

Attachment A

PRINCIPAL TERMS OF THE PROPOSED PROJECT AND ALTERNATIVES EVALUATED IN THE ENVIRONMENTAL IMPACT REPORT

Principal Restrictions	Proposed Project	Alternative A	Alternative B	Alternative C	No Project ^a
Term	Through December 31, 2030	Through December 31, 2030	Through December 31, 2030	Not Applicable	Not Applicable-Settlement Agreement Expired
Curfew	Through December 31, 2035	Through December 31, 2035	Through December 31, 2035	Through December 31, 2020	Through December 31, 2020
Annual Passenger Limit (MAP)					
Phase 1 January 1, 2016–December 31, 2020	10.8 MAP	10.8 MAP	10.8 MAP	16.9 MAP	10.8 MAP
Phase 2 January 1, 2021–December 31, 2025	11.8 MAP	11.4 MAP	13.0 MAP	16.9 MAP	10.8 MAP
Phase 3 January 1, 2026–December 31, 2030	12.2 <i>or</i> 12.5 MAP ^b	12.8 MAP	15.0 MAP	16.9 MAP	10.8 MAP
Passenger Flights (Class A ADDs for passenger service)					
Phase 1 January 1, 2016–December 31, 2020	85 Class A ADDs	107 Class A ADDs (+22)	100 Class A ADDs (+15)	228 Class A ADDs (+143)	85 Class A ADDs
Phase 2 January 1, 2021–December 31, 2025	95 Class A ADDs (+10)	120 Class A ADDs (+13)	110 Class A ADDs (+10)	228 Class A ADDs (+0)	85 Class A ADDs
Phase 3 January 1, 2026–December 31, 2030	95 Class A ADDs	135 Class A ADDs (+15)	115 Class A ADDs (+5)	228 Class A ADDs (+0)	85 Class A ADDs
Cargo Flights (Class A ADDs for all-cargo service)					
January 1, 2016–December 31, 2030	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs
Passenger Loading Bridges					
January 1, 2016–December 31, 2020	20	20	20	No Limit	20
January 1, 2021–December 31, 2030	No Limit	No Limit	No Limit	No Limit	20
<p>MAP: Million Annual Passengers; ADD: Average Daily Departures.</p> <p>Table Notes:</p> <p>Alternative A was delineated based on information contained in the Federal Aviation Administration’s Terminal Area Forecast Detail Report dated January 2013.</p> <p>Alternative B was delineated based on input from JWA’s commercial air service providers.</p> <p>Alternative C was delineated based on the physical capacity of JWA’s airfield.</p> <p>^a The No Project Alternative assumes the maximum number of allowable operations under the current Settlement Agreement (as amended in 2003) would remain unchanged and the protection of the curfew would remain in place through 2020; however, there would be no limitation on the Board of Supervisors, to, at a subsequent time, to modify or eliminate the curfew or increase the number of ADD and MAP being served at the Airport. The analysis in this EIR assumes the curfew would stay in place for the duration of the analysis period (i.e., December 31, 2030). Subsequent CEQA documentation would be required to amend the curfew or modify the Access Plan to allow an increase in the number of flights and/or passengers.</p> <p>^b Trigger for capacity increase to 12.5 MAP: air carriers must be within 5 percent of 11.8 MAP (i.e., 11.21 MAP) in any one calendar year during the January 1, 2021 through December 31, 2025 timeframe.</p> <p>Source: PROPOSED PROJECT AND ALTERNATIVES: Proposed Extension of the John Wayne Airport Settlement Agreement, Proposed Project and Alternatives A–C, JWA 2013.</p>					