The following information provides a comparative overview of the Proposed Project and alternatives that were evaluated in Draft Program Environmental Impact Report ("EIR") 627. To facilitate further reference, the table and exhibit reference numbers shown in this hand-out are those used in the EIR.

The following exhibits are provided in this hand-out:

- Conceptual Facilities Layout—Existing Conditions (Exhibit 2-2)
- Conceptual Facilities Layout—Proposed Project (Exhibit 3-1)
- Conceptual Facilities Layout—Alternative 1 (Exhibit 3-4)
- Conceptual Facilities Layout—Alternative 2 (Exhibit 5-1)
- Conceptual Facilities Layout—Alternative 3 (Exhibit 5-3)

Table 1-1 provides a comparison of the key elements of the Proposed Project, Alternative 1, and the other alternatives evaluated in the Alternatives Section of the Draft EIR (Section 5). Table 5-25 provides a comparison of the alternatives’ ability to meet GAIP objectives.
Conceptual Facilities Layout – Alternative 2

John Wayne Airport General Aviation Improvement Program

Exhibit 5-1

Legend:
- On Airport Buildings
- Off Airport Buildings
- Airport Property Line
- FBO Community Hanger
- T-Hanger
- Box Hangar
- FBO Apron (90/90 Based Transient)
- Tie-Down Apron
- Auto Parking

Source: AECOM 2010

*Supplemental parking facilities may be required to achieve desired capacity.
Conceptual Facilities Layout – Alternative 3

John Wayne Airport General Aviation Improvement Program

Legend:
- On Airport Buildings
- Off Airport Buildings
- Airport Property Line
- FBO Community Hanger
- T-Hanger
- Box Hanger
- FBO Apron (60/90 Based Transient)
- Number of Aircraft Accommodated
- Tie-Down Apron
- Shade Structures
- Auto Parking

Source: AECOM 2019

Exhibit 5–3
### TABLE 1-1
SUMMARY OF KEY DESIGN ELEMENTS FOR THE PROPOSED PROJECT AND ALTERNATIVES

<table>
<thead>
<tr>
<th>Facilities Layout</th>
<th>Proposed Project</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>No Project Alternative</th>
</tr>
</thead>
</table>
| **Brief Description** | • 2 .Full Service FBOs (1 Eastside and 1 Westside)  
• New GA Terminal/GAF at FBO  
• 1 Limited Service FBO  
• 1 Existing Limited Service FBOa  
• Correction of 4 existing non-standard design features  
• 354 based aircraft  
• 167,900 annual operations  
| • 3 Full Service FBOs (2 Eastside and 1 Westside)  
• New GA Terminal/GAF at FBO  
• 1 Limited Service FBO  
• 1 Existing Limited Service FBO  
• Correction of 4 existing non-standard design features  
• 356 based aircraft  
• 168,600 annual operations  
| • 2 Full Service FBOs (Both Eastside)  
• New GA Terminal/GAF at FBO  
• 1 Limited Service FBO  
• 1 Existing Limited Service FBO  
• Correction of 4 existing non-standard design features  
• 361 based aircraft  
• 169,400 annual operations  
| • 2 Existing Full Service FBOs (Both have presence on Eastside but one is split between east and west side)  
• No GA Terminal/GAF  
• No correction of existing non-standard design features  
• 490 based aircraft  
• 197,600 annual operations  
| • 2 Existing Full Service FBOs (Both have presence on Eastside but one is split between east and west side)  
• No GA Terminal/GAF  
• No GA  
• 505 based aircraft  
• 201,000 annual operations  |
| **Full Service FBO Northwest** | • 15 Aircraft in Hangars  
• 17 Based Aircraft on Apron  
• 21,653 SF FBO Terminal  
• 3,953 SF GA Terminal  
• 1,952 SF GAF  
• 355 Vehicle Parking Spaces  
| • 15 Aircraft in Hangars  
• 17 Based Aircraft on Apron  
• 21,653 SF FBO Terminal  
• 3,953 SF GA Terminal  
• 1,952 SF GAF  
• 355 Vehicle Parking Spaces  
| • 5 Aircraft in Hangars  
• 20 Based Aircraft on Apron  
• 4,740 SF FBO Terminal  
• No GA Terminal  
• No GAF  
• 210 Vehicle Parking Spaces  
| • 2 Aircraft in Community Hangars  
• 18 Based Aircraft on Apron  
• 12,840 SF FBO Terminal  
• No GA Terminal  
• No GAF  
• 164 Vehicle Parking Spaces  |
| **Full Service FBO Northeast** | • 15 Aircraft in Hangars  
• 15 Based Aircraft on Apron  
• 21,653 SF FBO Terminal  
• 3,953 SF GA Terminal  
• 1,952 SF GAF  
• 246 Vehicle Parking Spaces  
| • 15 Aircraft in Hangars  
• 15 Based Aircraft on Apron  
• 21,653 SF FBO Terminal  
• 3,953 SF GA Terminal  
• 1,952 SF GAF  
• 413 Shared Vehicle Parking Spaces  
| • 6 Aircraft in Hangars  
• 17 Based Aircraft on Apron  
• 20,000 SF FBO Terminal  
• No GA Terminal  
• No GAF  
• 232 Vehicle Parking Spaces  
| • 23 Aircraft in Hangars  
• 17 Based Aircraft on Apron  
• 20,000 SF FBO Terminal  
• No GA Terminal  
• No GAF  
• 232 Vehicle Parking Spaces  |
| **Full Service FBO Southeast** | N/A | • 15 Aircraft in Hangars  
• 15 Based Aircraft on Apron  
• 21,653 SF FBO Terminal  
• 3,953 SF GA Terminal  
• 1,952 SF GAF  
• Vehicle parking shared with Full Service FBO NE  
| • 15 Aircraft in Hangars  
• 15 Based Aircraft on Apron  
• 21,653 SF FBO Terminal  
• 3,953 SF GA Terminal  
• 1,952 SF GAF  
• Vehicle parking shared with Full Service FBO NE  
| • 2 Aircraft in Community Hangars  
• 18 Based Aircraft on Apron  
• 20,000 SF FBO Terminal  
• No GA Terminal  
• No GAF  
• 232 Vehicle Parking Spaces  
| • 23 Aircraft in Hangars  
• 17 Based Aircraft on Apron  
• 20,000 SF FBO Terminal  
• No GA Terminal  
• No GAF  
• 232 Vehicle Parking Spaces  |
<table>
<thead>
<tr>
<th>Facilities Layout</th>
<th>Proposed Project</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
<th>No Project Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Full Service FBOs</strong></td>
<td>30 Aircraft in Hangars</td>
<td>45 Aircraft in Hangars</td>
<td>30 Aircraft in Hangars</td>
<td>11 Aircraft in Hangars</td>
<td>25 Aircraft in Hangars</td>
</tr>
<tr>
<td></td>
<td>32 Based Aircraft on Apron</td>
<td>47 Based Aircraft on Apron</td>
<td>30 Based Aircraft on Apron</td>
<td>37 Based Aircraft on Apron</td>
<td>35 Based Aircraft on Apron</td>
</tr>
<tr>
<td></td>
<td>43,306 SF FBO Terminal</td>
<td>64,959 SF FBO Terminal</td>
<td>43,306 SF FBO Terminal</td>
<td>17,580 SF FBO Terminal</td>
<td>32,840 SF FBO Terminal</td>
</tr>
<tr>
<td></td>
<td>7,906 SF GA Terminal</td>
<td>11,859 SF GA Terminal</td>
<td>7,906 SF GA Terminal</td>
<td>No GA Terminal</td>
<td>No GA Terminal</td>
</tr>
<tr>
<td></td>
<td>3,904 SF GAF</td>
<td>5,856 SF GAF</td>
<td>3,904 SF GAF</td>
<td>No GAF</td>
<td>No GAF</td>
</tr>
<tr>
<td></td>
<td>601 Vehicle Parking Spaces</td>
<td>768 Vehicle Parking Spaces</td>
<td>413 Vehicle Parking Spaces</td>
<td>374 Vehicle Parking Spaces</td>
<td>396 Vehicle Parking Spaces</td>
</tr>
<tr>
<td><strong>Limited Service FBO Martin Aviation</strong></td>
<td>8 Aircraft On Apron</td>
<td>8 Aircraft On Apron</td>
<td>8 Aircraft On Apron</td>
<td>8 Aircraft On Apron</td>
<td>8 Aircraft On Apron</td>
</tr>
<tr>
<td></td>
<td>6 Aircraft in Hangar (Lyon Air Museum)</td>
<td>6 Aircraft in Hangar (Lyon Air Museum)</td>
<td>6 Aircraft in Hangar (Lyon Air Museum)</td>
<td>6 Aircraft in Hangar (Lyon Air Museum)</td>
<td>6 Aircraft in Hangar (Lyon Air Museum)</td>
</tr>
<tr>
<td></td>
<td>80 Vehicle Parking Spaces</td>
<td>80 Vehicle Parking Spaces</td>
<td>80 Vehicle Parking Spaces</td>
<td>80 Vehicle Parking Spaces</td>
<td>80 Vehicle Parking Spaces</td>
</tr>
<tr>
<td><strong>Limited Service FBO Southwest</strong></td>
<td>17 Aircraft in Hangars</td>
<td>17 Aircraft in Hangars</td>
<td>17 Aircraft in Hangars</td>
<td>N/A</td>
<td>8 Aircraft On Apron</td>
</tr>
<tr>
<td></td>
<td>8 Aircraft On Apron</td>
<td>8 Aircraft On Apron</td>
<td>8 Aircraft On Apron</td>
<td>8 Aircraft On Apron</td>
<td>8 Aircraft On Apron</td>
</tr>
<tr>
<td></td>
<td>6 Aircraft in Hangar (Lyon Air Museum)</td>
<td>6 Aircraft in Hangar (Lyon Air Museum)</td>
<td>6 Aircraft in Hangar (Lyon Air Museum)</td>
<td>6 Aircraft in Hangar (Lyon Air Museum)</td>
<td>6 Aircraft in Hangar (Lyon Air Museum)</td>
</tr>
<tr>
<td></td>
<td>80 Vehicle Parking Spaces</td>
<td>80 Vehicle Parking Spaces</td>
<td>80 Vehicle Parking Spaces</td>
<td>80 Vehicle Parking Spaces</td>
<td>80 Vehicle Parking Spaces</td>
</tr>
<tr>
<td><strong>Box Hangars</strong></td>
<td>30 Aircraft</td>
<td>5 Aircraft</td>
<td>19 Aircraft</td>
<td>45 Aircraft</td>
<td>45 Aircraft</td>
</tr>
<tr>
<td></td>
<td>96 Aircraft Spaces</td>
<td>114 Aircraft Spaces</td>
<td>72 Aircraft Spaces</td>
<td>111 Aircraft Spaces</td>
<td>111 Aircraft Spaces</td>
</tr>
<tr>
<td><strong>Tie-downs</strong></td>
<td>88 Aircraft Spaces</td>
<td>72 Aircraft Spaces</td>
<td>132 Aircraft Spaces</td>
<td>276 Aircraft Spaces</td>
<td>302 Aircraft Spaces</td>
</tr>
<tr>
<td><strong>Shade Structures</strong></td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>66 Aircraft Spaces</td>
<td>66 Aircraft Spaces</td>
</tr>
<tr>
<td><strong>Flight School</strong></td>
<td>47 Aircraft on Apron</td>
<td>47 Aircraft on Apron</td>
<td>47 Aircraft on Apron</td>
<td>Included with Southeast FBO</td>
<td>Included with Southeast FBO</td>
</tr>
<tr>
<td></td>
<td>52 Vehicle Parking Spaces</td>
<td>52 Vehicle Parking Spaces</td>
<td>52 Vehicle Parking Spaces</td>
<td>Included with Northeast FBO (west side operation)</td>
<td>Included with Northeast FBO (west side operation)</td>
</tr>
<tr>
<td><strong>OC Sheriff's Department</strong></td>
<td>5 Aircraft in Hangar</td>
<td>5 Aircraft in Hangar</td>
<td>5 Aircraft in Hangar</td>
<td>Included with Northeast FBO (west side operation)</td>
<td>Included with Northeast FBO (west side operation)</td>
</tr>
<tr>
<td></td>
<td>21 Vehicle Parking Spaces</td>
<td>21 Vehicle Parking Spaces</td>
<td>20 Vehicle Parking Spaces</td>
<td>Included with Northeast FBO (west side operation)</td>
<td>Included with Northeast FBO (west side operation)</td>
</tr>
<tr>
<td><strong>Self Serve Aircraft Fuel Station &amp; Wash Rack</strong></td>
<td>14,545 SF</td>
<td>14,545 SF</td>
<td>14,545 SF</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

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**TABLE 1-1**
SUMMARY OF KEY DESIGN ELEMENTS FOR THE PROPOSED PROJECT AND ALTERNATIVES

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*There is one existing Limited Service FBO (Martin Aviation) that is not included in the GAIP because the lease extends to 2036, which is beyond the horizon year of the program. This Limited Service FBO is listed here to give a complete overview of general aviation facilities at JWA.*

*The hangar at the Limited Service FBO Southwest accommodates transient aircraft.*

*Alternative 1 provides a box hangar for use by the Orange County Sherriff's Department, which would accommodate five aircraft.*

FBO: Fixed Based Operator; GA: General Aviation; GAF: General Aviation Facility; N/A: Not applicable; SF: square feet

Source: AECOM 2018
### TABLE 5-25
COMPATIBILITY COMPARISON OF ALTERNATIVES WITH PROJECT OBJECTIVES

<table>
<thead>
<tr>
<th>Project Objective</th>
<th>Proposed Project</th>
<th>Alternatives 1</th>
<th>Alternatives 2</th>
<th>Alternatives 3</th>
<th>No Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. To enhance safe and secure operations</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>○</td>
</tr>
<tr>
<td>2. To utilize limited land area efficiently and economically</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>3. To enhance compatibility between general and commercial aviation operations</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>4. To embrace flexibility to allow for technological advances and market trends</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>○</td>
</tr>
<tr>
<td>5. To maximize economic, self-sustaining, revenue-producing facilities</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>6. To assess the ability of existing infrastructure to support general aviation</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

Proposed Project—Redevelopment of the general aviation facilities, including the provision of two full service FBOs and one limited service FBO

Alternative 1—Redevelopment of the general aviation facilities, including the provision of three full service FBOs and one limited service FBO

Alternative 2—Redevelopment of the general aviation facilities, including the provision of two full service FBOs, both located on the east side of the Airport, and one limited service FBO

Alternative 3—Only minor modifications to existing facilities needed to comply with FAA standards for airport design.

No Project Alternative—No modifications or updating of facilities are proposed.

Legend:
● = Fully Implements
♥ = Partially Implements
○ = Does Not Implement