

GENERAL AVIATION IMPROVEMENT PROGRAM FREQUENTLY ASKED QUESTIONS

1. WHAT IS THE GENERAL AVIATION IMPROVEMENT PROGRAM (GAIP)?

The GAIP is a comprehensive study of the General Aviation (GA) facilities at JWA, which includes an analysis of the existing facilities' compliance with Federal Aviation Administration (FAA) requirements. A comprehensive study of the GA facilities at JWA has not been completed since 1990. The age of the GA facilities and the need to comply with FAA safety requirements related to proximity of buildings and roads to runways and taxiways underscored the need for a comprehensive evaluation.

The GAIP objectives include enhancing safe and secure operations; utilizing limited land area efficiently; enhancing compatibility between general aviation and commercial operations, and embracing flexibility in order to allow for market trends.

2. WHY IS JOHN WAYNE AIRPORT PROPOSING TO REBUILD ITS GENERAL AVIATION FACILITIES? IS THIS AN EXPANSION OF THE AIRPORT?

Changes in the character of GA have occurred over the years through the introduction of new aircraft in the fleet mix. As the number of single and twin piston prop planes has decreased, the number of business jets has increased. As a result, many of the available tie down spaces for smaller planes are vacant, while there are not enough facilities to accommodate larger GA aircraft.

There are currently two Fixed Base Operators (FBOs) operating three FBO facilities, also known as GA terminals, at JWA; two on the east side of the airfield and one on the west side. The improvements proposed under the GAIP and all of the alternatives analyzed are contained within the existing GA footprint on the airfield. The GAIP is not an expansion of the GA areas or Airport boundaries.

3. WILL THE GAIP CAUSE THE NUMBER OF NIGHTTIME FLIGHTS AT JWA TO INCREASE?

The GAIP will not cause the number of nighttime flights at JWA to increase. The GAIP provides an analysis of the types of facilities that could be provided at JWA to accommodate GA operations. General aviation flights during nighttime hours average seven departures and five arrivals per week. Forecast and trending data do not indicate a significant increase in this traffic in the foreseeable future, with or without GAIP improvements.



4. WE DON'T WANT MORE BUSINESS JETS AT JOHN WAYNE AIRPORT. WHY IS JWA BUILDING LARGER HANGARS?

There are currently many more GA jet aircraft on the airfield than JWA has available hangar space for, and many of the existing hangars are not large enough to accommodate newer aircraft with larger wing spans. Improving the GA facilities and adding additional hangars will accommodate the jet aircraft already operating at JWA.

Providing hangar space for GA jets may in fact reduce the amount of GA activity at JWA. As an example, if there is no hangar space for a GA jet that is owned by a business or person based in Orange County, that aircraft may use available hangar space at other airports in the region. That aircraft may fly in to JWA to pick up passengers, fly to the destination, return to drop off passengers, and fly out again to the base airport. This scenario may result in a total of four operations at JWA instead of two operations if the aircraft was able to use hangar space at JWA.

It should be noted that JWA cannot deny access to aircraft that can be physically accommodated on the airfield, with or without adequate facilities. The proposed upgrades are necessary to maintain airfield safety and security.

5. ARE SCHEDULED CHARTERS, LIKE JETSUITE X, CONSIDERED TO BE GENERAL AVIATION?

Operators that sell tickets to the general public and have a published schedule of two or more flights per week during any consecutive three-week period are considered to be regularly scheduled commercial carriers, not GA. JetSuiteX is categorized as a regularly scheduled commercial carrier, and is subject to all of the restrictions for commercial carriers set forth in the 1985 Settlement Agreement and the Access Plan, including abiding by the commercial carrier curfew, noise limits and Million Annual Passengers limitation.

Charter aircraft that operate "on-demand" fractional ownership aircraft requiring paid membership and private jets not available to the general public are not considered to be regularly scheduled commercial carriers.

6. WHY DOES THE AIRPORT WANT TO BUILD A NEW INTERNATIONAL TERMINAL FOR GENERAL AVIATION AIRCRAFT? WHO WILL BE RESPONSIBLE FOR SECURITY AT A NEW INTERNATIONAL TERMINAL?

The proposed international terminal for GA aircraft was requested by the Fixed Base Operators (FBOs) and GA aircraft operators during the project scoping process.

JWA and its FBO tenants maintain security levels in accordance with Transportation Security Administration's "Twelve-Five" Standard Security Program (TFSSP). FBO tenants comply with TSA regulations; which include: trace screening of baggage and passenger identification and vetting for scheduled public charters prior to boarding flight; background check on crew members; and restricting access to the flight deck area.

If a new international terminal for GA is constructed, it will be housed within one of the FBOs and operated by Customs and Border Protection (CBP).

7. IF JWA INCLUDES AN INTERNATIONAL TERMINAL AT ONE OF ITS GA FBOs, WILL MORE PRIVATE AIRCRAFT WANT TO LAND AT JWA TO CLEAR U.S. CUSTOMS?

Generally, GA aircraft arriving from south of the U.S.-Mexico border must land at Brown Field in San Diego, the designated airport nearest to the border, for CBP processing. Unless the aircraft's final destination is John Wayne Airport, GA aircraft cannot bypass Brown Field for CBP processing.

8. THE 1985 SETTLEMENT AGREEMENT IS OUTDATED. IT'S TIME TO NEGOTIATE A NEW SETTLEMENT AGREEMENT WITH STRICTER NOISE LIMITS AND CURFEWS.

John Wayne Airport operates under one of the most restrictive access and noise programs, in the country, with mandatory noise limits and nighttime curfew.

The Airport Noise and Capacity Act of 1990 (ANCA) is Federal law enacted by Congress to prevent a patchwork of conflicting regulations and restrictions on airports and aviation system users.

While JWA's access and noise regulations contained in the 1985 Settlement Agreement, Access Plan and General Aviation Noise Ordinance (GANO) are grandfathered under ANCA, no additional restrictions can be imposed that reduce or further limit aircraft operations or affect aircraft safety.

9. WHY ARE GENERAL AVIATION AIRCRAFT ALLOWED TO FLY 24 HOURS A DAY? THE NIGHT TIME NOISE LIMITS ARE TOO HIGH. WHY CAN'T THE NOISE LIMITS BE LOWER?

Under Federal law, hours of operation for GA aircraft cannot be restricted. The limits and hours are set forth in the General Aviation Noise Ordinance (GANO), which was adopted by the County in 1985, and cannot be made more restrictive in a manner that reduces or limits aircraft operations or affects aircraft safety.

10. IS THE GENERAL AVIATION IMPROVEMENT PROGRAM INTENDED TO BOOST REVENUE FOR THE AIRPORT?

While GA accounts for more than 67% of total airport operations (takeoffs and landings), it represents only 3.4% of total Airport revenue. The GAIP will not result in a significant increase in GA revenue.

11. I'M VERY CONCERNED THAT ADDITIONAL FLIGHTS WILL HAVE A NEGATIVE IMPACT ON THE ENVIRONMENT AND AIR QUALITY. HAS THE COUNTY DONE AN ENVIRONMENTAL AND HEALTH RISK ANALYSIS STUDY?

The comprehensive Draft Program Environmental Impact Report (EIR) evaluated Aesthetics, Air Quality, Cultural/Scientific Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Land Use and Planning, Noise, Transportation/Traffic, Tribal and Cultural Resources, Utilities and Service Systems, Water Quality Cumulative Impacts, Long-Term Implications of the Proposed Project.

The complete Draft EIR, including the Health Risk Assessment, is available on the JWA website. www.OCAir.com/generalaviation/gaimprovement