



# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY  
3160 Airway Avenue Costa Mesa, CA 92626 (949) 252-5170 Fax (949) 252-6012

## AGENDA ITEM 3

September 30, 2021

**TO:** Commissioners/Alternates  
**FROM:** Lea U. Choum, Executive Officer  
**SUBJECT:** Administrative Status Report

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The following attachments are for your review and information:

- JWA Statistics for July 2021
- Determination Letter for the City of Newport Beach – Housing Element Update
- Comment letter from JWA to the City of Newport Beach NOP of PEIR for Housing and Circulation Elements

Respectfully submitted,

Lea U. Choum  
Executive Officer

## John Wayne Airport Posts July 2021 Statistics

September 10, 2021

**SANTA ANA, Calif.** - Airline passenger traffic at John Wayne Airport increased in July 2021 as compared to July 2020. In July 2021, the Airport served 890,185 passengers, an increase of 272.3% when compared with the July 2020 passenger traffic count of 239,120 and a decrease of 5.9% when compared to July 2019 of 946,111 passengers.

Commercial aircraft operations increased 85.9% and commuter aircraft operations increased 14.6% when compared with July 2020 levels. Comparing July 2021 to 2019 levels, commercial aircraft operations of 7,294 decreased 5.5% and commuter aircraft operations of 527 increased 0.8%.

Total aircraft operations increased in July 2021 as compared with the same month in 2020. In July 2021, there were 31,998 total aircraft operations (take-offs and landings), a 35.0% increase compared to 23,694 total aircraft operations in July 2020, and increased 16.3% compared to July 2019 of 27,520 total aircraft operations.

General aviation activity, which accounted for 75.5% of the total aircraft operations during July 2021, increased 25.4% when compared with July 2020, and increased 25.8% when compared to general aviation activity of 19,194 in July 2019, which accounted for 69.7% of total aircraft operations.

The top three airlines in July 2021 based on passenger count were Southwest Airlines (362,932), American Airlines (160,498) and United Airlines (104,805).

**John Wayne Airport**  
**Monthly Airport Statistics - July 2021**

	July 2021	July 2020	% Change	Year-To- Date 2021	Year-To- Date 2020	% Change
<b>Total passengers</b>	890,185	239,120	272.3%	3,509,744	2,437,133	44.0%
Enplaned passengers	439,645	119,946	266.5%	1,743,116	1,219,850	42.9%
Deplaned passengers	450,540	119,174	278.1%	1,766,628	1,217,283	45.1%
<b>Total Aircraft Operations</b>	31,998	23,694	35.0%	180,701	132,479	36.4%
General Aviation	24,146	19,249	25.4%	139,713	100,864	38.5%
Commercial	7,294	3,924	85.9%	37,922	28,549	32.8%
Commuter <sup>1</sup>	527	460	14.6%	2,815	2,685	4.8%
Military	31	61	-49.2%	251	381	-34.1%
Air Cargo Tons <sup>2</sup>	1,516	1,594	-4.9%	10,544	10,258	2.8%
<b>International Statistics <sup>3</sup></b>	(included in totals above)					
	July 2021	July 2020	% Change	Year-To- Date 2021	Year-To- Date 2020	% Change
<b>Total Passengers</b>	11,077	0	0.0%	47,032	17,246	172.7%
Enplaned passengers	5,260	0	0.0%	22,857	8,703	162.6%
Deplaned passengers	5,817	0	0.0%	24,175	8,543	183.0%
<b>Total Aircraft Operations</b>	124	0	0.0%	571	172	232.0%

1. Aircraft used for regularly scheduled air service, configured with not more than seventy (70) seats, and operating at weights not more than ninety thousand (90,000) pounds.

2. All-Cargo Carriers: 1,345 tons  
 Passenger Carriers (incidental belly cargo): 171 tons  
 Current cargo tonnage figures in this report are for: June 2021

3. Includes all Canada and Mexico Commercial passengers and operations.

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John Wayne Airport (SNA) is owned by the County of Orange and is operated as a self-supporting enterprise that receives no general fund tax revenue. The Airport serves more than 10 million passengers annually and reaches more than 30 nonstop destinations in the United States, Canada and Mexico. More information can be found at [www.ocair.com](http://www.ocair.com). Like us on [facebook.com/johnwayneairport](https://www.facebook.com/johnwayneairport), or follow us on Twitter @johnwayneair and Instagram @johnwayneair.

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# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

September 17, 2021

Jim Campbell  
Deputy Community Development Director  
City of Newport Beach  
100 Civic Center Drive  
Newport Beach, CA 92660

Subject: ALUC Determination for City of Newport Beach Housing Element Update (2021-2029)

Dear Mr. Campbell:

During the public meeting held on September 16, 2021, the Airport Land Use Commission (ALUC) for Orange County considered the subject item. The matter was duly discussed, and with a unanimous vote of 6-0, the Commission found the proposed Draft Housing Element Update (2021-2029) to be Inconsistent with the *Airport Environs Land Use Plan (AELUP) for John Wayne Airport (JWA)* per:

- Section 2.1.1 Aircraft Noise that the “aircraft noise emanating from airports may be incompatible with general welfare of the inhabitants within the vicinity of an airport.”
- Section 2.1.2 Safety Compatibility Zones in which “the purpose of these zones is to support the continued use and operation of an airport by establishing compatibility and safety standards to promote air navigational safety and to reduce potential safety hazards for persons living, working or recreating near JWA.”
- Section 2.1.4, and PUC Section 21674 which state that the Commission is charged by PUC Section 21674(a) “to assist local agencies in ensuring compatible land uses in the vicinity of ...existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses,” and PUC Section 21674(b) “to coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare.”

Please contact Julie Fitch at [jfitch@ocair.com](mailto:jfitch@ocair.com) or at (949) 252-5284 if you require additional information or have questions regarding this proceeding.

Sincerely,

Lea U. Choum  
Executive Officer

cc: ALUC



JOHN WAYNE  
AIRPORT  
ORANGE COUNTY

September 9, 2021

Ben Zdeba, Senior Planner  
City of Newport Beach Community Development Department  
100 Civic Center Drive  
Newport Beach, CA 92660

Submitted Electronically: [bzdeba@newportbeachca.gov](mailto:bzdeba@newportbeachca.gov).

**Subject: City of Newport Beach NOP of PEIR for Housing Element and Circulation Element**

Dear Mr. Zdeba:

Thank you for the opportunity to review the Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the proposed General Plan Housing and Circulation Elements. The NOP explains that the Draft Housing Element includes a site inventory assessment, which identifies sites that can achieve the City's assigned 2021 Regional Housing Needs Assessment (RHNA) for the 2021-2029 planning period. A focus area identified in the NOP for future development is the Airport Area Environs.

The NOP raises potentially significant land use compatibility impact concerns related to the Airport Area. New residential housing sites are proposed to be located within the 65 dBA CNEL and 60 dBA CNEL noise contours, Safety Zones, and Obstruction Imaginary Surfaces for John Wayne Airport (JWA). Adding new residential sites to the 65 dBA CNEL noise contour would subject future residents to aircraft overflight, noise and safety impacts due to the close proximity to the airport. Specific areas that should be addressed within the proposed PEIR are as follows:

- 1) The PEIR should discuss the significant noise and safety impacts to future residents of the housing sites located within the 65 dBA CNEL noise contour. Primary concerns of JWA are the ability to ensure the continued operation of the airport and the ability to protect the public from adverse effects of airport noise. JWA requests that the proposed housing in the 65 dBA CNEL noise contour be revised to reflect non-residential uses.
- 2) The proposed housing site inventory within the Airport Area includes properties that fall beneath the approach and transitional obstruction imaginary surfaces for JWA. The PEIR should emphasize that potential future residents would be exposed to significant aircraft overflight, safety impacts, noise and annoyance as approaching aircraft fly overhead. It has been JWA's experience that

Barry A. Rondinella  
A.A.E./C.A.E.  
Airport Director

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residential uses located under aircraft approach corridors generate a significant number of noise complaints from affected residents. The City should give consideration as to how these noise complaints will be addressed should these housing sites be approved.

- 3) The PEIR should also discuss safety concerns related to proposing housing sites within the Safety Zones for JWA. Proposed housing sites within the Airport Area have been identified within Safety Zone 6: Traffic Pattern Zone and Safety Zone 4: Outer Approach/Departure Zone. Housing should be limited within Safety Zone 4 if not deemed unacceptable due to noise. Locating residential uses within Safety Zone 4 would place future residents within close proximity to the airport and locate residential development directly under a general aviation, low-altitude, primary flight corridor.

As the City develops its PEIR, we ask that compatibility with JWA be fully addressed. Since portions of the City's jurisdiction fall within Airport Planning Areas as defined by the *Airport Environs Land Use Plan (AELUP) for JWA*, California Public Utilities Code Section 21670, and the "Notification Area" and "Obstruction Imaginary Surfaces" as defined by the Federal Aviation Administration (FAA) FAR Part 77, the City's PEIR should incorporate language to ensure airport compatibility based upon criteria and policies defined in these plans and regulations.

JWA recommends that the PEIR address all impacts related to airport compatibility, including but not limited to noise, land use and safety. JWA also requests that the City include a project alternative in the PEIR that does not include residential uses within the 65 dBA CNEL noise contour.

Should the City move forward with allowing residential development within the 65 dBA CNEL noise contour, such actions would contradict the goals set forth in the Cooperative Agreement between the City and County of Orange dated November 1, 2006 (see Attachment 1). In the agreement, the City and County agreed to "expand their longstanding efforts to promote compatibility between operations at John Wayne Airport...and land uses within and in proximity to the City."

Furthermore, the City agreed to become a "consistent" agency with respect to residential land uses within the airport vicinity and to preserve certain longstanding land use plans, such as the Santa Ana Heights Specific Area Plan (SAHSAP) that were designed to harmonize land uses in Santa Ana Heights with air carrier operations at JWA. The City agreed to retain this consistent agency status through the term of this Agreement provided that AELUP CNEL contour is not expanded in comparison to that which is in the AELUP as of the effective date. In addition, the City agreed not to repeal/modify the SAHSAP without County consent. The proposed Housing Element Amendment would require changes to the City Zoning Code, which in turn requires an amendment to the SAHSAP.

Thank you for the opportunity to comment on the NOP and we look forward to reviewing the PEIR. Please contact Kyle Kotchou, Deputy Airport Director of Facilities Development at (949) 252-5270 or via email at [kkotchou@ocair.com](mailto:kkotchou@ocair.com) should any questions arise regarding these comments.

Sincerely,

Barry A. Rondinella, A.A.E./C.A.E.  
Airport Director

A handwritten signature in blue ink, appearing to read 'Barry A. Rondinella', with a large, stylized flourish extending to the right.

Attachment 1. Cooperative Agreement

## COOPERATIVE AGREEMENT

This COOPERATIVE AGREEMENT ("AGREEMENT") by and between the County of Orange ("County"), and the City of Newport Beach ("City") is dated the 1<sup>st</sup> day of November, 2006 ("Effective Date") and is made with reference to the following:

### RECITALS

- A. The City and County share the goals of: (i) fostering local government cooperation as a way to enhance service to the public without increasing costs; and (ii) ensuring that plans and studies provide public officials with the information necessary to make informed decisions on the nature and extent of municipal services to be provided as well as the most cost effective way to provide those services.
- B. The Parties, through this Agreement, commit to work in good faith to ensure that their cooperation will: (i) ensure the public continues to receive high quality and cost effective services; (ii) maintain or enhance their constituents quality of life; (iii) preserve and enhance the wildlife habitat, educational and recreational value of natural resources; and (iv) provide a means for continued cooperation to benefit the public and the taxpayer.



**NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:**

**I. GOALS AND OBJECTIVES**

**Airport Area Compatibility.** The City and County intend, through this Agreement and any subsidiary agreement that the Parties determine is necessary or appropriate to implement this Agreement, to expand their longstanding efforts to promote compatibility between operations at John Wayne Airport ("JWA" - See Exhibit A) and land uses within and in proximity to the City. The Parties intend to promote compatibility by, among other things, committing to preserve certain longstanding land use plans, such as the Santa Ana Heights Specific Area Plan ("SAHSAP"), that were designed to harmonize land uses in Santa Ana Heights with air carrier operations at JWA. The Parties also intend this Agreement to prohibit City annexation of JWA and other JWA-owned or County-owned property without County approval. The Parties also intend, through this Agreement and any subsidiary agreement that the Parties determine is necessary or appropriate to implement this Agreement, to require County compliance with a process that includes City consideration and approval prior to County acquiring property for the purpose of extending the existing air carrier runway to the south or constructing a second air carrier runway, and to require the City to become a consistent agency with respect to land uses and related planning in the airport area as specified in the Airport Environmental Land Use Plan ("AELUP").

**II. AIRPORT AREA COMPATIBILITY**

**A. Summary.** The Parties commit, through this Agreement, and any subsidiary agreement that the Parties determine is necessary or

appropriate to implement this Agreement, to take actions with respect to existing plans and policies that promote compatibility between SAH land uses and JWA air carrier operations. This Agreement also confirms exclusive County jurisdiction over, and precludes City annexations of, JWA and/or areas essential to aircraft operations while requiring City consent to certain acquisitions of property. This Agreement also enables, but does not require in any way, the City and County to jointly plan, design, fund and/or construct public improvements.

**B. Implementation.** The Parties will, for the term of this Agreement, act in a manner consistent with the following:

(1) The City will not initiate proceedings to annex JWA or any portions of JWA or other County-owned land without the written consent of the County.

(2) Prior to any County (or successor agency) acquisition of land or any interest therein, including tide and submerged lands or other lands subject to the public trust for commerce, navigation, or fisheries, for the purpose of constructing a second air carrier runway at John Wayne Airport or extending the existing air carrier runway to the south, the County will submit a plan for the construction of the facility to the City Council of the City of Newport Beach as if Public Utilities Code section 21661.6 were applicable. The plan shall show in detail any proposed new/extended runway uses proposed for the property to be acquired. The Newport Beach City Council shall conduct a noticed public hearing on the plan, and shall thereafter approve or disapprove the plan as if Public Utilities Code section 21661.6 were applicable. The County may, subject to compliance

with other legal requirements, proceed with the proposed acquisition only in the event of City Council approval.

(3) The City will become a "consistent agency" for purposes of the AELUP and the City shall take the actions necessary to become a consistent agency within 12 months after the Effective Date. The City will retain this consistent agency status through the term of this Agreement provided that the AELUP 65 CNEL contour is not the expanded in comparison to that which is in the AELUP as of the Effective Date.

(4) The City will not repeal/modify the SAHSAP without County consent.

(5) City consent is not a precondition to County action necessary to comply with State and Federal laws.

(6) Both Parties agree that this Agreement has no impact on the JWA Settlement Agreement or the duties/rights of a party to that JWA Settlement Agreement.

(7) The Parties agree that, where appropriate, they may, but are not obligated to, cooperate in the planning, design, funding and construction of circulation or other improvements in or immediately adjacent to the City that are intended to mitigate traffic impacts or promote compatibility between JWA and land uses in the vicinity of JWA.

### **III. TWO NEWPORT BAY STUDIES.**

A. Summary. The Parties agree to cooperatively develop a Comprehensive Resource Management Plan ("CRMP") for the educational, public access, and habitat of the Upper Newport Bay, including the Upper

Newport Bay Preserve ("Nature Preserve") and adjacent properties, including the Upper Newport Bay Ecological Reserve and City-owned properties adjacent to the Bay. The Parties also agree to conduct a study of Lower Newport Bay services ("Lower Bay Services Study").

B. Funding. Funding for the two studies will come from the County and the City in direct proportion to the amount of land (including tidelands) that each entity administers. For example, the County owns approximately twenty percent (20%) of the CRMP study area. Therefore, the County agrees to fund twenty percent (20%) of the CRMP, with the City or other partners funding the remaining eighty percent (80%).

C. Implementation of the Studies. The CRMP and Lower Bay Services Study would begin after the time that the County Executive Officer notifies the City that a current Strategic Plan for Harbors, Beaches, and Parks countywide is complete.

D. Implementation of the Studies Recommendations. The Parties agree that, subsequent to completion of each study, they will engage in good faith discussions relative to implementing any study recommendations but final implementation shall be upon the mutual consent of both parties.

Adopted this 24<sup>th</sup> day of October, 2006, by and between the County of Orange and the City of Newport Beach.

Bill Campbell  
Supervisor Bill Campbell, Chairman  
Orange County Board of Supervisors

11/30/06  
Date

APPROVED AS TO FORM  
OFFICE OF THE COUNTY COUNSEL  
ORANGE COUNTY, CALIFORNIA

By David H. Rubin  
Date 11/30/06

Don Webb  
Don Webb, Mayor  
City of Newport Beach

12/07/06  
Date

Attest:  
Darlene J. Bloom  
Darlene J. Bloom  
Clerk of the Board

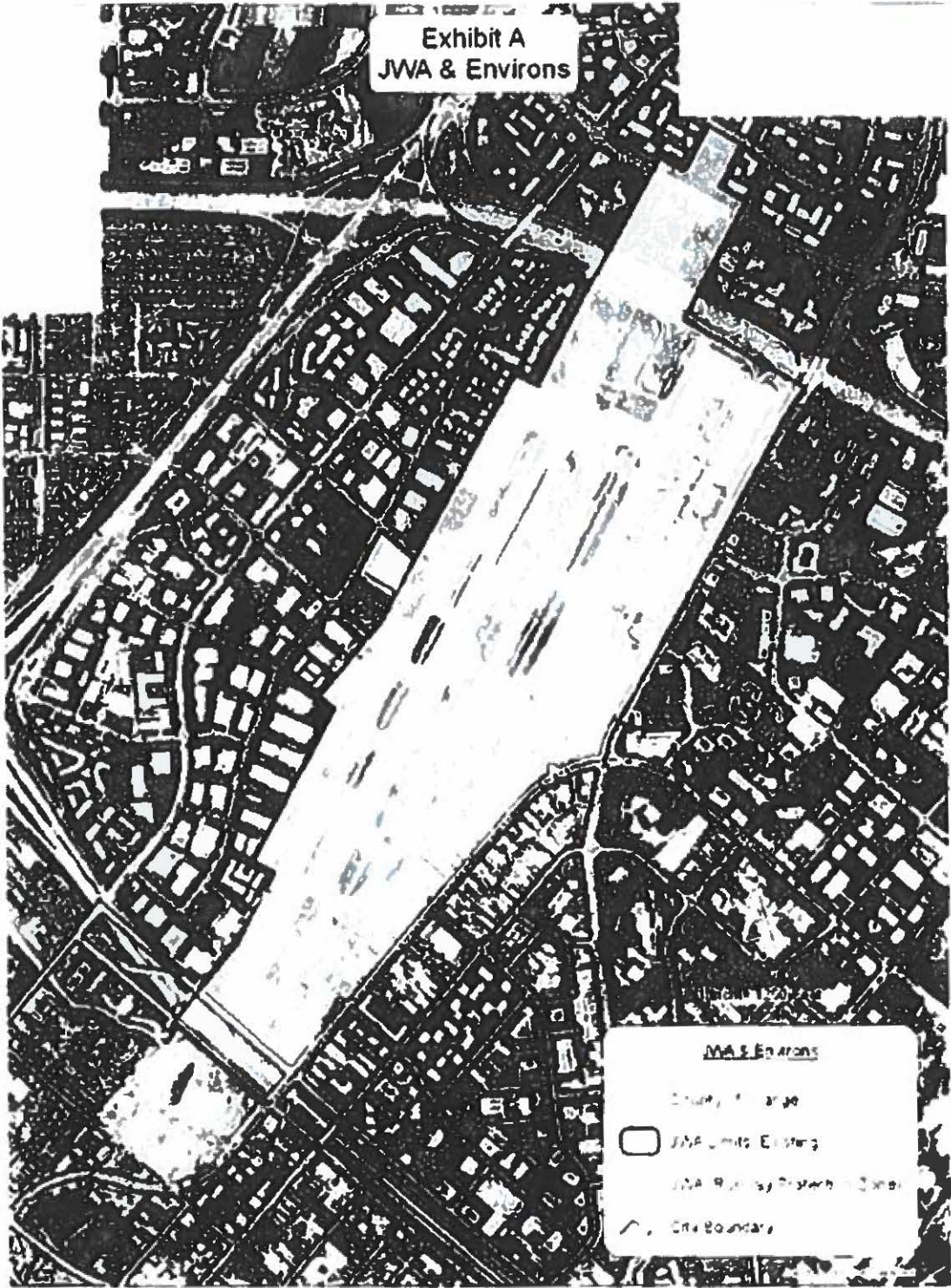
11/30/06  
Date

LaVonne M. Harkless  
LaVonne M. Harkless, City Clerk  
City of Newport Beach

12/4/06  
Date



Exhibit A  
JWA & Environs



JWA Environs

- County Boundary
- JWA Limits Exterior
- JWA Property District Boundary
- City Boundary

Exhibit B  
Mesa/Birch Park

MESA DR

BIRCH ST

9863 sq. ft

1334 sq. ft

201 sq. ft

17730 sq. ft


BIRCH ST

20462

AP 439-38



1 inch = 50 feet

 Mesa Birch Park Site  
Easement: mes

