

November 2011 Update- All things Aviation:



If you'd like additional information, please contact the City of Newport Beach.

STREL Departure Path

As a result of multiple inquiries regarding departure patterns for the last two (2) years and the implementation by the Federal Aviation Administration ("FAA") of the new Area Navigation ("RNAV") departures pursuant to NextGen, (NextGen is the term that the FAA program to transition air traffic in the nation's skies from ground-based to satellite-based technology.) for commercial carriers traveling east of Las Vegas, the city thinks it's best to summarize the current state of the departures.

For the past two years, the City has focused a great deal of time and energy responding to the complaints; concerns and questions of residents of the City. The City has conducted a number of field observations of the departures from numerous locations around the City and attempted to answer any questions and when unable to immediately respond, sought an answer from the appropriate party. Utilizing the information and observations obtained by the City, the City has worked to facilitate a dialogue with the County, owner of the airport, and indirectly a dialogue between the County and the FAA, which controls the departure patterns of the carriers departing the airport.

As a result of the efforts of all concerned the FAA, twice modified the departure patterns to more closely approximate the historical departures from the airport. The

results of the current STREL Departure Path (“STREL DP”) have been communicated to the community on a continuing basis. And as disclosed, the field observations, as well as radar flight tracks demonstrate that the current STREL departures are in fact an overlay of the historical departure patterns, as well the dispersion patterns of the previous departure paths. Moreover the FAA reports that its own more accurate flight track data confirms the foregoing. The data also confirms that the STREL DP has demonstrated less dispersion overall and therefore a more precise path.

As regards concerns expressed by the community of an eastward drift of aircraft at or about Noise Monitor Station 7, the FAA has directly responded to this issue and determined that in fact the STREL DP successfully moved aircraft to the center of the bay and in addition aircraft are at higher altitudes before initiating their eastward turns. To the extent that the community is observing aircraft east of the STREL DP, they determined that those flights are not flying the STREL DP.

The data on the noise being generated by the STREL DP has also been reported by the City on a continuing basis to the community. In addition, the County has monitored the departures to evaluate the noise levels, as well as making their quarterly noise reports available to the community. So far the County has reported that there is no scientific evidence to demonstrate that noise has increased dramatically; the noise levels upon departure have remained constant and in the long term the noise levels have actually decreased. It is again important to note and what has been repeatedly reported by the City, aircraft departing the airport are required to operate within the maximum permitted noise levels of the John Wayne Settlement Agreement and other regulatory requirements; they have and continue to comply with all such requirements. Finally the County reports that the FAA has for the past two years evaluated the concerns of the community and made certain modifications which have resulted in the STREL and determined that the current STREL DP falls within the bounds of historical flight tracks and meets the federal government objectives of NextGen and that further changes to the STREL DP will not be made.

The City will however, continue to communicate with the County and indirectly the FAA about the concerns of the community.

Board of Supervisors Approves the Mexico Incentive Plan

Build it and they will come? Having built an international arrival area at John Wayne, on November 8, the Board of Supervisors approved an agreement with the Customs and Immigration Service to station ten full time agents in Terminal C at an initial estimated cost of between 1.7 and 1.9 million dollars per year. In order to encourage the airlines to bear this cost, the county has agreed to reimburse the airlines with incentives of up to \$900,000. (Three incentives of \$300,000 each.)

Under the terms of the incentives, a new or existing commercial carrier will be required to fly non-stop from JWA to a Mexican city at least five times a week for a year. If all of the three incentives are earned, through out the year there is the possibility of JWA might see a minimum 780 flights per year. Depending upon the load factors and size of the planes utilized there would be approximately 78,000 in bound and outbound passengers per year or 156,000 annual passengers, which is approximately a 1.8% increase in traffic at the airport.

Southwest Steps Forward

Southwest Airlines was the first to announce that it plans to begin service between John Wayne Airport and two cities in Mexico in June 2012 through its recently acquired AirTran subsidiary. The two cities currently identified are Mexico City and Cabo San Lucas. As reported earlier, carriers serving the Mexican market are required to meet the terms and conditions of the JWA Settlement Agreement and JWA Access Plan.

For those of you keeping score, Southwest and AirTran reported 8.7 billion revenue passenger miles for October 2011 up from 8.4 billion in October 2010, while the two airlines increased their combined capacity by 4 percent to 10.7 billion available seat miles. At the same time their load factor for the month was 81.4 percent, or the percentage of seats filled, down from 81.8 percent in October 2010.

Despite the foregoing Southwest's CFO on November 9 announced that they do not intend to grow in 2012. Instead they will be focusing on integrating AirTran and working to reap those revenue gains. They hope by the 2015 to 2020 timeframe they can begin to grow the combined airline again with a new combined network.

Continental to discontinue Maui Run

Meanwhile, Continental-United announced that it will end non-stop service from John Wayne Airport to Maui after Jan. 2, 2012. They cited that, demand in the market was not sufficient to sustain the service for the long-term.

Compass Air

The airport lease for the newest carrier, Compass Airlines, at JWA, was approved by the Airport Commission on November 16. It is to proceed to the Board of Supervisors for final approval on December 6.

New Terminal and Opening

The new terminal and facilities opened for business in November, despite some hick-ups. A question that has been asked numerous times when the story was reported was about the number of gates at the airport and the Settlement Agreement. The Riley Terminal has twenty (20) bridged passenger gates for commercial passenger service. Two smaller terminals, one at the north end (Gates 1A, 1B, and 1C) and one at the south end (Gates 22A, 22B and 22C) of the Riley Terminal are available for commuter passenger service. The Settlement Agreement makes reference to twenty (20) loading bridges. A jet bridge (also termed portal, loading bridge, aerobridge/airbridge, air jetty, jetway, passenger walkway or passenger boarding bridge) is an enclosed, movable connector which extends from an airport terminal gate to an airplane. A gate is an entry way, which may or may not have a loading bridge. You can move around loading bridges but not gates. Gates are not loading bridges.

Laguna Beach Addresses Airport Noise

The City of Laguna Beach, recently has updated their website with detailed information concerning complaints of the residents regarding airplane noise. The site can be reached at: <http://www.lagunabeachcity.net/cityhall/pw/airtraffic.asp>

Long Beach Airport

Through September, Long Beach Airport service levels remain strong and steady. Through September 2011, Long Beach served 2,329,851 passengers. The September numbers were 4.6 percent ahead of the same period in 2010 and was the best nine-month total in the airport's history.

By comparison, through September 2011, JWA is -0.7% behind the same period in 2010 and on course for approximately 8.7 MAP for 2011. The current MAP cap at JWA is 10.8 MAP. Statistics for October 2011 were not available at press time.