

# GENERAL AVIATION NOISE ABATEMENT GUIDE



**John Wayne Airport (SNA)** is one of the busiest and most noise sensitive airports in the United States. The Airport is located in the center of Orange County, California with residential areas in close proximity. To mitigate potential noise impacts from aircraft operations and to enhance compatibility with surrounding communities, the Airport maintains some of the most stringent noise rules in the United States.

The **General Aviation Noise Ordinance (GANO)\*** has been adopted by the County of Orange to regulate the hours of operation and the maximum permitted noise levels associated with general aviation operations. This brochure has been prepared to introduce you to the GANO and to encourage the operation of your aircraft in the quietest manner possible consistent with safety. A copy of the GANO is available on our website at [www.ocair.com](http://www.ocair.com). The Airport recognizes that pilot sensitivity is a key component of a successful noise abatement program, and your continued cooperation is greatly appreciated.

*\*Compliance with the GANO is mandatory unless deviations are made necessary by ATC instructions, a medical or in-flight emergency, or other safety considerations.*

## PROXIMITY TO THE COMMUNITY

John Wayne Airport is located just north of Newport Beach, west of Irvine, east of Costa Mesa and south of Tustin and Santa Ana. Residential areas are located close to the Airport, and the County of Orange is committed to minimizing noise in these neighborhoods. See map of residential areas on reverse side.

## MORE INFORMATION

- Access and Noise Office** • 949.252.5185
- Airport Operations** • 949.252.5256
- Airport Website** • [www.ocair.com](http://www.ocair.com)
- ATIS Frequency** • 126.0
- ATIS Phone Number** • 714.546.2279
- Airport Elevation** • +56 ft. MSL



## NOISE LIMITS

The Airport maintains 10 permanent noise monitoring stations (NMS) located to the north and south of the Airport (see map on reverse side). The GANO specifies noise limits at each NMS that vary by time of day.

### GENERAL AVIATION NOISE LIMITS

#### Daytime Hours

NMS 1S 102.5 dB SENEL  
NMS 2S 101.8 dB SENEL  
NMS 3S 101.1 dB SENEL

#### Nighttime Hours

NMS 1S 87.5 dB SENEL  
NMS 2S 87.6 dB SENEL  
All Others 86.7 dB SENEL

#### Daytime Hours are (local time):

|                   | Departures   | Arrivals     |
|-------------------|--------------|--------------|
| Monday - Saturday | 0700 to 2200 | 0700 to 2300 |
| Sunday            | 0800 to 2200 | 0800 to 2300 |

*All other hours are considered **nighttime** hours.  
Compliance is determined by the clock at each NMS.*

## DESCRIPTION OF SANCTIONS

### Notice of Violation

In the event an aircraft exceeds the GANO noise limits at one or more locations, a "Notice of Violation" will be issued to the registered owner of the aircraft. The Notice of Violation applies to the aircraft owner, the aircraft operator and the aircraft. Notices of Violation remain in effect for three years after the violation date.

### Denial of Use

If three GANO violations occur within a three-year period, the aircraft owner, the aircraft operator and the aircraft are subject to denial of use of the Airport for a period of three years.



## WARNING

Based on available historical noise data gathered by the Access and Noise Office and as determined by the Airport Director, the following list of aircraft are presumed incapable of meeting noise limitations defined in the GANO and are not permitted to land, tie down, take off or be based at the Airport, except in an emergency (this list is periodically updated and is maintained by the Access and Noise Office, 949.252.5185):

### Aircraft Presumptively Incapable of Nighttime Departure Operations:

|  |                               |
|--|-------------------------------|
| HS125-1A-600 (Rolls Royce Viper engines) | Learjet 23, 24, 25, 28, 29    |
| Gulfstream II, IIB, III                  | Jetstar II                    |
| Shooting Star T33/F80                    | Sabreliner 40, 60, 65, 70, 75 |
| Piaggio P180                             |                               |

### Aircraft Presumptively Incapable of Nighttime Arrival Operations:

|  |                               |
|--|-------------------------------|
| HS125-1A-600 (Rolls Royce Viper engines) | Sabreliner 40, 60, 65, 70, 75 |
| Gulfstream II, IIB, III                  | Shooting Star T33/F80         |
| Piaggio P180                             |                               |

### Aircraft Presumptively Incapable of Any Operations at Any Time:

|               |               |
|---------------|---------------|
| BAC 111       | Westwind 1123 |
| Jet Commander | Paris Jet     |

As described in the GANO, any owner or operator of the above listed aircraft will have the opportunity to furnish evidence to the reasonable satisfaction of the Airport Director that such aircraft can operate within acceptable noise levels.

FBO general aviation aprons are limited to aircraft with maximum certificated gross takeoff weight of 100,000 lbs. (dual gear) and with wingspans less than 100 feet. General aviation aircraft are prohibited from using any portion of the air carrier commercial ramp.

Note that manufacturers have developed noise abatement procedures for the Gulfstream II, IIB, III and IV and Learjet 20 Series aircraft.

**Special Noise Procedures:** [ocair.com/forms/noiseprocedures](http://ocair.com/forms/noiseprocedures)

**Emergency Medical Flight Form:** [ocair.com/forms/emergencymedicalflights](http://ocair.com/forms/emergencymedicalflights)



## NOISE MONITORING LOCATIONS, SENSITIVE LAND USES AND RADAR TRACK MAPS

The adjacent map shows the Noise Monitoring Stations (NMS) and residential areas on an aerial photograph. The flight track maps show radar data plotted on a street map. These flight tracks show the preferred range of flight tracks into and out of the Airport. Your cooperation in minimizing noise in these areas by adhering to the preferred flight tracks and complying with the mandatory noise limits is greatly appreciated.

### DME DISTANCE TO NOISE MONITORS\*

|               |               |                |
|---------------|---------------|----------------|
| NMS 1S 0.4 nm | NMS 5S 1.3 nm | NMS 8N 2.1 nm  |
| NMS 2S 0.4 nm | NMS 6S 1.8 nm | NMS 9N 4.2 nm  |
| NMS 3S 0.7 nm | NMS 7S 2.9 nm | NMS 10N 5.8 nm |
| NMS 4S 1.3 nm |               |                |

\*Approximate DME distance measured from ISNA localizer, located south of Runway 20R.

## RECOMMENDED PROCEDURES

Safety permitting, pilots are encouraged to follow the aircraft manufacturer's recommended noise abatement procedures on all arrivals and departures.

### DEPARTURES

Runway 20R/2L are the preferred runways.

Avoid high power setting at low altitude over noise sensitive areas (see map).

### ARRIVALS

Pilots are encouraged to use minimum certificated landing flap setting in accordance with FAR 91.126c.

ATC/weather permitting, pilots are requested to make a visual straight-in approach.

