. The rapid expansion of commercial air service at Ontario International Airport (ONT) continues with the inauguration of United Airlines' nonstop flights serving Houston's George Bush Intercontinental Airport (IAH). ONT now reaches 21 domestic and international destinations with nonstop service. In addition, Delta and Jet Blue have both introduced new and expanded service to the airport. Frontier will introduce new service to New York in the Spring of 2020. ONT has approximately 67+ ADDs.

With two runways, one of 12,200 feet long⁶ and another of 10,200 feet long, the current facilities support 10 Million Annual Passengers. Through expansion and surface transportation infrastructure development, ONT has capacity of 31 MAP. Meanwhile, Long Beach served 3.58 MAP in 2019.

Questions about the Airport or Operations

This is a friendly reminder that if you have any questions about John Wayne Airport and its departures and/or operations, please do not hesitate to contact the City of Newport Beach City Manager's Office. In addition, there is extensive information on the City's website at: www.newportbeachca.gov/jwa.

⁵ The foregoing is fairly consistent with the timeline in the October 2019 Aviation Update.

⁶ By comparison JWA has one commercial runway of 5,701 ft.