

May 2010 Update- All things Aviation:



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

FAA and the DUUKE

As many of you may recall at the City's last aviation committee meeting on April 26, 2010, the County made a presentation regarding the DUUKE TWO departure procedure. The County concluded, that the DUUKE TWO departure procedure implemented on April 8, 2010 did not correct the shift to the east that the DUUKE ONE departure procedure had demonstrated. What no one knew at the time of the April 26th meeting was that the FAA had also so concluded and that the FAA was moving forward with the DUUKE THREE departure procedure. Finally on the 27th of April, the FAA formally through technical channels advised the County that there was indeed a shift to the center of the bay by approximately 100 feet, but this did not completely center the track as desired.

The DUUKE procedure was done as an overlay of the existing departures and would have been validated to fall within this range as it was written. Although the initial DUUKE ONE and its revision in DUUKE TWO do not center the track, it did concentrate the flights within the band of the overlay. The FAA hoped that with the correction to the error in the chart would have had a larger effect, but the GPS based procedures do have a given tolerance range (small as it may be) and that coupled with the Flight Management System on the aircraft appear to put this procedure, as written, just East of center - but still within the overlay range. So although not optimum, the procedure does meet the initial intended purpose of concentrating the tracks within the overlay, but not centered as desired.

However, as the FAA indicated during their meeting on April 1, they too would like to see the tracks centered down the bay to reduce the impact to the community to the maximum extent possible, and will do what they can to improve the procedure. Since the correction did not completely center the track, they are now looking at a DUUKE THREE procedure that may involve moving a way point a few hundred feet further west.

This new procedure will have to be validated and flight checked, so it is currently anticipated to be published (based on the current workload of the FAA) in early 2011. The FAA recognizes that this seems like a long time for the revision to the procedure, but has assured everyone that they are working with their offices in the ATO to determine if any change to this schedule is possible. In the interim, the City in conjunction with the County has been working together to attempt to influence the process.

It should also be noted that the JWA airspace is also part of an ongoing discussion regarding airspace in the Southern California region, including but not limited to Long Beach Airport.

County to Provide an Update of 2007 Study of Where the Planes Fly

Numerous residents as a result of the DUUKE departure procedures have asked a myriad of questions of exactly where the planes fly. As a result of the request of the City, the County is in the process of updated a 2007 study which was titled: "Aircraft Departure Tracks." The updated report will report on aircraft departures; plots of the theoretical tracks; analysis of aircraft type and weight; complete with altitude and weight and will also address the RNAV versus Non-RNAV flight tracks. It is anticipated that the report will be ready for the July 2010 meeting.

Air Quality Study- Update

A number of people have asked about the status of the air quality study undertaken by the City last summer. The study is in the data analysis portion of the report and should be ready in late June or early July 2010.

Noise Abatement Program- JWA

Many in the community have had continuing questions regarding the noise abatement program at JWA. The noise abatement program and SNA is comprised of several components including a cap on departures, single event noise level requirements, and preferred arrival and departure routes. Most of you are aware of the cap on departures as a result of the 2003 Amended Settlement Agreement but have asked time and again regarding noise level requirements. The 2003 Settlement Agreement(a) eliminated the "AA" class of aircraft; (b) increased the maximum number of noise regulated air carrier ADD from 73 to 85; (c) increased the maximum number of air cargo ADD from 2 to 4 (the County is authorized to allocate two air cargo ADD to air carriers pending requests for use of those ADD by air cargo carriers); (d) increased the service level from 8.4 to 10.3 MAP through December 31, 2010 and to 10.8 MAP through December 31, 2015.

Noise Monitoring Stations

However many have asked about the single event noise levels which are monitored by the noise monitoring stations surrounding the airport. There are ten permanent remote noise

monitoring stations (NMS) located in noise sensitive areas in the vicinity of the airport are used by SNA to assess noise levels. Their locations are as follows:

Noise Monitoring Station Locations:

- NMS-1S Golf Course, 3100 Irvine Avenue, Newport Beach
- NMS-2S 20152 Birch Street, Newport Beach
- NMS-3S 2139 Anniversary Lane, Newport Beach
- NMS-4S 2338 Tustin Avenue, Newport Beach
- NMS-5S 324 ½ Vista Madera, Newport Beach
- NMS-6S 1912 Santiago, Newport Beach
- NMS-7S 1311 Back Bay Drive, Newport Beach
- NMS-8N 17372 Eastman Street, Irvine
- NMS-9N 1300 S Grand Avenue, Santa Ana
- NMS-10N 17952 Beneta Way, Tustin.

It is the Noise Monitor Stations which measure the single event noise level requirements for the specific class of aircraft and which follow:

Maximum SENEL Values – Commercial Airline Operations

Noise Monitoring Station	Max. SENEL Value - Class A	SENEL Value - Class E
NMS 1S	101.8 dB	93.5 dB
NMS 2S	101.1 dB	93.0 dB
NMS 3S	100.7 dB	89.7 dB
NMS 4S	94.1 dB	86.0 dB
NMS 5S	94.6 dB	86.6 dB
NMS 6S	96.1 dB	86.6 dB
NMS 7S	93.0 dB	86.0 dB

Curfew

Meanwhile the curfew is measured by the following Maximum SENEL values:

Noise Monitoring Station	Max. SENEL Value
NMS 1S	86.8 dB
NMS 2S	86.9 dB
NMS 3S	86.0 dB
NMS 4S	86.0 dB
NMS 5S	86.0 dB
NMS 6S	86.0 dB
NMS 7S	86.0 dB
NMS 8N	86.0 dB
NMS 9N	86.0 dB
NMS 10N	86.0 dB

John Wayne Airport posts April 2010 statistics

Airline passenger traffic at John Wayne Airport increased in April 2010 as compared to April 2009. In April 2010, the Airport served 745,302 passengers, an increase of 3.1% when compared to the April 2009 passenger traffic count of 722,797. Commercial aircraft operations increased 3.0%, while Commuter aircraft operations decreased 65.7% when compared to the levels recorded in April 2009.

Total aircraft operations decreased in April 2010 as compared to the same month in 2009. In April 2010, there were 17,212 total aircraft operations (take-offs and landings), a decrease of 2.4% when compared to 17,643 total aircraft operations in April 2009. General aviation activity, which accounted for 58% of the total aircraft operations during April 2010, was essentially unchanged when compared to April 2009.

Elsewhere in the Region

Meanwhile passenger traffic at **LAX** rose 3.77 percent in March compared to March 2009. For the year to date, volume was up by 5.4 percent. However, **Ontario** continues to falter. At **Ontario**, March traffic was down by 4.4 percent from the same month last year. For the first quarter, **Ontario** volume was down 2.83 percent. The airport had 398,429 passengers last month, according to statistics from Los Angeles World Airports which owns and operates the **Ontario** airport and Los Angeles International Airport.

For 24 consecutive months, the airport's passenger traffic has declined each month year over year. The airport lost daily Aero Mexico flights in February after the international airline cut back to seasonal service. The airport's largest airline, Southwest, added two nonstop flights, one linking Ontario and Chicago Midway Airport and the other linking Ontario and Denver, in mid-March. The airline cut back its only flight to and from Nashville and one of 10 flights to Sacramento. In May, one nonstop flight each will be eliminated on routes to and from Oakland and Phoenix.

FAA Preemption- FAA May have final say over runway length at Naples

Some Naples, Florida residents want the proposed runway expansion at Naples Municipal Airport delayed until next season. But their concerns may not matter because the Federal Aviation Administration may have the final say over the runway's length, not Naples City Council, the city's attorney said during a meeting weeks ago.

According to the city's ordinance, Section 58-691, the maximum distance allowed for the runway is 5,000 feet. The Naples Airport Authority wants to extend the runway's safety zones by 510 feet on the south end and 800 feet on the north end. This would increase the declared distance of the runway to 5,800 feet for takeoff, but it would remain 5,000 feet for landing.

However the City Attorney for Naples, Mr. Pritt said the final decision regarding the expansion of the runway will be made by the Federal Aviation Administration. In this

case, Pritt said it's likely that there is a preemption power over the local ordinance. Ultimately, Pritt said federal law prevails. In addition the airport authority may consider weight restrictions at the airport as a way to limit access to certain regional jets. It is likely that the latter will also fail in light of the FAA's policy on such restrictions or attempts to "limit or restrict" access.

Congressman Weighs in on Santa Monica Airport

Rep. Henry Waxman has joined Santa Monica neighborhood activists and City Hall officials in criticizing the Federal Aviation Administration over an experimental flight path for small propeller-powered planes taking off from Santa Monica Airport.

Residents in Sunset Park and Ocean Park have complained the new flight path has led to increased fly-over noise since the test began in December.

In a letter to FAA Administrator J. Randolph Babbitt on Tuesday, Waxman, who represents parts of the Westside including Santa Monica, urged the agency to "immediately suspend the test" and to "initiate a public process for all flight path changes involving the airport." He also repeated the charge leveled by City Hall officials last week that the FAA erred by failing to hold public hearings before implementing the six-month test. "The lack of public outreach as these decisions are made is unacceptable," Waxman wrote.

U.S. Transportation Secretary LaHood Announces Members of Future of Aviation Advisory Committee; First Meeting is May 25

U.S. Transportation Secretary Ray LaHood announced the members of a new committee on the future of the U.S. aviation industry, which will hold its first meeting on May 25 in Washington.

The Future of Aviation Advisory Committee was formally established in March to provide information, advice, and recommendations to the Secretary on ensuring the competitiveness of the U.S. aviation industry and its capability to address the evolving transportation needs, challenges and opportunities of the U.S. and global economy.

"Aviation is essential to our nation's economy and our ability to compete in international commerce," Secretary LaHood said. "This committee, which represents a broad cross-section of the aviation community, will begin the important conversation about how to ensure the industry remains vital and competitive."

The committee will focus principally on five issue areas: 1. ensuring aviation safety; 2. Ensuring a world-class aviation workforce; 3. Balancing the industry's competitiveness and viability; 4. Securing stable funding for aviation systems; 5. Addressing environmental challenges and solutions.

The advisory committee grew out of a forum last November hosted by Secretary LaHood on the future of the U.S. aviation industry, during which he urged attendees to nominate potential committee members. The members selected represent airlines, airports, labor, manufacturers, environment, finance, academia, consumer interests, and general aviation stakeholders. The committee will meet at least four times over the next year, after which it will issue its recommendations to the Secretary.

Susan Kurland, Assistant Secretary for Aviation and International Affairs at the U.S. Department of Transportation, will chair the committee.

The first meeting of the committee will take place on May 25, beginning at 9:30 a.m. and ending at 3:30 p.m. at DOT Headquarters, 1200 New Jersey Ave., SE, Washington, DC. Meetings will be open to the members of the general public who have registered to attend in advance on a first-come, first-serve basis as long as space is available. People wishing to register can send their name, title, company or affiliation, address, phone number and e-mail address with the subject title "Registration" to FAAC@dot.gov.

Airline merger should have little OC impact

As predicted last month, Continental and United Airlines announced a merger of Continental and United Airlines. It is believed that it will likely have little impact at John Wayne Airport. The airlines will have to choose which terminal to house its ticketing counter.

The merger plan, still in the planning stages still requires federal anti-trust approval. Few changes are expected at first at John Wayne Airport, which both airlines serve. When it comes to Orange County, the two airlines have no overlapping service that seems ripe for the chopping block.

Long Beach Airport Welcomes Frontier Airlines

Currently, the Long Beach Airport serves 14 nonstop markets, including San Francisco, Las Vegas, New York City, Boston, and Washington D.C. Beginning May 14, Frontier will connect passengers to LGB's 15th destination, Denver, CO.

"Frontier's 73 destinations provide a wealth of new locations to better serve our passengers' business and leisure travel needs throughout the United States, Mexico and Costa Rica," said Airport Director Mario Rodriguez. "Attracting a new air carrier amidst this tumultuous time in the aviation industry speaks to our fiscal solvency and prime market position." A spot check of July fares shows Frontier offering more time selections and slightly lower fares from John Wayne airport.

Southwest cutting flights at Bob Hope Airport

Southwest Airline plans to trim 82 departures a week from Bob Hope Airport. Southwest Airlines, which accounts for two-thirds of passenger traffic at Bob Hope Airport, will phase out 12% of its weekly flights by September, airport officials said. The carrier's decision to trim 82 flights from its weekly schedule is expected to further decrease already-declining passenger numbers at the commuter hub. The drop from 712 to 630 weekly flights will mean a 6% reduction in the total weekly flights leaving the airport.