Presented to:
Southern California Association of Governments
Aviation Technical Advisory Committee

JOHN WAYNE AIRPORT
PROPOSED SETTLEMENT AGREEMENT
AMENDMENT & EIR 617

Presented by:
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Planning Manager

August 28, 2014
John Wayne Airport Overview

- Owned & operated by the County of Orange
- 503 acres
- Bordered by Costa Mesa, Irvine & Newport Beach
- Two runways
  - 5,700 feet (commercial aviation)
  - 2,887 feet (general aviation)
2013 Overview

• Total Passengers: 9.2M total pax (+4.2%)
  ✓ 377,718 international pax (+63.0%)

• Total Air Cargo: 17,568 tons (+1.2%)

• Total Operations: 248,225 (-2.9%)

• Average Load Factor: 80%

• Top Five Destinations:
  1. Phoenix
  2. Denver
  3. San Francisco
  4. Dallas
  5. Chicago
Current Nonstop Service

Note: DAL service begins Nov 2014
Settlement Agreement

Background

• 1981 Master Plan & EIR 232
• 1985 Master Plan & EIR 508

• Litigation
  ✓ County of Orange
  ✓ City of Newport Beach
  ✓ Airport Working Group (AWG)
  ✓ Stop Polluting Our Newport (SPON)

• “Settlement Agreement”
  ✓ Comprehensive agreement settling all pending legal actions and claims
  ✓ Stipulation accepted and confirmed by the U.S. District Court in December 1985
Settlement Agreement

Background (cont.)

• Signatories
  ✓ County of Orange
  ✓ City of Newport Beach
  ✓ Airport Working Group (AWG)
  ✓ Stop Polluting Our Newport (SPON)

  ✓ Limited average daily departures (ADDs)
  ✓ Limited service to 8.4 million annual passengers (MAP)
  ✓ Limited terminal size, loading bridges, parking spaces, etc.

  ✓ Increased the number of allowable ADDs
  ✓ Increased MAP to 10.8
  ✓ Increased permitted loading bridges (from 14 to 20)
  ✓ Removed limitations on terminal size and parking spaces
Settlement Agreement

Key Elements

• Term
• Class A Average Daily Departures (ADDs)
• Million Annual Passengers (MAP)
• Loading Bridges
• Curfew
Airport Noise and Capacity Act (ANCA)

- Approved by Congress in 1990.

- Limits an airport operator’s right to impose new restrictions on aircraft operations without obtaining federal approval.

- JWA’s noise and access restrictions are “grandfathered” under ANCA (as an intergovernmental agreement in place prior to enactment).

- ANCA provides that a “subsequent amendment” is not subject to ANCA provided the amendment does not further reduce or limit aircraft operations or affect aircraft safety.
Proposed Settlement Agreement Amendment

Process to Date

1st Quarter 2012  Discussions regarding extension begin
April 16, 2013    MOU Executed
October 1, 2013   Notice of Preparation Issued
May 22, 2014     Draft EIR Circulated
May 28 & 29, 2014 Public Meetings Held
July 8, 2014     Comment Period Closed
Proposed Settlement Agreement Amendment

EIR 617: Proposed Project & Alternatives

Proposed Project: Proposed by City of Newport Beach, AWG and SPON

Alternative A: Based on FAA’s Terminal Area Forecast (1/2013)

Alternative B: Based on input from JWA’s commercial air carriers

Alternative C: Based on physical capacity of JWA’s airfield

2025 Horizon: To comply with State CEQA Guidelines to describe a range of reasonable alternatives

No Project: Assumes existing operational conditions and that the Settlement Agreement expires and permits future discretionary action by the Board of Supervisors re: capacity and facility improvements
John Wayne Airport Settlement Agreement

EIR 617 Analysis

EIR 617 addresses all potential significant effects of the following topical areas:

- Air Quality
- Biological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Public Services
- Transportation/Traffic
- Utilities
- Water Quality

Cumulative Impacts, Long-Term Implications of the Project (including growth inducing impacts) and Alternatives are also addressed.
Implementation of the Proposed Project would result in potentially significant impacts for the following issues:

- Air Quality
- Greenhouse Gas Emissions
- Land Use and Planning
- Noise
- Transportation/Traffic
Air Quality

- Criteria Pollutant Emissions (VOC, NOx and PM 10) impacts
- Pollutant concentrations above SCAQMD CEQA thresholds for NO2 and PM10
- Acute non-cancer health risk impact for workers (per SCAQMD threshold)
- Cumulative impact because project is in a non-attainment area
- Inconsistent with 2012 Air Quality Management Plan (assumed JWA 10.8 MAP)

Greenhouse Gas Emissions

- Does not achieve 28.5 percent emissions reduction consistent with AB 32’s requirement to achieve 1990 emission levels by 2020
Land Use and Planning

• Increase in the number of noise-sensitive land uses exposed to noise levels in excess of 65 CNEL

• Non-conforming residences within business park not eligible for sound insulation subject to interior noise levels exceeding the County standard

Noise

• Exterior noise impact on 77 residences

• Interior noise impact on 43 residences and one place of worship

Transportation/Traffic

• Traffic volume increase of more than 2 percent on a Caltrans freeway facility already operating at LOS E or F
Major Public Comment Topics

• Black Carbon and Ultrafine Particulates
• Flight Paths
• Noise Sensitivity and Annoyance
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<thead>
<tr>
<th>Date</th>
<th>Action Description</th>
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<tbody>
<tr>
<td>September 10, 2014</td>
<td>Planning Commission considers EIR 617</td>
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<tr>
<td>September 17, 2014</td>
<td>Airport Commission considers Proposed Project and alternatives</td>
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<tr>
<td>September 30, 2014</td>
<td>Board of Supervisors considers Proposed Project and alternatives &amp; certifies EIR 617</td>
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<tr>
<td>TBD</td>
<td>Signatories execute Settlement Agreement Amendment</td>
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<tr>
<td>TBD</td>
<td>Signatories file stipulation with U.S. District Court</td>
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Questions?