

## March 2010 Update- All things Aviation:



The last month has been an extremely busy one and what you read below represents only the brief highlights. If you'd like additional information please let us know.

### **DUUKE ONE/DUUKE TWO/ RNAV**

Members of the Committee who may not be familiar with the latest, you should know that the City received information concerning the DUUKE ONE RNAV departure procedure. As you are aware the City in conjunction with the County has worked diligently to bring to the attention of the FAA the many concerns that the residents have shared with the City about the newly implemented departure procedure. Accordingly, the City wanted to let you know that as of February 23, the City has been made aware that the FAA has posted a new proposed departure procedure on their website at: <http://avn.faa.gov/acifp.asp> . The new departure procedure is known as the DUUKE TWO.

The City has learned that the FAA anticipates that the proposed revision to the departure procedure, the DUUKE TWO will be published by the FAA in April of this year. And if implemented will replace the existing DUUKE ONE RNAV departure procedure which has officially been in use at the airport since on or about September 9, 2009 for flights traveling east of Las Vegas. The City understands that many people in the community have voiced their opposition to the current procedure- the DUUKE ONE, including whether the existing procedure guided the current departures down the middle of the bay as advertised or in fact that the aircraft utilizing the DUUKE ONE actually shifted aircraft to the eastern side of the bay. The City is hopeful that the DUUKE TWO, if implemented will resolve the concerns voiced by the residents.

The City currently has a meeting, along with the County with the FAA on **April 1**. (No jokes please) Unfortunately only a limited number of people are entitled to attend the meeting and of course the City will keep you advised as events unfold. It also is appropriate to thank a number of people who provided their input and worked to help this come about, namely- JWA Staff- **Alan Murphy; Eric Freed; Courtney Wiercioch; Local Pilots: James Dunlap; Bob Olds; Tom Naughton; Bob Pastore**. Thank you all for your hard work and patience.

## **Costa Mesa Entertains Airport Project on the Westside of the Airport**

At the Aviation Committee Meeting of March 29, the committee was to hear a presentation by Legacy Aviation LLC regarding a proposal to build a general aviation hangar on the west side of the airport, which would have increased the footprint of the airport. At the last moment the presentation was pulled by Legacy Aviation. For those still interested you may view the presentation at the Costa Mesa website:

The staff report and video of the meeting can be viewed at: <http://www.ci.costa-mesa.ca.us/council/study-session/2010-03-09.pdf>  
[http://costamesa.granicus.com/MediaPlayer.php?view\\_id=4&clip\\_id=1421](http://costamesa.granicus.com/MediaPlayer.php?view_id=4&clip_id=1421)

## **FAA Projections**

The FAA just held its annual forecast conference, which predicts trends in aviation. Please note the FAA is forecasting operations at the nations 35 busiest airports will grow 60 percent from 2010 to 2030. As we have discussed many times, this rare time of negative growth will pass soon enough and pressure for additional capacity will be upon us. As noted by the recent statistics released at JWA, they continue to see an increased MAP count.

In addition, by 2030, the general aviation fleet will grow by about 50,000 airplanes and 52,000 active pilots, the FAA also forecasts. The forecast calls for robust growth in the long term and predicts business use of GA aircraft will expand at a faster pace than personal and recreational use.

## **JWA Continues Gradual Recovery**

Meanwhile airline passenger traffic at John Wayne Airport increased in February 2010 as compared to February 2009. In February 2010, the Airport served 599,114 passengers, an increase of 2.8% when compared to the 583,016 passenger traffic count of February 2009. Commercial Carrier flight operations increased 0.5%, while Commuter Carrier operations decreased 56.1% when compared to February 2009. At the same time passenger volume at Los Angeles International Airport was up in January by 8 percent over the same month last year and LA/Ontario Airport traffic which has plummeted in recent year, came in only 0.1 percent below January 2009.

Meantime regional flights at JWA are on a downward trend. American Eagle canceled its flights to the Bay Area in November, and JWA has seen its commuter flights — the regional hops on planes with fewer than 70 passengers — drop by half. For almost 10 years, the number of regional flights at JWA averaged between 9,265 and 16,255 per year. Now, 2010 is on track to have 4,800 regional flights per year.

## **Virgin America plans to end service to John Wayne Airport**

Virgin America has announced that it plans to stop service to Orange County this spring. The decision comes about a year after the airline first debuted in the region.

## **Bob Hope Airport again seeks permanent curfew on nighttime flights**

Never say die- Bob Hope Airport officials announced plans to make the current voluntary nighttime curfew mandatory -- five months after federal officials rejected a nine-year, multimillion-dollar application for nighttime flight restrictions. Joyce Streater, president of the Burbank-Glendale-Pasadena Airport Authority, said the authority has begun discussions with airlines on converting the existing voluntary nighttime curfew between 10 p.m. and 6:59 a.m. into a permanent mandatory restriction for all passenger-air carriers.

## **FAA Reauthorization Bill**

Senator Reid and others now are touting FAA reauthorization, long languishing in the Senate, as a jobs bill and so are moving forward. As we've discussed before, FAA reauthorization legislation shapes FAA programs and policies for years. The last FAA reauthorization dates back to 2003 and was extended by Congress. As of this writing this bill is going no where.

The House passed its FAA reauth bill last spring; the Senate Commerce Committee passed its version of FAA reauth last July and full Senate action has been languishing until now. FAA reauthorization is of interest to CNB because this legislation offers the best opportunities for interested legislators to introduce provisions related to ANCA and other airport matters. As of now, the City not seen or heard anything that has ANCA implications or would raise concerns, but we'll continue to closely monitor as things move forward. The Senate Commerce Committee bill approved last July does, however, include other provisions of general interest such as the airports grants program and the Neaten air traffic management initiative, as well as:

- Directs the Secretary of Transportation to establish a pilot program for up to three states to participate in the airport improvement program (AIP) state block grant program. [IEH comment: This provision is not new -- it has been part of previous FAA reauthorization bills. It's not clear which three states would participate, but I'm mindful of the new California Airports Council, and the prospect of airport grants being given at state level might help to shift the power from local authorities to state authorities. This bears watching.]
- Prohibits operating certain aircraft weighing 75,000 pounds or less that do not comply with stage 3 noise levels.

## **UC Davis Sustainability Conference**

**Newport Beach Councilwoman Daigle**, at the Mayor's request, attended the Eco-Aero-vision Navigating Sustainability Conference in San Diego and sponsored by UC Davis, the week of March 1, 2010. What follows are some of the significant items that occurred at the conference.

A phenomenon the Conference sensitized participants to was that "The Airport" is blamed for most everything. The reality is no single stakeholder (airport, airlines, FAA, local community) controls everything. The airport is the easy and frequent target for a multitude of sins.

The session on local communities and aviation was particularly good. It was led by "Arlene of Arlington Heights" (Mayor Arlene J. Mulder, Arlington Heights, Illinois) People were quite interested in what Councilwoman Daigle had to say about JWA as it's viewed by other local communities as having significant and historical controls. There is a long time stake holders group around San Francisco Airport that is doing many of the things the CNB is doing such as - regular communication and education. They had a third component that is positive reinforcement. They give an annual award to airline(s) as a good neighbor. Of course the JWA Settlement Agreement was discussed, especially in light of its grandfathered status pursuant to ANCA.

The FAA was present and the re-authorization bill is a big issue for them. The legislative environment at the state level continues to evolve while the FAA remains static - for now. The FAA expressed a greater interest in air quality and water quality and hosted a forum in San Diego, later in the week on research connected to aircraft effects on annoyance and sleep. According to some conference goers, this issue is gaining traction in Europe.

Of course representatives of the airline industry were present and spoke up regarding a myriad of issues including, noise abatement procedures and fuel efficiency. The conference, an annual event once again served as a great forum in which to exchange ideas regarding airports, airlines and the communities affected by them.

### **More efficient jet engines appear to be emerging**

Pratt & Whitney got a big win this week when Republic Airways Holdings Inc. ordered 40 Bombardier jets equipped with P&W's new-design jet engine.

Known as a "geared turbofan," the engine burns less fuel, emits less pollution and makes less noise than traditional jet engines, P&W executive Bob Saia said in a visit to Dallas-Fort Worth. Airlines are demanding cleaner, quieter and more efficient engines as fuel costs have soared and governments are putting stricter limits on pollution and noise. A number of European airports have set landing and takeoff fees that penalize loud, higher-

emission aircraft. As a result, the major engine manufacturers have been in a race to come up with improvements to existing designs.

Saia said the combination of slower fan and faster components lets each element operate at an ideal speed - higher efficiency and less emissions from the turbine, compressor and combustor, lower noise from the fan. At the same time, the noise footprint of the aircraft can be reduced significantly.

### **Airport users rank LAX low, JWA and BUR average**

Although technology has revolutionized air travel during the past decade, passenger satisfaction with airports continues to lag behind that of other aspects of the travel industry, largely because passenger expectations of basic needs - such as prompt baggage delivery, airport comfort and ease of navigating the airport - are not being met consistently, according to the J.D. Power and Associates 2010 North America Airport Satisfaction Study released this week.

The study measures overall airport satisfaction in three segments: large (30 million or more passengers per year), medium (10 million to 30 million passengers per year) and small (fewer than 10 million passengers per year). Six factors - assessed through 27 specific attributes - are examined to determine overall customer satisfaction: airport accessibility; baggage claim; check in - baggage check process; terminal facilities; security check; and food and retail services.

LAX ranked next to the bottom in the large airport category, just ahead of Newark. Detroit topped the list. In the small airport category, both Burbank and Orange County were rated average and ranked near the middle of the list. The results of the JD Power Satisfaction Study are at odds with the County's own recent survey which can be viewed on the airport's website at: [www.ocair.com](http://www.ocair.com) .