

RESOLUTION OF THE BOARD OF SUPERVISORS OF
ORANGE COUNTY, CALIFORNIA

June 25, 2019

WHEREAS, the County of Orange (“County”) is the owner and operator of John Wayne Airport, Orange County (“JWA” or “Airport”) and provides both general aviation and commercial air carrier facilities and services at the Airport; and

WHEREAS, beginning in 1923, the Airport began operating as a privately owned general aviation facility and first became a publicly owned facility in 1939; and

WHEREAS, general aviation services and facilities at JWA have not been comprehensively studied since 1990 and the character of general aviation has changed significantly since that time; and

WHEREAS, multiple factors supported conducting a comprehensive evaluation of general aviation facilities at this time, including, but not limited to, (1) the introduction of new aircraft into, and other changes within, the general aviation fleet; (2) the advanced age of some of JWA’s general aviation structures and resultant need for improvements; (3) the need to ensure compliance with Federal Aviation Administration (“FAA”) requirements related to proximity of buildings and airfield roadways to taxiways and runways; and (4) the expiration of a number of general aviation-related long term leases; and

WHEREAS, in 2015, the Airport initiated a comprehensive study of general aviation facilities and services at JWA, began meetings with stakeholders and development of goals and objectives for the purpose of evaluating and planning for the future needs of the general aviation community at the Airport; and

WHEREAS, this comprehensive study was designated the General Aviation Improvement Program (“GAIP”); and

WHEREAS, the GAIP would be implemented in the area of the Airport currently utilized for general aviation and would serve to maximize the efficiency and safety of facilities; and

WHEREAS, an environmental impact report (“EIR”) process, as defined by the California Environmental Quality Act (“CEQA”) (California Public Resources Code, Sections 21000 *et seq.*) was initiated and a program level EIR was prepared pursuant to CEQA, the State CEQA Guidelines, and the County’s Local CEQA Procedures Manual to address the potential environmental impacts associated with the GAIP; and

WHEREAS, this EIR was designated as Program EIR 627 and was circulated for public review and comment pursuant to and consistent with CEQA and the State CEQA Guidelines; and

WHEREAS, the County, as the lead agency, the project proponent and airport proprietor, set forth certain GAIP goals and objectives to guide it during the preparation of Program EIR 627, including, but not limited to the following:

- (i) To enhance safe and secure operations;
- (ii) To utilize limited land area efficiently and economically;
- (iii) To enhance compatibility between general and commercial aviation operations;
- (iv) To embrace flexibility to allow for technological advances and market trends;
- (v) To maximize economic, self-sustaining, revenue producing facilities;
- (vi) To assess the ability of existing infrastructure to support general aviation facilities; and

WHEREAS, these goals and objectives are consistent with long-standing policy of the County to operate JWA in a manner that provides the maximum air transportation opportunities at JWA while ensuring that airport operations do not unreasonably result in adverse environmental effects of surrounding communities; and

WHEREAS, this Board independently considered the merits of all alternatives, including the Project Proposed for Approval (designated as the Proposed Project in Program EIR 627) and four other alternatives identified in Program EIR 627, and measured the benefits and impacts of those alternatives as identified in Program EIR 627; and

WHEREAS, on June 25, 2019, by Resolution No. 19-049, the Board certified Program EIR 627 as complete and adequate in that it addresses all environmental effects of the Project Proposed for Approval and fully complies with the requirements of CEQA and the County’s

Local CEQA Procedures Manual, and adopted related CEQA Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (collectively “CEQA Findings”); and

WHEREAS, the Project Proposed for Approval includes:

- (i) Two Full Service Fixed Base Operators (“FBOs”), one on the east side of the Airport and one on the west side of the Airport, each with hangars and based aircraft located on the apron;
- (ii) Provisions for an optional General Aviation Terminal (co-located at a Full-Service FBO, to accommodate possible regularly scheduled commercial charter flights in the future);
- (iii) Provisions for an optional General Aviation Facility (“GAF”) (to provide a dedicated screening facility for the processing of general aviation international arrivals by the U.S. Customs and Border Protection) that would be constructed at one of the Full Service FBO locations but would be accessible to all general aviation users;
- (iv) One Limited Service FBO, in addition to the existing Martin Aviation Limited Service FBO, for a total of two Limited Service FBOs;
- (v) Correction of four existing non-standard design features (relocation of the perimeter road on the west side of the airfield because it is within the Object Free Area [“OFA”] of Taxiway B; relocation of the perimeter road on the east side of the airfield because it is within the OFA of Taxiway A; removal of two community hangars from the existing Full Service Southeast FBO to comply with FAA height restrictions; and removal of 31 transient aircraft apron parking areas at the southeast portion of the Airport currently in the OFA for the approach to Runway 2L);
- (vi) Facilities to serve the Orange County Sherriff’s Department (“OCSD”) (hangar and tie-downs for OCSD helicopters);
- (vii) Flight school facilities, with aircraft parking on the apron;

- (viii) Capacity for approximately 354 based aircraft located in box hangars, community hangars, T-hangars, tie-downs and FBO apron spaces;
- (ix) The ability to accommodate the constrained forecast estimate of 167,900 annual aircraft operations in 2026 (an operation is defined as either a takeoff or landing, each counting as one operation);
- (x) Vehicle parking to accommodate the various uses;
- (xi) A self-service aircraft fueling station and aircraft wash rack;
- (xii) A potential left turn-lane on Campus Drive to provide access to the east side Full Service FBO; and
- (xiii) Redesign of the Campus Drive and Quail Street access point to allow both ingress and egress (right-in and right-out) at the intersection. The redesign would require the security entrance gate to be moved further from the Campus Drive. The curb line would remain the same as existing conditions.

NOW, THEREFORE, IT BE RESOLVED that the County of Orange, as the airport proprietor of JWA:

1. Approves the GAIP Project Proposed for Approval, as described above, and in Final Program Environmental Impact Report 627 and in companion Resolution No. 19-049, and its related and attached CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan.
2. Adopts and incorporates as conditions to this approval all of the mitigation measures discussed in Program EIR 627, and as identified in the companion Resolution No. 19-049, and its related and attached CEQA Findings of Fact and Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan which includes regulatory requirements, standard conditions of approval and minimization measures, and directs that all such mitigation measures be implemented at a time and in a manner consistent with the approved Project and each mitigation measure.

