

August 2010 Update- All things Aviation:



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

STREL Follow-Up

In following up to the meeting of Monday, July 26, 2010 and to clarify a question and answer at the Aviation Committee Meeting, the "white line" shown on the diagram of the letter from the County to the FAA of July 12, does not reflect a week's worth of data or the actual tracks that had been flown. Instead it represents the "hypothetical" 194 to the 175 DUUKE had it actually been flown and planes had not anticipated the turn and thereby moved the track eastward. The white line is the line that connects the desired turn location to the DUUKE waypoint, if the aircraft did not turn early, the white line represents where it would be. Accordingly, the suggestion is to thereby change the turn point to point farther west of the current turn point so that the track would move to the west and thereby down the middle of the bay, so to speak.

In addition, the City has learned that the FAA, through the cooperative efforts of the County has reviewed the recommendations contained in JWA's letter to Bill Withycombe. Based upon the San Diego TRACON facility review, the FAA believes that the recommendations are do-able, and the procedure is being adjusted accordingly. The FAA thought the letter contained very good information.

The FAA is now looking at a base line to review tracks of departures at JWA. They selected 3 weeks, two without the DUUKE, and one with the DUUKE. Using all of this information, a review will be conducted.

Regarding a flight check and airline involvement it appears that in fact there will be FAA flight checks, and several of the users will be asked to complete a desk top review of the new procedure, and use their flight simulators. The decision as to use of their aircraft to test fly the new procedure has not been decided.

As previously indicated the process will continue to take time, and the FAA does expect adjustments to be made as the evaluations and tests proceed. The revisions being made it is believed will correct the error of the DUUKE track. It has also been indicated that the FAA will be monitoring the tracks very carefully to ensure pilot compliance with the new procedure. Meanwhile it should be stressed that the FAA still has a lot of work to do and that changes remain possible. In addition, JWA continues to encourage the discussions between J.P. Clarke, Vince Mestre and the FAA Service center.

Where Planes Fly 2010

As you should recall, at the Aviation Committee meeting of July 26, 2010, the County presented an updated version of "Aircraft Departure Tracks." The presentation presented air carrier departure tracks over Balboa Island during 24 hours; aircraft weight and type for a week (6/1-6/7/2010). The foregoing was an update of a 2007 report, as many in the community wanted to know where planes flew in relationship to a center line; altitude of aircraft etc. all of which have potential impacts on the noise that the City's residents are exposed to. In reviewing the information provided and also comparing it with the 2007 report many people questioned whether or not there seems to be the possibility of achieving noise reduction by examining the particular departure procedures of the airline and their "noise abatement procedures."

Below are the observations and questions the City has asked the county to review:

- The statistics on the 757 by weight and why some of the carriers operating at less than 180K are not achieving a higher altitude; this seems to be contrary to logic and the balance of the other carriers and statistics;
- Also as regards United Airlines departures, they are consistently not achieving higher altitudes;
- The RNAV departures, consistent with criticism in the community are consistently operating at a lower altitude;
- The 757's and A319's seem to have the most trouble consistently achieving the 3000 ft. altitude;
- The Air Canada departure an RNAV departure is closest to the ideal track and significantly higher in altitude than many other airlines, especially given the presumed heavier weight of the aircraft;
- Whether the information has been shared with FAA air traffic control;

First it must be understood that the City does not and can not control the departure procedures or the air space at the airport. In addition, and perhaps just as important is the extreme difficulty in approaching the airlines about proprietary departure procedures; and provided the airlines are meeting the current noise abatement procedures at the airport; however most of the airlines are also sensitive to the need to reduce the noise footprint and being good neighbors. The information has been shared with the county and they have agreed to review the information and report back at a future meeting. As the City receives more information it will be shared with you.

City of Villa Park Supports the John Wayne Airport Corridor City Coalition and its Position Statement

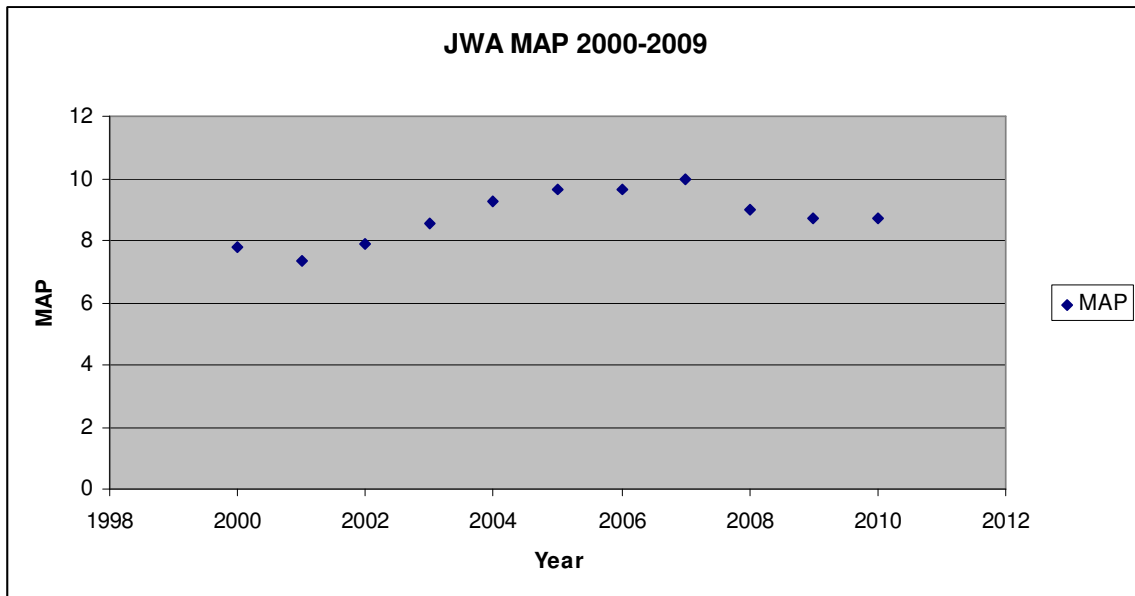
On Tuesday August 24, 2010, the Villa Park City Council unanimously and formally endorsed the John Wayne Corridor City Coalition and its position statement. The Corridor Cities Coalition is an important and mutually beneficial organization that works to promote the shared objectives of the affected cities of Orange County while concurrently mitigating any existing and future negative externalities associated with

living in close proximity to JWA. Special thanks to the people who worked at obtaining the Villa Park vote: Mayor Pro-Tem **Michael Henn**, city council member **Leslie Daigle**, City Manager **Dave Kiff** and the members of **AirFair**.

Villa Park joins the cities of Newport, Costa Mesa, Anaheim, Santa Ana, Orange, Tustin, Laguna Beach, Irvine as well as the Dover Shores Community Association, Foothill Community Association and Orange Park Association in adopting the Corridor City Principles.

Passenger Totals JWA 2000-2009

Many of you have asked about the passenger totals over the past years at JWA. Accordingly please find a simplified chart of the same. The year 2010 is an estimate only based upon the current totals. Pursuant to the current settlement agreement the MAP count through December 31, 2010 is 10.3 MAP; in 2011 it increased to 10.8 MAP.



<u>Year</u>	<u>MAP</u>
2000	7.77
2001	7.32
2002	7.90
2003	8.54
2004	9.27
2005	9.63
2006	9.62
2007	9.98
2008	8.99
2009	8.71

2010

8.70¹

John Wayne Airport Posts July 2010 Statistics

Meanwhile airline passenger traffic at John Wayne Airport decreased in July 2010 as compared to July 2009. In July 2010, the Airport served 792,532 passengers, a decrease of 3.6% when compared to the July 2009 passenger traffic count of 821,905. Commercial aircraft operations decreased 6.3%, while Commuter aircraft operations decreased 71.8% when compared to the levels recorded in July 2009.

Total aircraft operations decreased in July 2010 as compared to the same month in 2009. In July 2010, there were 17,278 total aircraft operations (take-offs and landings), a decrease of 13.7% when compared to 20,016 total aircraft operations in July 2009. At the same time general aviation activity, which accounted for 58% of the total aircraft operations during July 2010, decreased 12.7% when compared to July 2009.

Ontario continues in slump

In June, LA/Ontario International Airport served 408,800 passengers, none of them on international flights. That was 5.24 percent fewer than in June 2009. Year-to-date, ONT saw 2,337,880 passengers or 2.61 percent less than last year. 54 percent of all passengers flew on Southwest Airlines. If the six-month trend continues, the airport will see fewer than 5 million passengers this year.

That is a sad position for an airport built to handle at least 10 million passengers and planned to expand and serve 30 million by 2025. LA/Ontario International Airport has three terminals including a small international terminal. The terminal numbering scheme is designed to accommodate future growth. The airport's master plan calls for five terminals to be spaced adjacent to and in between the existing Terminals 2 and 4. Terminal 2 has 265,000 square feet and 12 gates. Terminal 4 has 265,000 square feet and 14 gates.

Delta to launch OC-JFK service

Delta Air Lines will begin flying non-stop between Orange County's John Wayne Airport and New York's John F. Kennedy International Airport on Sept. 7.

Burbank-Curfew Update

After one failed federal application for nighttime flight restrictions, Bob Hope Airport officials are turning to Congress. Three representatives whose districts are most affected

¹ 2010 is an estimate only.

by curfews signed a letter seeking legislation to bar flights from arriving or departing between 10 p.m. and 7 a.m. at Bob Hope and Van Nuys airports.

The effort comes one year after the Federal Aviation Administration rejected the Burbank-Glendale-Pasadena Airport Authority's request to impose a ban in what has become a decades-long effort to dampen aircraft noise.

Commercial airlines have agreed to a voluntary curfew at Bob Hope Airport, but freight carriers and others oppose a curfew they say would hurt business. This always necessitates keeping an eye on; if for no other reason then when “curfews” and “Congress” are used in the same sentence you never know what the final outcome may look like.

Burbank Passenger Level Decline

Meanwhile passenger levels at Burbank continue to drop. It declined 2.4% in June compared with the previous year, dragging the year-to-date figure down by more than 3%, airport records show. Last year, the number of passengers fell to 4.6 million, the lowest in eight years, and down 13% from 5.3 million in 2008. Passenger volume peaked at more than 5.9 million in 2007. The latest figures indicate continued drops in passenger traffic, a trend that is in line with what airport officials say they have planned for. Passenger traffic forecasting is mostly a financial planning tool, and the airport has expected lower numbers since the peak in 2007, spokesman Victor Gill said.

FAA Reauthorization Bill-Again

Shamefully once again, the FAA reauthorization bill seems to have stalled due to labor politics and the desire of some members to break long standing flight distance restrictions at National Airport. Congress has agreed on another short term (end of September) extension of FAA authority to prevent the agency from shutting down; and has decided to couple it with changes to the law driven by the Colgan Air regional air carrier accident near Buffalo.

If the broad FAA reauthorization legislation is not passed when Congress returns from the August recess, the entire bill will have to be reintroduced after the first of the year. This means many carefully negotiated provisions could be reopened for debate and those not included, like the Burbank nighttime curfew, could find another opportunity. If Congressman Oberstar continues to chair the House Transportation Committee in the new Congress, my guess is the Burbank initiative will not gain traction, but stranger things have happened.

Honeywell Receives Approval from FAA to begin delivery of upgraded FMS

Honeywell has received approval from the Federal Aviation Administration (FAA) to begin delivering its Flight Management System (FMS) software upgrade that provides advanced GPS-enabled approaches and access to Future Air Navigation System (FANS) routes in congested air spaces and oceanic airways.

The upgrade provides capability for Wide Area Augmentation System-Localizer Performance with Vertical Guidance (WAAS-LPV) and FANS and also prepares the aircraft for future FAA Authorization to fly Required Navigation Performance (RNP) Special Aircraft and Aircrew Authorization Required (SAAAR) operations. "Pilots now have the access to flight management system software which will help to meet the emerging Air Traffic Management needs by offering three key operational features in a single software package," said Rob Wilson, President, Business and General Aviation. "Honeywell's 6.1 version of the FMS software enable more than 2,000 LPV and close to 200 RNP-SAAAR approaches to fly higher accuracy paths to lower minimums during inclement weather and provide conformity for landings in congested airspace and difficult terrain. With this software upgrade, more direct approaches are available to the autopilot, saving time and fuel."

Luxury Airport Terminal Opens at San Bernardino International

In order to get to Stater Bros.' headquarters, officials from the grocer's suppliers such as Coca-Cola, Pepsi and ConAgra fly into the new Million Air terminal at San Bernardino International Airport. It's one of 30 Million Air terminals that cater to corporate aviation departments and general-aviation flyers, offering lounges and high-end amenities. As you may be aware, San Bernardino has been offering a number of incentives in order to jumpstart the airport. It remains to be seen if this will be successful.