



PRESS KIT



Alan L. Murphy
Airport Director

FACTS

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PUBLICATIONS

- Economic Impact Brochure
- 2007 Annual Report
- 2008 Annual Report
- 2009 Annual Report

3160 Airway Avenue
Costa Mesa, CA
92626-4608
(949) 252-5171
(949) 252-5178 FAX
www.ocair.com





Alan L. Murphy
Airport Director

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BACKGROUND

John Wayne Airport, Orange County, (SNA), owned and operated by the County of Orange, is the only commercial service airport in Orange County, California. It is located approximately 35 miles south of Los Angeles, between the cities of Costa Mesa, Irvine, and Newport Beach. The service area includes more than three million people within the 34 cities and unincorporated areas of Orange County. In 2010, nearly 9 million passengers were served.

One of only two airports in the County which accommodate general aviation, JWA is served by two full service fixed base operators and one limited use general aviation facility (no fuel sales) and is home to more than 500 general aviation aircraft. Two runways serve commercial and private aircraft: a 5,700-foot main runway and a 2,887-foot general aviation runway.

HISTORY

John Wayne Airport originated as a private landing strip, built in the 1920's by aviation pioneer Eddie Martin on Irvine Company land. In 1923, Martin founded a flying school and Martin Aviation, one of the nation's oldest aviation firms. JWA became a publicly owned facility in 1939 through a land swap between the Irvine Company and the County of Orange. After serving as a military base during World War II, it was returned by the federal government to the County with the stipulation that it remain open to all kinds of aviation uses.

The 22,000-square foot Eddie Martin Terminal was built in 1967 to accommodate 400,000 annual passengers. Remodeling added two passenger holding areas in 1974, a new baggage claim area in 1980 and a terminal annex building in 1982, bringing the facility to 29,000-square feet. The Eddie Martin Terminal was demolished in 1994.

The Thomas F. Riley Terminal was opened to the public on September 16, 1990. The 448,000-square foot building boasts 14 loading bridges, four baggage carousels, two airline club lounges, and a variety of food and gift concessions. The Terminal was named after the Fifth District Supervisor whose role in community negotiations advanced the improvement project.

In 2003, a series of amendments to the Settlement Agreement allowed for additional facilities and operational capacity. After a full environmental review was complete, and a financing program selected, JWA began the facility improvements needed to help support Orange County's demand for aviation services in 2009. Called the "Airport Improvement Program," it includes construction of a new South Remain-Over-Night (RON) aircraft parking area, a new multi-level Terminal C with six new commercial passenger gates, new

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security checkpoints, additional dining and shopping venues, greater baggage screening capability, new commuter facilities, a Parking Structure C with 2,000+ parking spaces, and a Central Utility Plant. Terminal C and Parking Structure C are scheduled to open to the public in late 2011.

For more information, contact Jenny Wedge at 949.252.5182.



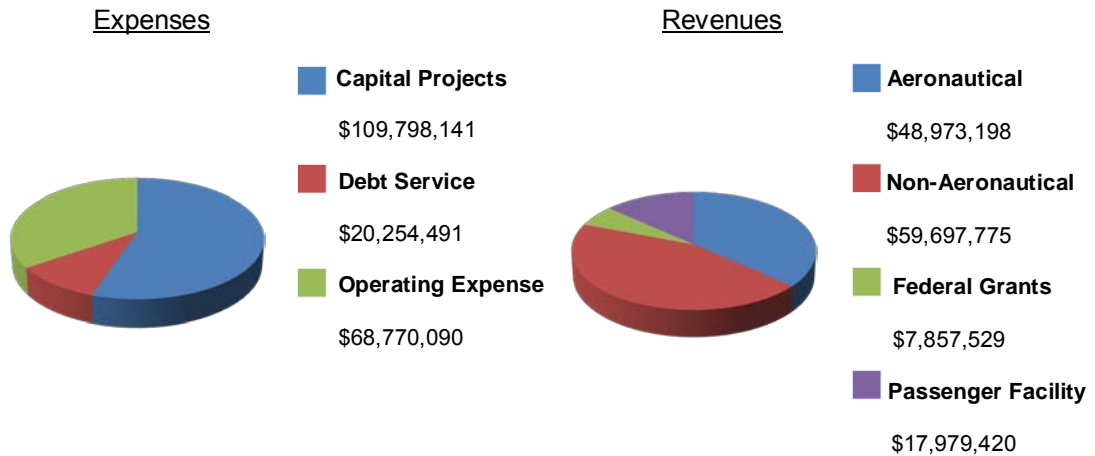
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BUDGET AND FINANCE

By County Ordinance, and as a requirement of the 1985 Settlement Agreement, the Airport is operated on a financially self-supporting basis. No taxpayer funds are used to support the Airport's financial obligations. The Airport's facilities and services are funded by fees collected from (i) airlines and other aviation users; (ii) concessionaires who provide services to passengers; (iii) off-airport businesses which derive income from the Airport, and (iv) passengers who use Airport parking and other facilities. Airport fees are set by the Orange County Board of Supervisors and are in compliance with the Federal Aviation Administration Rates and Charges policy. Other major revenue sources include Federal Grants and Passenger Facility Charges. The Airport's major expenses include operating costs, capital projects, and debt service.

The pie charts below identify major revenue and expense segments for fiscal year 2009-10, the most recent year for which audited financial information is available.



3160 Airway Avenue
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(949) 252-5178 FAX
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FINANCING OF AIRPORT IMPROVEMENTS

Capital financing for John Wayne Airport's improvements is generally derived from tax-exempt General Airport Revenue Bonds, FAA grants, and other internally generated funds.

To fund previous capital improvements, JWA successfully sold \$48,680,000 in Series 2003 Revenue Refunding Bonds in May 2003. Proceeds from the bonds, which sold at a premium of \$4,205,712, together with approximately \$10,200,000 in Airport reserves was used to refund the \$65,250,000 principal amount outstanding on the Airport's Series 1993 Bonds on July 1, 2003. This transaction provided for a reduction in the Airport's annual debt service payment of approximately \$1.5 million per year for the period of July 1, 2003 through June 30, 2018, resulting in a net present value economic gain of \$6,187,000. The principal amount of Airport Revenue Bonds outstanding as of July 1, 2010 was \$30,175,000.

On July 1, 2009, the Airport called and redeemed the outstanding carrying principal balance of Series 1997 bonds in the amount of \$44,155,000.

On July 9, 2009, the Airport issued \$233,115,000 in Airport Revenue Bonds to finance construction of the new Terminal C, Parking Structure C, and other capital improvements. Two types of bonds were issued: Series A for governmental purposes and Series B for private activity. The bonds are limited obligations of the County for which general funds will not be pledged. The debt will be payable by Airport Net Revenues and Passenger Facility Charge revenues. The true interest yield of these bonds is 5.147356%, with the last maturity date of July 1, 2039. As of July 1, 2010, the outstanding principal amount of the 2009A and 2009B Bonds were \$66,985,000 and \$161,685,000, respectively.

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GENERAL AVIATION

Orange County's aviation history is deeply rooted in general aviation (private, non-commercial) operations. From 1923, the year aviation pioneer Eddie Martin founded the airfield that ultimately became John Wayne Airport, until 1939, the Airport operated as a privately owned general aviation facility.

Today, John Wayne Airport is the home base for more than 500 private general aviation aircraft. These aircraft run the gamut from vintage biplanes and helicopters to sleek corporate jets. There are 380 County tiedown spaces for general aviation at John Wayne Airport. Additional tiedown spaces are provided by fixed base operators (FBO's).

General aviation accounts for the majority of the Airport's total aircraft operations (takeoffs and landings). In 2010, there were 115,042 general aviation operations, which represent 57% of the Airport's total number of operations.

Atlantic Aviation and Signature Flight Support provide aircraft fueling services, supplies, aircraft maintenance, flying lessons and other services. Western Avionics, AOG Jet Support Inc., California Aero Marketing, Certified Aviation Services, Jay's Aircraft Maintenance, Martin Aviation, On-Call Jet Repair, and SoCal Jet Services perform aircraft maintenance. Hangar facilities are provided by Executive Hangars LLC, Signature Flight Support, and McHone South Coast Associates.

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PASSENGER AND CARGO SERVICE

	<u>2010</u>	<u>2009</u>	<u>% Change</u>
Passengers	8,663,452	8,705,199	-0.5%
Enplaned	4,313,545	4,336,168	-0.5%
Deplaned	4,349,907	4,369,031	-0.4%
Aircraft Operations	200,278	218,157	-8.2%
General Aviation	115,042	123,865	-7.1%
Commercial*	81,251	83,527	-2.7%
Commuter	3,930	10,721	-63.3%
Military	55	44	25.0%
Air Cargo Tonnage	14,936	15,075	-0.9%

* Includes commercial passenger and cargo operations

Historical Commercial Passenger Volume

<u>Year</u>	<u>Passengers</u>	<u>% Change</u>
1991	5,345,284	+ 16.5
1992	5,672,603	+ 6.1
1993	6,141,981	+ 8.3
1994	6,773,977	+ 10.3
1995	7,159,154	+ 5.7
1996	7,307,750	+ 2.1
1997	7,718,415	+ 5.6
1998	7,460,179	- 3.3
1999	7,470,415	+ 0.1
2000	7,772,801	+ 4.0
2001	7,324,557	- 5.7
2002	7,903,066	+ 7.9
2003	8,535,130	+ 8.0
2004	9,272,394	+ 8.6
2005	9,627,032	+ 3.8
2006	9,613,480	- 0.1
2007	9,979,699	+ 3.8
2008	8,989,603	- 9.9
2009	8,705,199	- 3.2
2010	8,663,452	- 0.5

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COMMERCIAL AIR SERVICE

Approximately 235 daily air carrier arrivals and departures make John Wayne Airport a convenient choice for tourists, business travelers and conference/convention participants visiting Orange County.

Commercial

Alaska Airlines
American Airlines
Delta Air Lines
Frontier Airlines
Southwest Airlines
United Air Lines
US Airways
US Airways Express (Mesa)
WestJet

Commuter

Delta Connection
SkyWest
United Express
SkyWest

Cargo

FedEx
UPS

NON-STOP DESTINATIONS

Atlanta
Calgary, Alberta, Canada
Chicago (O'Hare and Midway)
Dallas/Fort Worth
Denver
Honolulu *
Houston
Las Vegas
Maui *
Minneapolis/St. Paul

Newark
Oakland
Phoenix
Portland
Sacramento
Salt Lake City
San Francisco
San Jose
Seattle
Vancouver, British Columbia, Canada

* Seasonal destinations

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INTERNATIONAL AIR SERVICE AND FACILITIES

BACKGROUND:

As part of the Airport Improvement Program, a new third terminal (Terminal C) was constructed which includes six new bridged aircraft gates, two commuter terminals, three new baggage carousels, and – a first at John Wayne Airport – facilities to accommodate international air service.

Two existing gates (Gates 13 and 14) have been modified to provide a secure corridor for arriving international passengers to access the new U.S. Customs and Border Protection area where Customs, Immigration and Agricultural screening will take place. Once passengers have completed the screening process, they will retrieve their baggage from new Baggage Carousel 7. This carousel, like Gates 13 and 14, has been designed to be open to the terminal when used for domestic service or secured when needed for international arrivals. It is important to note that passengers arriving from Canada are “pre-cleared” at their point of origin and are not generally required to be screened by CBP.

U.S. CUSTOMS AND BORDER PROTECTION

Screening of international passengers upon arrival into the United States is the responsibility of the federal government, specifically, U.S. Customs and Border Protection (CBP). Prior to providing service at an airport, CBP requires that the host airport enter into a Memorandum of Agreement (MOA) that defines the level and type of federal inspection services to be provided. The Orange County Board of Supervisors executed an initial MOA that contemplated limited inspectional services commencing January 2012 related to arrivals from Canada. A second MOA, outlining the greater level of support necessary to support service from Mexico, will be considered by the Board in November 2011.

The U.S. government designates airports providing international air service as either a “Port of Entry Airport” or a “User Fee Airport.” The designation is based upon defined operational characteristics including, but not limited to, passenger levels. CBP has recommended that JWA initially pursue designation as a User Fee Airport.

SERVICE TO CANADA AND MEXICO

WestJet initiated service to two Canadian destinations in 2011: Vancouver and Calgary (seasonal). John Wayne Airport is currently in discussions with U.S. and Mexican carriers regarding opportunities to initiate direct, non-stop service to Mexico. The Airport has also proposed the creation of an incentive program to encourage such service and to promote competition.



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COMMERCIAL AIR CARRIER & CARGO CARRIER QUARTERLY AVERAGE NOISE LIMITS

Noise-based limitations on aircraft that operate at John Wayne Airport are defined in the Settlement Agreement between the County of Orange, City of Newport Beach and two community groups and in the John Wayne Airport Commercial Airline Access Plan and Regulation (Access Plan).

Two noise-based classes have been established for commercial passenger and cargo operations at the Airport: Class A and Class E. Aircraft in these Classes (i) operate at gross takeoff weights not greater than those defined in the Access Plan; and (ii) generate single event noise levels, averaged over the noise compliance period (one quarter), that are no greater than the values presented below.

CLASS A AIRCRAFT*

<u>NOISE MONITORING STATION</u>	<u>ENERGY AVERAGED DECIBELS</u>
NMS 1S	101.8 <i>dB SENEL</i> *
NMS 2S	101.1 <i>dB SENEL</i>
NMS 3S	100.7 <i>dB SENEL</i>
NMS 4S	94.1 <i>dB SENEL</i>
NMS 5S	94.6 <i>dB SENEL</i>
NMS 6S	96.1 <i>dB SENEL</i>
NMS 7S	93.0 <i>dB SENEL</i>

CLASS E AIRCRAFT*

<u>NOISE MONITORING STATION</u>	<u>ENERGY AVERAGED DECIBELS</u>
NMS 1S	93.5 <i>dB SENEL</i>
NMS 2S	93.0 <i>dB SENEL</i>
NMS 3S	89.7 <i>dB SENEL</i>
NMS 4S	86.0 <i>dB SENEL</i>
NMS 5S	86.6 <i>dB SENEL</i>
NMS 6S	86.6 <i>dB SENEL</i>
NMS 7S	86.0 <i>dB SENEL</i>

Typically, Class A aircraft serve long and medium-haul markets (more than 1,000 miles). This type of operation usually requires more fuel to reach its destination and, as a result, can require greater thrust on departure. The combination of heavy fuel loads and greater thrust correlate to the higher noise levels established for this class of operation.

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Class E departures generally serve short-haul markets (less than 1,000 miles). Class E aircraft typically carry less fuel and are, as a result, lighter and quieter than the Class A operations.

Some aircraft can operate in both Class A and Class E. For example, a Boeing 737 flying from Southern California to Northern California could qualify as a Class E, where the same aircraft traveling from Southern California to the East Coast would likely fall into the Class A category.

* Noise Limits Revised: July 1, 1999

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SETTLEMENT AGREEMENT

The 1985 “Settlement Agreement” formalized consensus reached between the County and the local community on the nature and extent of facility and operational improvements that could be implemented at John Wayne Airport. In 2003, the original four signators approved a series of amendments to the Settlement Agreement that allowed for additional facilities and operational capacity and continued to provide environmental protections for the local community. Key provisions of the original Settlement Agreement and the 2003 amendments include:

	<u>1985 Agreement</u>	<u>2003 Amendments</u>
Signators	County of Orange City of Newport Beach Airport Working Group Stop Polluting Our Newport	Same
Term	Phase 1: April 1, 1985 through September 30, 1990 Phase 2: October 1, 1990 ¹ through December 31, 2005	January 1, 2003 through December 31, 2015
Average Daily Departures (ADDs)	Phase 1: ² Maximum of 55 Class A & AA ADDs No more than 39 Class A departures Phase 2: Maximum of 73 Class A & AA ADDs No more than 39 Class A departures	Maximum of 85 ³ Class A ADDs for passenger service Additional four (4) ADDs for all-cargo service

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¹ The Settlement Agreement defined the start of Phase 2 as April 1, 1990 or the date of the opening of the new passenger terminal, whichever came later. As a result of the mid-September 1990 terminal completion, Phase 2 began on October 1, 1990.

² Three noise-based “classes” of departures were defined: Class A, AA and E - with Class E departures being the most restrictive. The million annual passenger (MAP) limitation applies to the combination of passengers served in all classes of departures (“MAP Cap”).

³ Under the amendments to the Settlement Agreement, Class A and Class AA departures were condensed into one Class A category.

	<u>1985 Agreement</u>	<u>2003 Amendments</u>
Passengers	Phase 1: 4.75 MAP	10.3 MAP (through 12/31/10)
	Phase 2: 8.4 MAP	10.8 MAP (through 12/31/15)
Terminal	Not to exceed 337,900 sq. ft	No limit
Departure Lounge	Not to exceed 37,000 sq. ft. ea.	No limit
Parking	Not to exceed 8,400 spaces	No limit
	No parking structure to have more than four levels	No limit
Loading Bridges	Not to exceed 14 total	Not to exceed 20 total

For more information, contact Jenny Wedge at 949.252.5182.



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ECONOMIC IMPACT ANALYSIS

In 2010, the Orange County Business Council (OCBC) conducted an analysis of John Wayne Airport's Improvement Program and its economic impact on Orange County.

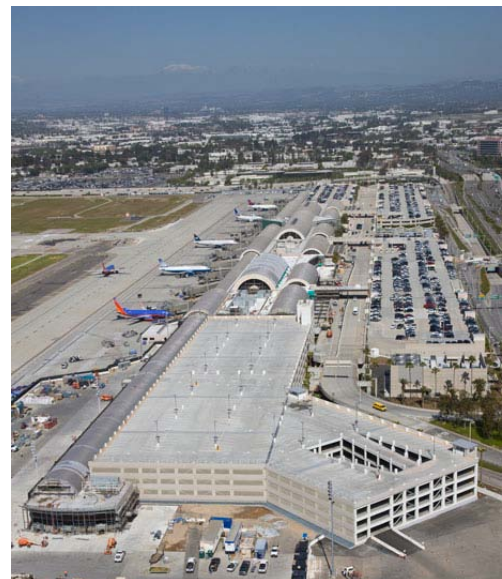
Background

John Wayne Airport (JWA) is currently implementing a 5-year Capital Improvement Program (CIP). Major components of this \$543 million project include:

- A new 282,000 square-foot Terminal C, with six additional bridged aircraft gates (for a total of 20);
- Two new permanent commuter terminals, each with space for three commuter/regional aircraft;
- Additional security screening checkpoints;
- A variety of new food/beverage and retail/gift concessions, and other customer amenities;
- Improved baggage handling and baggage screening systems;
- Two gates equipped for international flights, including U.S. Customs and Border Protection facilities;
- An additional 2,000+ parking spaces as part of new Parking Structure C, located adjacent to Terminal C;
- A Central Utility Plant, which utilizes natural gas to provide the Terminal complex with approximately 95% of its power needs, plus water heating and cooling.

Economic Impact Analysis

OCBC concluded that the John Wayne Airport Capital Improvement Program will result in nearly \$1.2 billion dollars of economic benefit for the local community and that for every \$1 invested in the CIP, more than \$2 will circulate back into the economy. In addition, over the life of the project, the CIP will create about 6,670 much-needed jobs.



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Methodology

The Orange County Business Council used two economic impact models in the analysis to ensure the accuracy of the results: (1) the IMPLAN Professional Economic Impact Analysis Model (Version 2); and (2) the Regional Input-Output Modeling System (RIMS II) Economic Impact Analysis Model.

More Information

The OCBC Economic Impact Analysis can be viewed online here or by visiting www.ocair.com.

Questions about this information can be directed to Jenny Wedge at 949.252.5182 or jwedge@ocair.com.

For more information on John Wayne Airport's Improvement Program, please visit www.ocair.com/improvements.



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PARKING AND GROUND TRANSPORTATION

John Wayne Airport offers parking at five convenient locations. Parking Structure A1 is located immediately north of Terminal A while Parking Structure A2 is located directly across from Terminal A. Parking Structure B2 is located directly across from Terminal B. Parking Lot C is located south of Terminal B on Airport Way near Campus Drive. Off-airport parking is located north of the Airport at 1512 W. Main Street, west of MacArthur Boulevard, in Irvine.

All lots are open from 4:30 a.m. to 11:30 p.m. daily; lot attendants are on duty 24-hours a day. Parking rates vary by location and length of time parked. Parking lots are patrolled by Airport Police Services 24-hours a day. Cash, checks, Visa, MasterCard, Discover, Diners Club and American Express are accepted.

General Parking

Two-hour parking stalls are available in Parking Structures A1 and B2 at a cost of \$2 per hour. Additional parking is available in structures A1, A2, B2 at a cost of \$2 per hour with a maximum cost of \$20 per 24-hour period. Parking Lot C also provides parking at \$2 per hour or \$17 per 24-hour period. Courtesy shuttle bus service is available every 15 minutes to move passengers between the Terminal and Parking Lot C.

Valet Parking

JWA's full-service valet parking operation offers convenient curbside service located on the Departure Level. The cost is \$30 for the first 24-hour period or portion thereof. The rate for vehicles parked longer than 24 hours is \$10 per hour, with a maximum of \$30 for each additional 24-hour period. Valet Parking has wheelchair access, however, full valet rates will apply.

Off-Airport/Main Street Parking

Parking is available at the Airport's "Main Street" lot at a cost of \$2 per hour with a maximum of \$14 for each 24-hour period. Courtesy shuttle bus service is available every 15 minutes to move passengers between the Terminal and Main Street parking lot.

Handicapped Parking

Easily accessible handicapped parking spaces are available in all parking lots. Regular parking rates apply. A valid handicapped placard or license plate must be displayed.

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Ground Transportation Center

Taxis, door-to-door and courtesy shuttle services, and Airport buses are available from the Ground Transportation Center, located immediately across from the Thomas F. Riley Terminal on the lower level.

On-Airport Car Rental

Rental car service desks for Alamo, Avis, Budget, Enterprise, Hertz Corporation, National and Thrifty car rental companies are located on the arrival level of the Thomas F. Riley Terminal.

For more information, contact Jenny Wedge at 949.252.5182.



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AIRPORT CONCESSIONS

To provide passengers with the amenities they need while traveling through the Airport, JWA offers a variety of concessions including ATMs, news and gift stores, quality restaurants and specialty retail stores. The Airport regularly re-evaluates the concession needs of its passengers and has made a number of changes over the years as a result of concession studies and passenger requests.

Most recently, the Airport requested proposals from concessionaires for a variety of new concessions to replace existing dining, retail and specialty concessions in Terminals A, B and the new Terminal C. More than a dozen new shops and restaurants will open in late 2011 and feature a fresh new variety of options for JWA passengers. More details and photos can be found on our Web site at www.ocair.com/improvements.

Express, McDonald's, Starbucks as well as snack bars located prior to the security screening checkpoint.

Retail, news and specialty items can be found in news and gift stores or along the newswalls in the Terminal A and B north and south concourses. Specialty retail stores, Sunglass Hut and Life is good as well as Caterina's Candies offer an additional variety of Orange-County themed items and souvenirs/gifts.

Terminal C, which is expected to open November 2011, will provide JWA passengers nearly double the number of concessions and significantly more variety in dining and shopping options than what is available today.

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TOUR PROGRAM

Guided tours of the Thomas F. Riley Terminal are available free of charge. Tours begin at the John Wayne statue on the Arrival (lower) Level. Groups view and receive explanations of how planes fly, and view Terminal architecture, rental car areas, baggage carousels, airline ticket counter areas, security checkpoints, flight display monitors, paging, and skycap activity. Due to heightened security, tour groups are not permitted entry to the secure side of the Terminal.

The tour concludes with a visit to the top of Parking Structure A1, where activity on the airfield and planes taking off and landing can be seen through the chain-link fence. The highlight of the tour!

A JWA Activity Book is given, free of charge, to children. This book includes airplanes to color, a word search, a maze, connect-the-dots and other interesting and educational features.

Tours are scheduled in advance (usually two or more weeks and are offered at non-peak traffic hours, usually between 10:30 a.m. and 3:30 p.m., Monday through Friday. Saturday tours can also be arranged. The tour lasts between 1 to 1-1/2 hours.

Volunteer tour guides, including private pilots, teachers, executives and Airport employees, donate their time to support this important program. Volunteers bring their unique expertise and tremendous energy to each and every tour.

Tour groups can be as small as two or three participants, and are limited to a maximum of 25, including chaperones. Larger groups (a maximum of 50 people on a given day) can be accommodated, but will be divided into two groups who will tour simultaneously. Children must be at least six years old and/or in first grade and must be accompanied by an appropriate number of adult chaperones. High school and college tours may be arranged featuring aviation career speakers. Adult groups are also welcome.

Bus parking is available when prearranged. For private cars, convenient parking is available in all lots at regular JWA parking rates. Due to heightened security, all vehicles may be searched when entering the parking structures.

For more information and to arrange a tour, please contact Jill Matthews at 949.252.5168 or via e-mail at jmatthews@ocair.com.

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FILMING

John Wayne Airport has been the site of many major motion film productions, such as "Demolition Man" starring Sylvester Stallone, "Clear and Present Danger" with Harrison Ford, "Up Close and Personal" with Robert Redford and Michelle Pfeiffer, "Jerry Maguire" starring Tom Cruise and Renee Zellweger, "The Insider" starring Al Pacino and Russell Crowe and "Elizabethtown" starring Orlando Bloom and Susan Sarandon.

Several commercials filmed at John Wayne Airport have promoted travel and airport related businesses such as Host Restaurants, McDonald's, American Airlines, Dollar-Rent-A-Car and the Anaheim/Orange County Visitor and Convention Bureau.

Motion picture, television and still photography projects have been filmed at the Airport for Sprint, Lexus, Back Bay Limousine, California Pizza Kitchen, City National Bank, E-Baggs, Andiamo Luggage, Nordstrom and others.

No taxpayer dollars support filming at County-managed sites, including John Wayne Airport. Permit fees of \$400 per day for motion picture and video productions and \$150 per day for still photography apply. With advance approval, permit fees for non-profit projects may be waived. In addition, direct costs for staff time to coordinate and supervise Airport filming are billed to the permit holder.

As a result of the events of September 11, 2001, filming has been limited and all requests are being reviewed on a case-by-case basis.

Applications and guidelines are available on our web site at:
<http://www.ocair.com/businessandemployment/commercialfilminginfo.htm>

For more information, contact Jill Matthews at 949.252.5168 or via e-mail at jmatthews@ocair.com.

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THE ARTS PROGRAM

Since opening the Thomas F. Riley Terminal in September 1990, JWA has mounted more than 80 exhibitions designed to provide visitors with a memorable travel experience through exhibitions of arts, science and popular culture.

During the last 20 years, the Airport Arts Program, under the guidance of a five-member Board appointed Airport Arts Commission, has presented a series of museum-quality exhibitions, produced publications, sponsored an annual County-wide Student Art Contest/Exhibition, and presented special programs in conjunction with the exhibitions. Exhibitions and programs are organized around themes such as fine arts, popular culture, student art, Orange County history, aviation, and multicultural arts.

In 1996, JWA's annual Student Art Contest and Exhibition became affiliated with the annual International Aviation Art Contest sponsored by the National Aeronautic Association, National Association of State Aviation Officials, National Aeronautics and Space Administration, and the Federal Aviation Administration. JWA winners have received top awards at State, National and International levels of the contest.

"Community Focus Space Program" display cases, located on the non-secure side near each security checkpoint and beside baggage carousels 1 and 4, feature exhibitions by Orange County artists and local community organizations.

Known as the Vi Smith Concourse Gallery, 30 art display cases, which house rotating exhibitions, were installed in the Thomas F. Riley Terminal in March 2001. Each case is over six feet tall and more than 12 feet wide. During the construction of Terminal C, 15 of the art cases located in Terminal B across from Gates 12 through 15 were removed. New art cases will be installed in Terminal C concourse. However, you may find art exhibits displayed in Terminal A across from Gates 2 through 5.

For more information, contact Jeffrey Frisch at 949.252.5124.

3160 Airway Avenue
Costa Mesa, CA
92626-4608
(949) 252-5171
(949) 252-5178 FAX
www.ocair.com





Alan L. Murphy
Airport Director

FACTS

THE JOHN WAYNE STATUE

Orange County Airport was renamed by the Orange County Board of Supervisors on June 20, 1979, to honor the late John Wayne. Citing the Newport Beach resident's distinguished film career and reputation as a true American patriot, the Board's resolution described Wayne as "a man of humility, of honesty, and a hero of the American West (who) was a symbol to the world of the traditional American values."

To commemorate the Airport's namesake, the John Wayne Associates commissioned sculptor Robert Summers to create a bronze statue of "the Duke." The nine-foot statue, created at the Hoka Hey Foundry in Dublin, Texas was dedicated to the County on November 4, 1982.

The statue was returned to the Hoka Hey Foundry on March 23, 1990 for refinishing and restoration in preparation for its placement in the lobby of the Thomas F. Riley Terminal. After removing the original finish, Summers added a new patina adding subtle coloring to the statue's traditional western garb. The new finish, according to the sculptor, is more appropriate for the statue's position under artificial lighting.

Located on the Arrival Level between the north and south baggage claim areas, the statue rests atop a pedestal covered in the same marble that graces the entire facility. Designed in two tiers to allow visitors to touch the statue, the pedestal provides a fitting home for one of the nation's most loved and most remembered patriots.

For more information, contact Jenny Wedge at 949.252.5182.

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ENVIRONMENTAL POLICY AND PRACTICE

John Wayne Airport (JWA) is committed to upholding best practices in environmental responsibility and, for years, has been an industry leader in implementing many “green” policies. JWA has adopted a variety of environmental policies and practices including:

Air Quality

The Airport has implemented measures to reduce emissions generated by aircraft and by vehicles using the Airport, including:

- Use of low-emission electric vehicles and support equipment on the commercial ramp.
- Utilization of electric preconditioned air units by commercial aircraft and ground-based electrical power in place of jet-fueled on-board Auxiliary Power Units (APUs). The ground-based units burn about 10 times less fuel than APUs, resulting in lower costs and carbon emissions.
- Installation of electric charging stations for ground service equipment and Airport vehicles.
- Requirement that fleet vehicles, such as taxi cabs and parking shuttles, operate clean burning compressed natural gas (CNG) or other cleaner burning fuel alternatives. JWA’s taxi provider, Orange County Yellow Cab, uses 100 percent CNG vehicles.

Recycling

The Airport currently recycles nearly half of the refuse from aircraft, as well as from the Riley Terminal and supporting facilities. JWA is also developing a “large-venue” recycling program.

- Segregation of the Airport’s trash and recyclables offsite by the waste disposal contractor. Waste that is generated on-board commercial aircraft is disposed of at the Airport and is treated in the same fashion.
- Recycling of all used fuel, oils and solvents.
- Development of a recycling program that will allow for the segregation of trash and recyclables at the point of disposal (in the Terminal).
- Improvement of the Airport’s central trash collection facilities to make them more efficient and compatible with recycling efforts.

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Pollution Prevention / Water Quality

An Airport-wide Storm Water Pollution Prevention Plan (SWPPP) is strictly enforced and includes the following:

- Diversion of air-side storm water runoff through oil-water separators before leaving Airport property.
- Rigorous testing of on-site fuel tanks to prevent leaks.
- Regular training of Airport employees and tenants in containment, clean-up and pollution prevention techniques.
- Use of site-specific structural and non-structural Best Management Practices to reduce the potential for pollutants to contaminate storm water discharges.
- Monitoring of pesticides and fertilizers for appropriate use.

Energy Efficiency

Many of JWA's environmental policies and practices were in place long before being "green" became fashionable.

- Design of the Thomas F. Riley Terminals A and B, opened in 1990, included vaulted ceilings, skylights and windows from ceiling-to-floor to increase the use of natural lighting and reduce energy needs.
- Use of LED lighting on the airfield to provide lighting that meets all FAA safety standards and reduces both maintenance and energy costs.
- Transition to LED lighting in the Riley Terminal.
- Construction of a Central Utility Plant completed in late 2010 provides chilled and hot water to the Riley Terminal complex allowing the Airport to greatly reduce its carbon footprint and provide its own electricity.

Water Conservation

As a business in Southern California that is responsible for more than 500 acres of land and that serves millions of passengers annually, JWA implements a variety of water conservation initiatives, including:

- Utilization of low-flow toilets and urinals, automatic faucets and flushing sensors in Riley Terminal restrooms.
- Diversion of runoff from construction sites and Airport grounds to an on-site retaining basin that directly recharges groundwater aquifers and reduces storm water runoff.
- Monitoring of irrigation system for more efficient watering of Airport landscaping.
- Implementation of plan for dry washing of aircraft and limiting use of water to only a final rinse with de-ionized water.
- Testing of on-site fire engines by spraying the water into grassy areas to increase groundwater percolation into the County aquifers.

Noise Abatement

John Wayne Airport has one of the most stringent aircraft access and noise monitoring programs in the United States and the world. Noise abatement at JWA is carried out using the following standards, guidelines and tools:

- Compliance with the Phase 2 Commercial Airline Access Plan and Regulation (Access Plan), resulting from the 1985 Settlement Agreement and 2003 Amendment, places restrictions on operational capacity, hours of operations and noise levels.
- General Aviation operations are permitted 24 hours daily subject to compliance with daytime noise limits and the more restrictive nighttime noise limits, as documented in the General Aviation Noise Ordinance.
- Utilization of a state-of-the-art noise monitoring system that enables JWA to track each and every one of the 200,000+ air carrier and general aviation operations that occur each year at the Airport.
- Availability of Access and Noise staff who provide excellent customer service by listening and responding to noise complaints, requests for information and concerns of the community.

Airport Improvement Program

The multi-year John Wayne Airport Improvement Program incorporates a number of environmentally responsible elements, including:

- Implementation of a Storm Water Pollution Prevention Plan to curb storm water runoff from the construction sites and to prevent discharge of pollutants to the storm drains.
- Recycling of 90 percent of construction-related materials and waste.
- Dust mitigation activities to minimize air quality effects during construction.
- Utilization of natural lighting and other methods to maximize energy efficiency in Terminal design plans, including utilization of white PVC membrane roofing, where appropriate, to reflect/deflect the energy and heat instead of absorbing light and heat, making the building more energy efficient.
- Replacement of older emergency generators with newer clean-burning generators.
- Water Quality Management Plans incorporate environmental controls into the building designs and specify the means and methods of pollution control after the completion of the buildings.

Questions about this information can be directed to Jenny Wedge at 949.252.5182 or jwedge@ocair.com.

For more information on John Wayne Airport's Improvement Program, please visit www.ocair.com/improvements.