

June 2010 Update- All things Aviation:



If you'd like additional information please contact the City.

Airports 101

Many of you have commented that certain terms have been thrown around by different people and you have expressed that you were unsure what was being said or why it was important. Accordingly please find the following:

ANCA

ANCA is an acronym for the Airport Noise and Capacity Act passed by Congress in 1990. Without getting into an extended legal brief about ANCA, there are some basics that you should probably understand. In response to airports around the nation imposing certain restrictions on airports because of the concern raised by the FAA and the airlines, ANCA was passed to address further attempts that sought to limit or restrict access to the nation's airports and limit airport capacity. Accordingly any attempt to limit in the future airport access or affect safety had to pass the muster of the FAA.

The reason that ANCA gets thrown around a lot is that, the County and City were able to get the John Wayne Settlement Agreement, "grandfathered" in under ANCA, meaning it was deemed enforceable because it was in existence prior to ANCA. Just as important ANCA said that it, ANCA was not applicable to:

- “...(1) a local action to enforce a negotiated or executed airport noise or access agreement between the airport operator and the aircraft operators in effect on November 5, 1990;
- (2) a local action to enforce a negotiated or executed airport noise or access restriction agreed to by the airport operator and the aircraft operators before November 5, 1990;
- (3) an intergovernmental agreement including an airport noise or access restriction in

effect on November 5, 1990;

(4) a subsequent amendment to an airport noise or access agreement or restriction in effect on November 5, 1990, that does not reduce or limit aircraft operations or affect aircraft safety;..." (emphasis added).

Therefore any extension of the existing settlement agreement can not further reduce or limit aircraft operations or affect aircraft safety.

SENEL

Single-event noise is the maximum sound level produced by an individual approach over flight at a particular measuring point. A related acronym is SENEL, which stands for "Single Event Noise Exposure Level". In this context it means the maximum sound level caused by a single over flight over a noise measurement site. The noise level is measured in decibels (dB, or dBA). The SENEL is the noise that we actually hear from the airplanes which fly overhead. Why is this important? Because the SENEL is also used by the County and contained in the Settlement Agreement to determine the class of aircraft that are allowed pursuant to the Settlement Agreement. Class A aircraft are regulated by the maximum allowable SENEL at each individual noise monitor. Currently there are 85 ADD Class A aircraft. The balance of the aircraft- Class E, the so called quieter aircraft- are defined also by the SENEL but regulated by the MAP CAP at the airport, i.e. 10.3 until December 31, 2010 and 10.8 until December 31, 2015.

CNEL

A different noise measure is CNEL, Community Noise Equivalent Level. This is a form of measure for an average noise level occurring on a more or less continuous basis. Simply put the CNEL is an averaging of noise over a 24 hour period. This is important from the County's standpoint as guidelines have been established in the California State Noise Standard, to control noise levels in residential areas produced by aircraft operations using the State's airports. These guidelines establish that residential areas exposed to an average Community Noise Equivalent Level (CNEL) in excess of 65 dB comprise the airport Noise Impact Area.

First Quarter: LAX leads the way in regional recovery

When regional air travel plummeted after 9-11, LAX lost most heavily as millions of passengers abandoned the big airport for more user friendly regional airports.

This year, with Southern California air travel up more than 4 percent in the first quarter, LAX is leading the recovery.

This comes about, not as a result of renewed love for LAX on the part of passengers but because airlines are concentrating flights at LAX for the sake of greater capacity utilization.

	SNA	LGB	ONT	PSP	BUR	LAX Domestic	LAX Intl	LAX total	Region
3 Mos 2010	1,986,442	263,840	1,095,182	534,414	1,047,910	9,574,185	3,740,669	13,314,854	18,615,403
3 Mos 2009	1,888,642	266,355	1,127,010	520,638	1,070,324	9,153,763	3,477,101	12,630,864	17,899,793
Change 2009-10	+97,800	-25,515	-31,828	+13,776	-22,414	+420,422	+263,568	+683,990	+715,610

JOHN WAYNE AIRPORT POSTS MAY 2010 STATISTICS

Meanwhile, airline passenger traffic at John Wayne Airport increased in May 2010 as compared to May 2009. In May 2010, the Airport served 739,421 passengers, an increase of 0.04% when compared to the May 2009 passenger traffic count of 739,093. Basically the passenger counts were unchanged. At the same time commercial aircraft operations decreased 4.5%, while Commuter aircraft operations decreased 68.5% when compared to the levels recorded in May 2009.

Total aircraft operations decreased in May 2010 as compared to the same month in 2009. In May 2010, there were 18,153 total aircraft operations (take-offs and landings), a decrease of 5.1% when compared to 19,129 total aircraft operations in May 2009. General aviation activity, which accounted for 60% of the total aircraft operations during May 2010, increased 0.8% when compared to May 2009.

Airport Land Use Commission Approves Irvine urbanization plans

The Orange County Airport Land Use Commission has approved Irvine's revised plans for high-rise, high density development within a more than 2,000-acre expanse of aging office and industrial space the city hopes to transform into a collection of new mixed-use projects known as the Irvine Business Complex.

Commissioners worried about new development in the airport's flight path voted in April to deny the Irvine Business Complex plan, a move that caught Irvine leaders off-guard, forcing them to cancel a planned council vote on the project.

The city addressed the airport commissions concerns by agreeing to limit the height of airport adjacent developments, including lowering plans for a building at the Irvine Concourse near Main and Jamboree from 20 stories to seven stories.

LA City Council to Study Return of Ontario Airport to the City of Ontario

On May 18, 2010, the Los Angeles City Council approved, by a 12-3 margin, a Motion calling for a study of the requirements for, and costs and benefits of, returning Ontario International Airport (“ONT”) to the control of the City. For those who may not know, Ontario is currently owned and operated by LAX. Whether this study is merely one more study of a difficult issue or delaying a decision remains to be seen.

FAA Announces Performance Standards for Critical NextGen Avionics

The Federal Aviation Administration (FAA) announced the performance requirements for aircraft tracking equipment that will be required under the Next Generation Air Transportation System, or NextGen. The avionics will allow aircraft to be controlled and monitored with greater precision and accuracy by a satellite-based system called Automatic Dependent Surveillance – Broadcast (ADS-B).

“Today we have reached a major NextGen milestone,” said U.S. Transportation Secretary Ray LaHood. “This technology represents another step forward in our ability to make America’s skies the safest in the world.”

According to the announcement, the final rule, developed with extensive input from the aviation community, requires aircraft flying in certain airspace to broadcast their position via ADS-B by 2020. The rule mandates that the broadcast signal meet specific requirements in terms of accuracy, integrity, power and latency.

Inspector General Highly Critical of Next Gen

The Federal Aviation Administration has fallen so far behind in meeting its milestones for its overhaul of the air traffic control system that it could cause costs to skyrocket and delays to extend out for years, according to an audit from FAA's inspector general.

The agency has many decisions left to make concerning cost, execution and coordination of specific NextGen programs, according to the report, which was released this month. NextGen is FAA's ambitious plan to replace the nation's aging radar-based air traffic control system with a satellite-based network by 2020.

"While FAA is making progress in addressing NextGen's challenges, a number of critical actions are still needed for successful implementation," the report states. "Among them, and perhaps the most important in the near term, is setting realistic expectations for what can be achieved in the midterm and assessing the associated risks. . . . Until then, NextGen may not deliver the expected long-term benefits and ultimately puts billions of taxpayer dollars at risk." The inspector general audit is not the first to raise concerns about NextGen. Previous investigations and testimony have identified budget problems, software deficiencies, management shortcomings and systems integration issues that FAA should address as it deploys new technologies. As noted previously, because of the focus on overlays, the airline industry "is dissatisfied with the overall quality of [these]

procedures, and they are not widely used," according to the U.S. Transportation Dept.'s Office of Inspector General (IG). The Air Transport Assn. (ATA) also believes there is "minimal value" in the overlay strategy, and the FAA should instead be using these new tools for sweeping redesigns of airspace. As you can see many of the issues that the County has had to deal with are not particular to JWA.

DUUKE-STREL

Meanwhile, the FAA's own NextGen experiment at JWA continues with the DUUKE TWO soon to be known as the STREL. On May 26 the City facilitated another meeting with the County and their noise expert along with a group of pilots to critique the problems that seem to plague the FAA and their development of the DUUKE. In addition the County is going the extra mile and is seeking the advice of the technical experts in the field at Georgia Tech to possibly interface with the FAA on a new; better departure procedure in hopes of resolving the issue for all concerned. It still appears that any change will be implemented in 2011 after modeling and testing of the procedure.

Finally despite all the best efforts of the City and County, the FAA is under no obligation to change the current procedure as it fits within the established parameters of the original departure overlays at the airport and is also well within the county's noise requirements. However, the City will continue to press for a satisfactory resolution and can only ask for your continued patience.

In addition, it should be noted that while different areas of the community have attempted to weigh in on this issue directly with the FAA it may instead of helping the situation further cloud the issue with the FAA and the end result may be to lessen any impact the City and the County may have which will result in the FAA doing what they please.

FAA Proposes Changes in "through the fence" Operations

If enacted, proposed legislation would change the landscape for "through-the-fence" operations at public use airports that receive Federal funding. Through-the-fence (TTF) operations occur when an airport sponsor enters into an agreement that permits access to airport taxiways, runways and facilities by aircraft based on land adjacent to, but not part of, airport property. TTF operations range from off-airport fixed base operators (FBOs) who provide aeronautical support and services, and often compete with on-airport FBOs to provide the same support and services, to residential TTF agreements that grant airport access from hangars and homes located on private property adjacent to an airport (also known as "fly-in communities" or "residential airparks"). Historically, the Federal Aviation Administration (FAA) has "discouraged" TTF operations at federally funded airports, especially by FBOs that would compete with on-airport FBOs. The FAA has approved some residential TTF agreements on a case-by-case basis.

FAA Future Aviation Advisory Committee.

The Committee held its first meeting May 25. The agenda for the meeting was organized around five pillars:

Safety
Workforce/Labor
Competition
Financing
Environment

As I've reported to you in the past, this is not the first national committee formed because the aviation industry was in a dive and probably won't be the last. The challenge is to have the better recommendations of these government-convened industry groups implemented. That challenge usually is not met, so I don't have high hopes that this committee will result in major changes to the way aviation is regulated and managed in this country.

There was mostly big picture talk, with some notable disagreements among the participants. The discussions regarding the environment were particularly noteworthy. An interesting dialogue took place on airport emissions, with one airport industry rep stating that emissions is becoming a larger concern among some local communities than noise and that ground vehicles in and around airports and ground traffic to and from airports generates more emissions than aircraft. Others challenged this and observed there was a lack of standards to determine the relative carbon footprints of various transportation modes.

Another airport issue that was briefly discussed was the idea of airports becoming more economically independent -- independent of AIP funding. The idea is to focus instead on PFCs and onsite generated revenue. The implication here is that the conditions associated with AIP funds are constraining airport development and that there may be a better model free of those conditions. It will be interesting to see how this idea is developed during the next phases of committee deliberations.

The Committee next will organize into five subcommittees, each focusing on one of the five pillar issues, with a view toward another plenary meeting on July 14.

Rail officials eye airport

High-speed rail representatives are strongly considering a stop near Bob Hope Airport as the sole San Fernando Valley station for the planned 800-mile system, local officials said.

Rail representatives early this year expressed a preference for station options in Burbank along the San Fernando Road corridor, either in the city's downtown area or near Glendale, on Alameda Avenue. But after hearing public concerns about connectivity to

the airport, the authority is instead considering a stop near Bob Hope, at Hollywood Way, said David Kriske, Burbank's principal transportation planner.

Allegiant offering new Long Beach to Bellingham flights

Long Beach Airport's newest carrier, Allegiant Air, will begin offering nonstop jet service to Bellingham International Airport in Washington on July 1, Allegiant announced Wednesday.

The new flights to and from Bellingham, which is just below the Canadian border and minutes away from Vancouver, will operate three times a week using a 150-seat, MD-80 series jet aircraft.

Allegiant Air joins Colorado-based Frontier Airlines as Long Beach Airport's newest carriers, picking up the remaining daily commuter slots, capped at 41 under a noise-ordinance program.