



## Scoping Meeting Notice of Preparation of an Environmental Impact Report



### Purpose of Tonight's Meeting (April 12, 2017)

The County of Orange is the lead agency for the preparation of a Program Environmental Impact Report ("EIR") that will address the potential environmental effects of the John Wayne Airport ("JWA") General Aviation Improvement Program ("GAIP"). The Project will be focused on the portion of the Airport used to support general aviation activities (see exhibit on back page of this handout). The EIR is being prepared pursuant to the California Environmental Quality Act ("CEQA"). This scoping meeting provides the opportunity for responsible agencies and the public to learn about the Project and then provide input on the scope of issues that the Project's EIR should analyze.

### Background on the General Aviation Improvement Program

The level of general aviation at JWA has varied over the years with a high of 503,829 operations in 1991 and a low of 174,726 operations in 2013. However, general aviation has consistently represented the majority of the Airport operations. In 2016, the most recent year with complete information, there were 191,159 general aviation operations, which represents nearly 68 percent of the Airport's total number of operations. JWA is the home base for more than 480 private general aviation aircraft, including helicopters and single-engine, multi-engine, and turbine aircraft. There are currently (February 2017) two full-service fixed base operators ("FBOs") at JWA and two limited service FBOs. The full-service FBOs provide aircraft fueling services, supplies, aircraft maintenance, flying lessons, and other services at the Airport. In addition to the 379 tie-down and hangar spaces for general aviation through the County, additional tie-down spaces are provided by FBOs.

General aviation services and facilities at the Airport have not been comprehensively studied since 1990, and the character of general aviation has changed significantly since that time. In 2015, JWA began a process of evaluating and planning for the future needs of the general aviation community at the Airport through a comprehensive GAIP. A number of factors led to the proposed comprehensive update of general aviation facilities 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 to taxiways and runways; and (4) the fact that a number of general aviation-related long-term leases have expired or are nearing expiration.

In 2015, a series of meeting and outreach efforts were conducted with JWA general aviation tenants and stakeholders to identify issues the general aviation community would like addressed and priorities for making improvements. As part of the preliminary assessment, three primary options for general aviation improvements were evaluated. At the request of the Orange County Airport Commission, a subsequent third party assessment of these options was performed. The review focused on the options' (1) conformance with FAA Airport Design standards; (2) operational characteristics (e.g., ground taxi flows and potential impacts to the air traffic controllers); (3) conformance with building height restrictions and with the *Code of Federal Regulations* (specifically Title 14, Part 77 ["Part 77"]); and (4) FBO facilities layout requirements. The option that JWA staff recommended for further evaluation as the Project was supported by the third party assessment.

### Project Objectives

After meeting with stakeholders and, based upon existing Board of Supervisors' policies, planning goals and objectives were developed and a preliminary planning process was established. The planning goals and objectives for the GAIP are defined as follows:

- To continue to provide safe and secure operations.
- To utilize limited land area efficiently and economically.
- To preserve compatibility between general and commercial aviation operations.
- To embrace flexibility to allow for technological advances and market trends.
- To maximize economic, self-sustaining, revenue-producing facilities.
- To assess the ability of existing infrastructure to support general aviation facilities.

## **Description of the Project**

The Project will provide the framework for general aviation improvements at the Airport by conducting a comprehensive evaluation of the general aviation facilities. By providing a concept that maximizes the efficiency and safety of facilities, the Airport will be able to prioritize future improvements, and the Project can be the basis for the review of potential future improvements proposed as part of general aviation leases at the Airport.

The Project proposes provisions for full service FBOs on both the east and west sides of the Airport. The Project will involve demolition or structural modification of some existing facilities. All improvements will be confined to the existing Airport footprint. Concept plans will be provided in the Program EIR, with more detailed design developed as specific general aviation improvements are proposed. Key design elements that will be evaluated for inclusion in the Project and alternatives, to the extent feasible, include the following:

- Maintaining a comparable number and type of general aviation-based aircraft facilities, as compared to existing occupied facilities
- Designing aircraft T-hangars to accommodate the Cirrus SR22 and Cessna 172 series of aircraft, which have 38.33-foot and 36.08-foot wingspans, respectively. This assumption is based on the fact that these two (2) aircraft account for nearly all new single engine aircraft sales
- Reconfiguring, where possible, the existing co-located vehicle service road and taxi-lane to be two segregated uses
- Reconfiguring, where possible, the vehicle service road to cross the taxiway/taxi-lane at a 90-degree angle
- Developing the Orange County Sheriff's Department ("OCSD") and flight schools as independent facilities
- Maintaining an on-site piston engine mechanic
- Providing for up to three (3) full service FBOs with adequate fueling facilities
- Providing for a general aviation terminal
- Providing for a General Aviation Facility (a screening facility for U.S. Customs and Border Protection, Department of Homeland Security, for international general aviation arrivals)
- Providing for a self-service fuel facility
- Retaining for reuse, if possible, one existing east side FBO building because it is still a viable structure
- Retaining the existing general aviation fuel farm, which is located at the southeast side of the Airport
- Maintaining the southeast corner of the Airport for transient aircraft tie-downs only
- Modifying existing southeast FBO hangar facilities may be required, to the extent feasible, to comply with Part 77 surfaces

Ultimate facility design would reflect the need of a specific FBO and the available leasehold area. Commonly, FBO facilities include the following:

- Easy access and visibility from both landside (road) and airside (runway/taxiway) to facilitate customer navigation to and from the facility
- Vehicle parking for users and employees
- General aviation facilities for FBO customers (pilots' lounge, meeting space, etc.)
- FBO office space
- A hangar capable of storing and/or servicing the types of aircraft served by the FBO
- An apron/ramp area that is sized to accommodate aircraft parking demand and to allow maneuverability of aircraft into/out of the hangar(s)
- Access to the airside movement area, such as an adjacent taxiway

## **Scope of the EIR**

The County of Orange prepared a Notice of Preparation (“NOP”) to solicit comments from potential Responsible and Trustee Agencies on Project-related concerns relevant to each agency’s statutory responsibilities. As part of that process, the County prepared an Initial Study that identifies that the Project may have potential significant environmental impacts for the following topical areas; therefore, they need to be addressed in the EIR:

- 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

Based on the Initial Study, the Project would not result in any potentially significant effects with respect to the following areas, and they do not require further analysis in the EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Geology and Soils
- Hydrology
- Mineral Resources
- Population and Housing
- Public Services
- Recreation

More information on the Project and how to provide feedback to the County is provided in the Notice of Preparation, which is posted on the JWA website at [www.ocair.com/NOP](http://www.ocair.com/NOP).

## **Project Schedule**

The following are the anticipated key dates for the processing of the Project:

- March 30–May 1, 2017: Public Comment Period on the NOP
- Fourth Quarter 2017: Public Review of the Draft Program EIR
- First Quarter 2018: Response to Public Comments on the Draft Program EIR
- First Quarter 2018: Certification of the Final EIR and Action on the Project

## **Frequently Asked Questions**

### **Q. What is CEQA?**

**A.** CEQA is the acronym for the California Environmental Quality Act of 1970, which is contained in the *California Public Resources Code* (Sections 21000 et. seq.). This statute requires State and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. The State CEQA Guidelines are the regulations that explain and interpret the law for the public agencies required to administer CEQA. The Guidelines are found in the *California Code of Regulations*, in Chapter 3 of Title 14.

### **Q. Why can’t the Board of Supervisors select a preferred alternative now?**

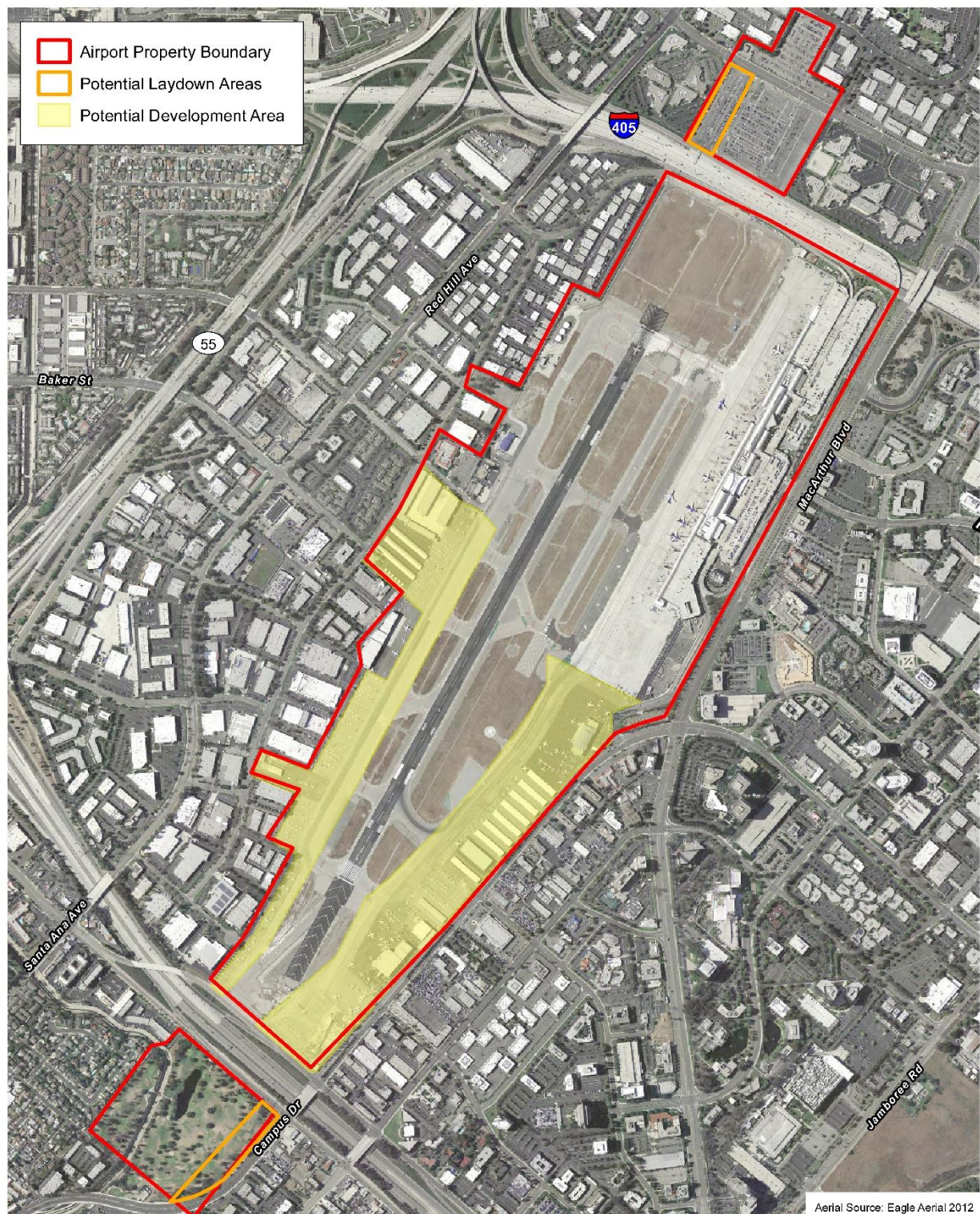
**A.** As the lead agency for the CEQA process, the County is precluded from pre-judging the environmental analysis to be conducted. The ultimate decision maker, the Board of Supervisors in this case, may not make any determination as to which Project will or should be adopted until the completion of the environmental analysis and public comment process.

### **Q. What opportunities do I have to provide input on the project?**

**A.** In addition to submitting comments at this Scoping Meeting, the public is invited to provide its comments via mail and email during the public review period noticed in the NOP. The time period for submitting input on the issues that the JWA GAIP Program EIR should analyze is from March 30, 2017 to May 1, 2017. Comments on the NOP can be emailed to [NOP627@ocair.com](mailto:NOP627@ocair.com) or mailed to Ms. Lea Choum, JWA, 3160 Airway Avenue, Costa Mesa, CA 92626.

There will be additional opportunities to provide input during the Draft EIR public review process. The Draft EIR will be distributed for a 45-day public review, which is expected to occur in late 2017. All comments received during the Draft EIR public review period will be forwarded to the decision makers, and comments on substantive environmental issues will be responded to in writing. The responses to comments become part of the Final EIR.

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## Potential Development Areas

John Wayne Airport General Aviation Improvement Program



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