



President Wapner advised that there was no reportable action from the Closed Session discussion.

## **PUBLIC COMMENTS**

None.

## **DISCUSSION/ACTION ITEMS**

### **1. Approval of Minutes**

Minutes for the meeting of the Ontario International Airport Authority of January 7, 2013, and approving same as on file with the Secretary/Assistant Secretary.

**MOTION:** Moved by Commissioner Bowman, seconded by Commissioner Dunn and carried by unanimous vote of those present to approve the Minutes as presented.

### **2. Approval of Official Logo and Associated Colors**

Executive Director Hughes noted the proposed alternatives for a logo to represent the Authority and explained that it helps to identify the organization itself.

Commissioner Dunn indicated that she likes the connectivity between the first option and the City, which would support the staff recommendation for the first option. She noted that the one change she might make would be to focus more on the fact that this is an airport, and move "Airport" up with "International". She said she would support the first option as is, but would like to see a little more highlighting of the airport. Commissioner Bowman concurred, noting the emphasis on local ownership. Secretary Loveridge noted that it was visually difficult to pick up the "Airport Authority" portion of the logo. Executive Director Hughes indicated that staff would see how it would look with the proposed adjustment. President Wapner emphasized the distinction between the name of the airport versus this Authority.

### **3. Update on Passenger and Cargo Traffic at ONT.**

Nick Johnson, Johnson Aviation, noted that this presentation was prepared in cooperation with Oliver Wyman. He first compared the passenger count changes for ONT to other airports in the region, noting that ONT is continuing to slide, while LAX is continuing to grow and show signs of recovery. He noted that 2007 was the highest year for total passengers in the region, but LAX was at

its lowest market share and ONT was at its highest market share. Secretary Loveridge inquired about the recent expansion at Long Beach airport and whether they are limited. Mr. Johnson indicated that Long Beach is policy constrained, but they are improving facilities and growing to the policy constraints. He indicated that they are constrained both operationally and by a noise cap, so their growth potential is limited. Mr. Johnson noted that John Wayne airport is also passenger capped and constrained, until at least 2015; and Burbank has facility restraints. He stressed that ONT is the place of growth for the long term for the region, and explained the benefits of spreading the passengers more evenly over the five county region. President Wapner noted that he would like to see another slide with the economy improving in the region to show the contrast of the economy coming up and ridership going down. Mr. Johnson indicated they would put that together.

Mr. Johnson indicated most troubling part of the presentation is the decline in the seats and flights forecast for the airport, making it highly likely that there will be fewer passengers filling those seats. He indicated that the good news was that the load factor per flight has come up a little bit.

Commissioner Bowman commented that it was likely that the load factors have increased because the flights have decreased. Mr. Johnson concurred, and noted that in some markets it is good when load factors are going up, but in this case it is a circumstance of flight decline. He indicated that the decline is not as steep as it had been, but it is continuing into the projections for next year. Secretary Loveridge inquired if there was a breakdown of that detail by airline. Mr. Johnson indicated that they will get those numbers for a future update.

Commissioner Dunn questioned the slide regarding Annual Passengers at ONT and the peak in 2007, and whether there was a defining event that caused the following decline. Mr. Johnson indicated that the economic climate changed. Commissioner Dunn inquired if there was a unique event that was not system wide. Mr. Johnson suggested that it was the inherent competition in the region, the need to settle litigation against the master plan and the need to support the development plan. President Wapner added that Los Angeles also suffered a shift in their economy and they did not want to help Ontario until they hit their restraint point. He indicated that when the recession hit, they stopped supporting Ontario. Executive Director Hughes suggested that it was a situation of the master plan vs. what LAWA had forecast, noting that LAX was forecast to decline. He indicated that currently the horizon for their restraints is 2035, when they hit the 78,9 million regional passengers for LAX.

Secretary Loveridge left the meeting at 11:11 a.m.

Mr. Johnson next addressed the cargo market, noting that there is some level of recovery in that area. He indicated that there has been some long term decline and realignment of the market, but the local cargo market is dominated by UPS and FEDEX. He noted that UPS has a great facility and is a great contributor to the region; and FEDEX also has a presence, but needs a better facility to continue to grow. He commented that the other passenger airports in the region don't have a cargo capacity to speak of, but in this area they are seeing improvement and general rebounding, with numbers continuing to increase through the end of 2012. He indicated that from a competitive standpoint more needs to be done to meet the capabilities, so it is important to take a keen view of the business environment under which they are currently operating. He noted that they will be bringing back more information on those numbers.

Commissioner Bowman commented that this was a very telling and informative presentation, which reaffirmed the Business Plan, and the efforts to turn the airport around as it returns to the rightful owners.

#### **COMMISSIONER MATTERS**

Commissioner Dunn commented that at the Orange County Business Council Annual Dinner with attendance of 800, there was overwhelming support for the efforts on Ontario airport. President Wapner commented that Commissioner Dunn's personal efforts were key in gaining this support.

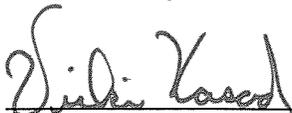
#### **STAFF MATTERS**

None.

#### **ADJOURNMENT**

President Wapner adjourned the Ontario International Airport Authority Commission meeting at 11:20 a.m. to the next regularly scheduled meeting on Monday, March 4, 2012 at 10:00 a.m.

Respectfully submitted:



ASSISTANT SECRETARY

APPROVED:



ALAN D. WARNER, PRESIDENT  
ONTARIO INTERNATIONAL AIRPORT AUTHORITY