



# PRESS KIT



Alan L. Murphy  
Airport Director

# FACTS

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### PUBLICATIONS

Economic Impact Brochure

2007 Annual Report

2008 Annual Report

JWA Direct Newsletter

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May 7, 2009



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# FACTS

## BACKGROUND

John Wayne Airport (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 2008, 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 approximately 600 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.

For more information, contact Jenny Wedge at 949.252.5182.

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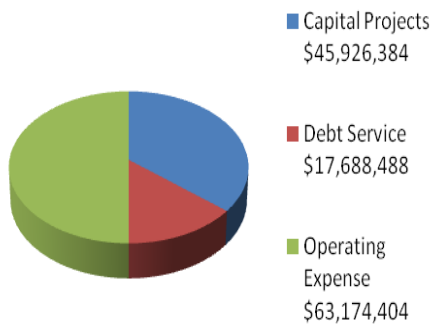
# FACTS

## BUDGET AND FINANCE

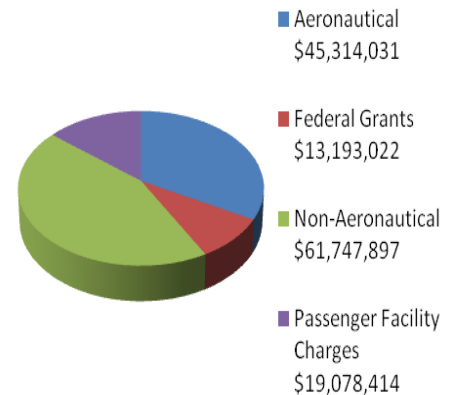
By County Ordinance, and as a requirement of the 1985 Settlement Agreement, the Airport is operated on a financially self-supporting basis. No taxpayer funds are used to operate or pay for the Airport's financial obligations. The Airport's costs for facilities and services are paid out of revenues from 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 2007-08, the most recent year for which audited financial information is available.

Expenses



Revenues



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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.

In July 1987, the Airport issued \$242,440,000 in Airport Revenue Bonds to finance construction of the Thomas F. Riley Terminal, parking structures, and other capital improvements. In July 1993, the Airport executed a partial refunding of the 1987 bonds. The transaction allowed for a reduction in the Airport's debt service payments and provided a present value economic gain of \$6,100,000. In July 1996, the Airport utilized existing reserves to retire its outstanding Certificates of Participation (COP) totaling \$3,120,000. This resulted in an interest savings of \$626,922. The COP's were issued in October 1990 to finance the acquisition of the new terminal's loading bridges and baggage handling equipment.

In April 1997, the Airport executed an advance refunding of the majority of outstanding 1987 bonds, generating a present value economic gain of \$25,259,000. The transaction allowed the Airport to shorten the term of the 1987 bonds by four years while maintaining the same level of debt service payment. In July 1997, the Airport utilized existing reserves to retire the remaining outstanding 1987 bonds in the amount of \$28,410,000.

In May 2003, JWA successfully sold \$48,680,000 million in Series 2003 Revenue Refunding Bonds. Proceeds from the bonds, which sold at a premium of \$4,205,712, together with approximately \$10.2 million 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, 2008 was \$80,210,000.

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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 approximately 600 private general aviation aircraft. These aircraft run the gamut from vintage biplanes and helicopters to sleek corporate jets. There are more than 350 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 2008, there were 172,822 general aviation operations, which represent 65% 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. American Aircraft, IFR Avionics, Jay's Aircraft Maintenance, Martin Aviation, Star Aviation, and Western Avionics perform aircraft maintenance. Hangar facilities are provided by Atlantic Aviation, Executive Hangars, Martin Aviation, Signature Flight Support, and South Coast Associates.

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**JOHN WAYNE  
AIRPORT**  
ORANGE COUNTY

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# FACTS

## PASSENGER AND CARGO SERVICE

	<u>2008</u>	<u>2007</u>	<u>% Change</u>
Passengers	8,989,603	9,979,699	-9.9%
Enplaned	4,492,626	4,989,018	-9.9%
Deplaned	4,496,977	4,990,681	-9.9%
Aircraft Operations	267,751	331,452	-19.2%
General Aviation	172,822	225,938	-23.5%
Commercial*	84,090	91,368	-8.0%
Commuter	10,786	14,023	-23.1%
Military	53	123	-56.9%
Air Cargo Tonnage	16,921	22,062	-23.30%

\* Includes commercial passenger and cargo operations

## Historical Commercial Passenger Volume

<u>Year</u>	<u>Passengers</u>	<u>% Change</u>
1990	4,586,596	+ 1.60
1991	5,345,284	+ 16.50
1992	5,672,603	+ 6.10
1993	6,141,981	+ 8.30
1994	6,773,977	+ 10.30
1995	7,159,154	+ 5.70
1996	7,307,750	+ 2.10
1997	7,718,415	+ 5.60
1998	7,460,179	- 3.30
1999	7,470,415	+ 0.14
2000	7,772,801	+ 4.00
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

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# FACTS

## COMMERCIAL AIR SERVICE

Approximately 350 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  
Continental Airlines  
Delta Air Lines  
Frontier Airlines  
Mesa Airlines\*  
Northwest Airlines  
Southwest Airlines  
United Airlines  
US Airways  
Virgin America

### Commuter

American Eagle  
Delta Connection  
SkyWest  
United Express  
SkyWest

### Cargo

FedEx  
UPS

\*dba US Airways Express

### NON-STOP DESTINATIONS \*

Atlanta  
Chicago (O'Hare)  
Cincinnati/North Kentucky  
Dallas/Fort Worth  
Denver  
Houston  
Las Vegas  
Minneapolis/St. Paul  
Newark

Oakland  
Phoenix  
Portland  
Sacramento  
Salt Lake City  
San Francisco  
San Jose  
Seattle

\*Destinations are subject to change

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# FACTS

## 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

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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.

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

For more information, contact Jenny Wedge at 949.252.5182.



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

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<sup>1</sup> 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.

<sup>2</sup> 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”).

<sup>3</sup> 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>
<b>Passengers</b>	Phase 1: <b>4.75</b> MAP	<b>10.3</b> MAP (through 12/31/10)
	Phase 2: <b>8.4</b> MAP	<b>10.8</b> MAP (through 12/31/15)
<b>Terminal</b>	Not to exceed <b>337,900</b> sq. ft	No limit
<b>Departure Lounge</b>	Not to exceed <b>37,000</b> sq. ft. ea.	No limit
<b>Parking</b>	Not to exceed <b>8,400</b> spaces	No limit
	No parking structure to have more than four levels	No limit
<b>Loading Bridges</b>	Not to exceed <b>14</b> total	Not to exceed <b>20</b> total

For more information, contact Jenny Wedge at 949.252.5182.



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# FACTS

## **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.

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, Visa, MasterCard, Discover, Diners Club and American Express are accepted.

### General Service 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 from the Terminal's Ground Transportation Center 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.

### 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 from the Terminal's Ground Transportation Center to move passengers between the terminal and Main Street parking lot.

### Handicapped Parking

Handicapped parking is available in all parking lots at a cost of \$2 per hour, with a maximum of \$14 for each 24-hour period.

### 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 terminal on the lower level.

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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.

For more information, contact Jenny Wedge at 949.252.5182.



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## AIRPORT CONCESSIONS

In order to provide passengers with the amenities they need while traveling through the Airport, JWA offers a variety of concessions from 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.

Recent changes include the complete renovation of the Airport's full-service restaurant, "The Oasis Grill & Sky Lounge," Brioche Dorée Food Court, Wolfgang Puck Express and the news "walls" located in the north and south concourses. New specialty retail stores, Sunglass Hut and Life is good, are the two most recent additions located past security in Terminal A. Sunglass Hut attracts travelers with the world's most comprehensive portfolio of premium sunglass brands; Life is good offers its signature cheerfully-hued apparel, mugs, backpacks, toys, beach towels and flip flops.

Terminal C, which is expected to open in 2011, will also provide passengers with a variety of concessions that will fit passenger needs and requests.

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## TOUR PROGRAM

Guided tours of the Thomas F. Riley Terminal are offered, 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. They also view a historical photo display and architectural models of the property. Due to heightened security, tour groups are not permitted entry to the secure side of the terminal.

We conclude the tour with a visit to the top of the A-1 parking structure, where activity on the airfield and the planes taking off and landing can be seen thorough the chain-link fence. Often the highlight of the tour!

A new JWA Activity Book is given, free of charge, to children. This features airplanes to color, a word find, a maze, connect-the-dots, etc.

Tours are scheduled in advance (usually two or more weeks). Tours 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. They 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](mailto: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, America West 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.

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

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

For more information, contact Jill Matthews at 949.252.5168 or via e-mail at [jmatthews@ocair.com](mailto: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 seventeen years, the Airport Arts Program, under the guidance of a five-member publicly 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 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.

The thirty art display cases, installed on the secure side in March 2001 in the Thomas F. Riley Terminal, housing rotating exhibitions are known as The V Smith Concourse Gallery. Each case is over six feet tall and more than twelve feet wide. The cases can be found across from Gates 1 through 4 and Gates 11 through 14.

For more information, contact Jeffrey Frisch at 949.252.5124.

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## 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.

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