

# NOISE ABATEMENT PROGRAM

## QUARTERLY REPORT

For the period:  
April 1, 2019 through June 30, 2019

Prepared in accordance with:

AIRPORT NOISE STANDARD

STATE OF CALIFORNIA

California Code of Regulations

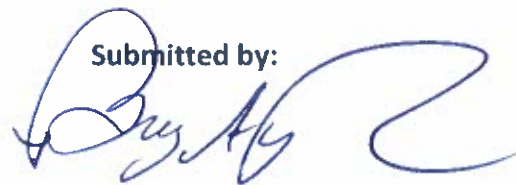
Airport Noise Standards

Title 21: Public Works

Division 2.5 Division of Aeronautics (Department of Transportation)

Chapter 6. Noise Standards

Submitted by:



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

Airport Director

John Wayne Airport, Orange County



**INTRODUCTION**

This is the 186<sup>th</sup> Quarterly Report submitted by the County of Orange in accordance with the requirements of the California Airport Noise Standards (California Code of Regulations, Title 21: Public Works, Division 2.5 Division of Aeronautics (Department of Transportation), Chapter 6. Noise Standards). Effective January 1, 1986, the criteria for defining "Noise Impact Area" was changed from 70 dB to 65 dB Community Noise Equivalent Level (CNEL). Under this criteria, John Wayne Airport currently has a "Noise Impact Area."

**NOISE IMPACT SUMMARY**

Caltrans' Aeronautics Program has established guidelines in the California State Noise Standard to control residential area noise levels produced by aircraft operations using the State's airports. Under those guidelines, residential noise sensitive areas exposed to an average Community Noise Equivalent Level (CNEL) of more than 65 dB define the "Noise Impact Area." John Wayne Airport uses ten permanent remote noise monitoring stations (NMS) located in Newport Beach, Santa Ana, Tustin and Irvine to measure noise levels, at the following locations:

**MONITOR STATIONS**

NMS-1S: Golf Course, 3100 Irvine Ave., Newport Beach	NMS-6S: 1912 Santiago, Newport Beach
NMS-2S: 20162 S.W. Birch St., Newport Beach	NMS-7S: 1131 Back Bay Drive, Newport Beach
NMS-3S: 2139 Anniversary Lane, Newport Beach	NMS-8N: 17372 Eastman Street, Irvine
NMS-4S: 2338 Tustin Ave., Newport Beach	NMS-9N: 1300 S. Grand Avenue, Santa Ana
NMS-5S: 324 ½ Vista Madera, Newport Beach	NMS-10N: 17952 Beneta Way, Tustin

The map in Figure 1 shows the general location of each permanent remote monitor station.

Figure 2 shows the Airport's "Noise Impact Area" for the previous year (July 1, 2018 - June 30, 2019). The Figure 2 information was developed by Landrum and Brown, in consultation with John Wayne Airport. CNEL values measured for the period and current digitized land use information were utilized to calculate the land area acreages, number of residences and estimated number of people within the "Noise Impact Area".

**FIGURE 1**  
**NOISE MONITORING STATIONS (NMS)**  
**LOCATION MAP**

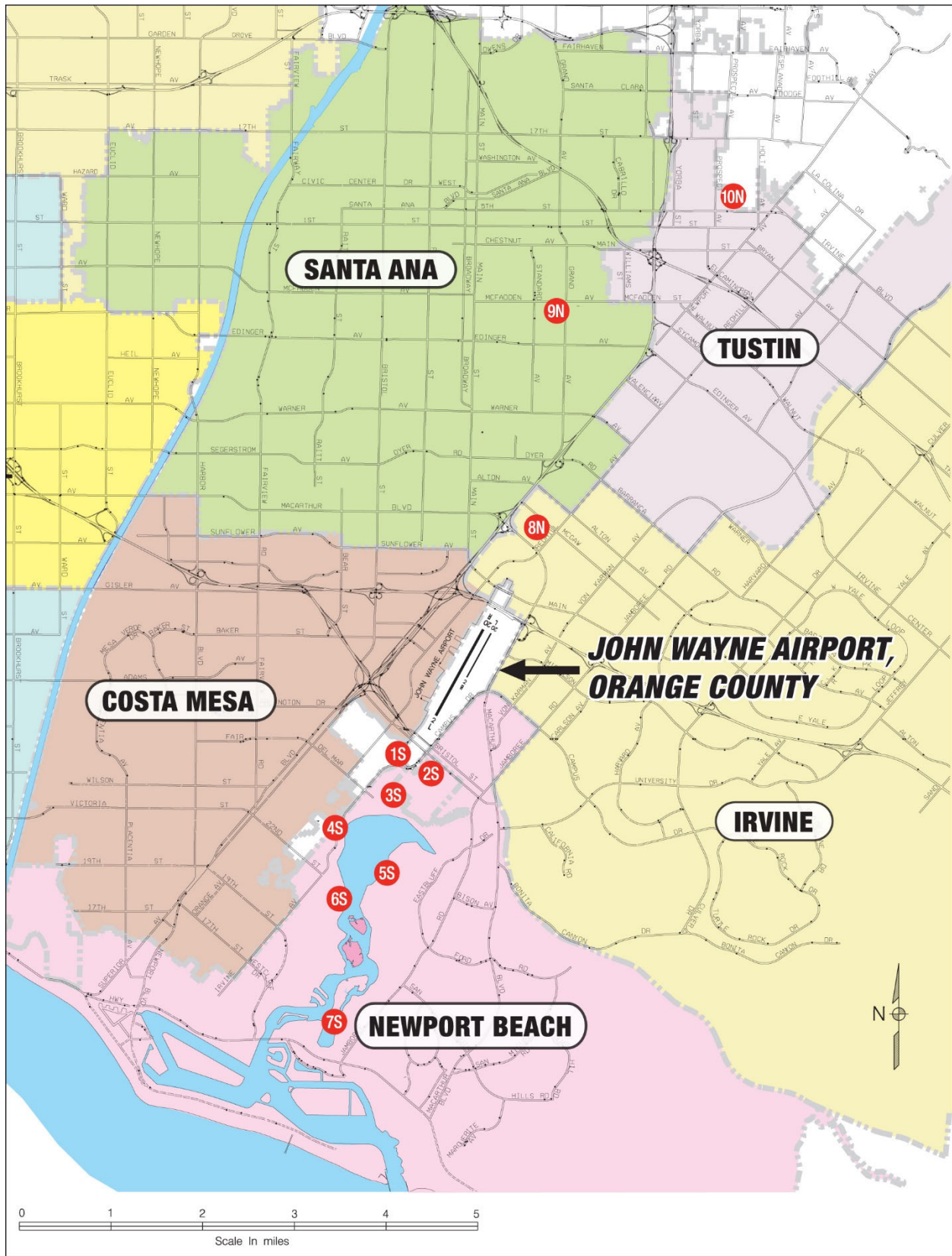
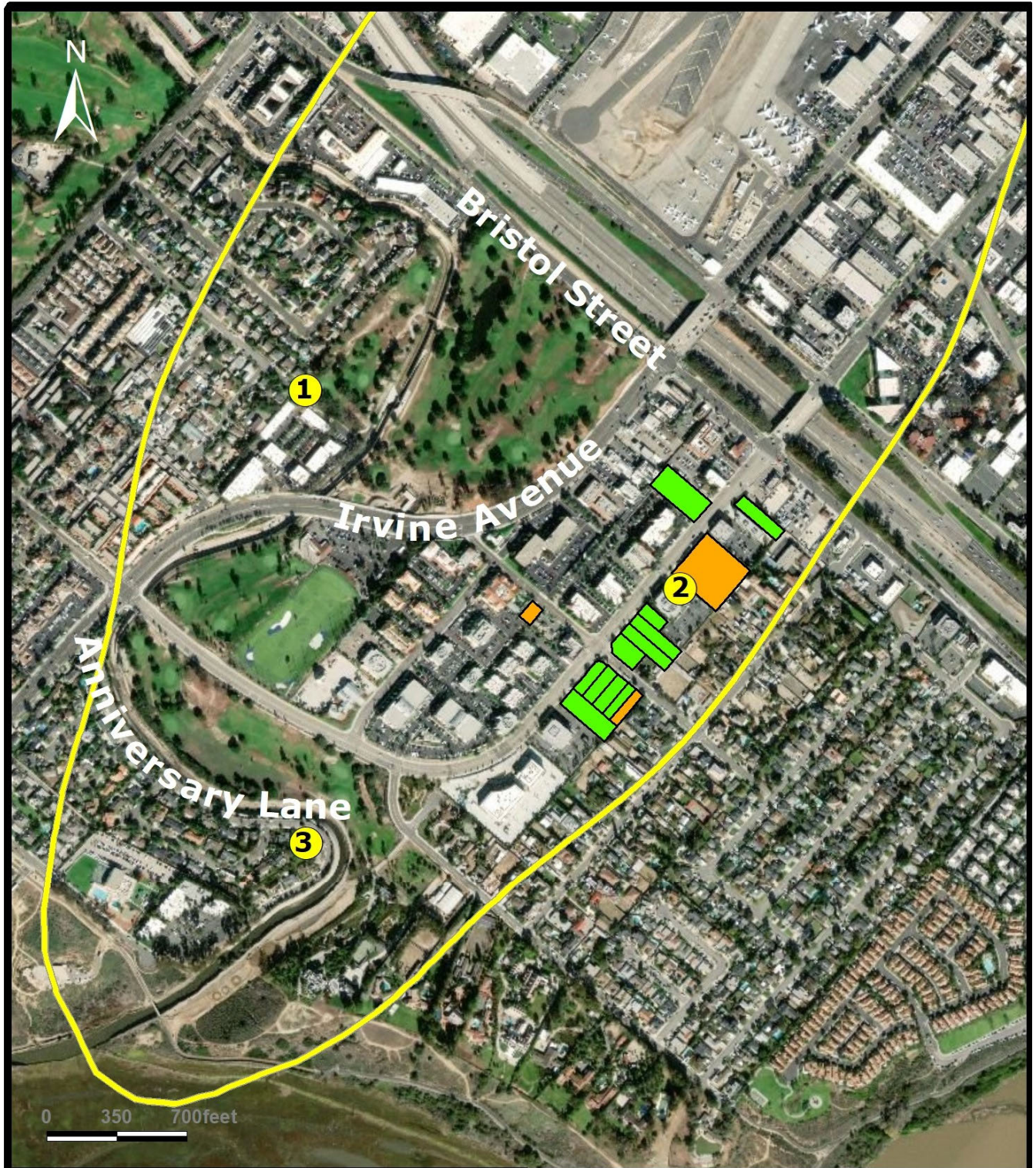


FIGURE 2



Noise Monitors	Single-Family Residential
65 dB CNEL Contours	Multi-Family Residential

STATISTICS:  
 Incompatible Land Use: 6.67 Acres or .010 square miles  
 Number of Dwellings: 67  
 Number of People: 168 (based on 2.5 people per dwelling unit)

**JOHN WAYNE AIRPORT**  
**65 dB CNEL Impact Area**  
 July 2018 - June 2019  
*Landrum & Brown*

**AIRCRAFT TRAFFIC SUMMARY**

The Airport traffic summary for this quarter is shown in Table 1 below. Air Carrier operational count histories and average daily departure counts are illustrated in Tables 9 & 11.

TABLE 1  
LANDING AND TAKEOFF OPERATIONS  
April - June 2019

Period	Air Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
April	8,004	0	2,871	26,922	362
May	8,426	0	2,930	26,509	366
June	7,966	0	3,085	25,531	368
Second Quarter	24,396	0	8,886	78,962	366
Twelve Months 07/01/18 - 06/30/19	95,662	374	36,348	314,000	362

**NOTE:** (1) GA Jet figures include a 5% factor for operations not identified by the JWA noise monitor stations.

(2) Counts in this column are based upon records provided by the local FAA representatives.

**COMMUNITY NOISE EQUIVALENT LEVELS**

The monthly, quarterly and twelve month Community Noise Equivalent Level (CNEL) average values for each monitor station are shown in Table 2, while daily CNEL values are shown in Tables 3 through 5. Insufficient data is indicated by “#N/A” entries in each table. Also, “\*#N/A” entries in each table indicate there were no aircraft related noise events.

Average Single Event Noise Exposure Level (SENEL) values for Air Carrier and General Aviation Jet aircraft are shown in Tables 6 through 8.

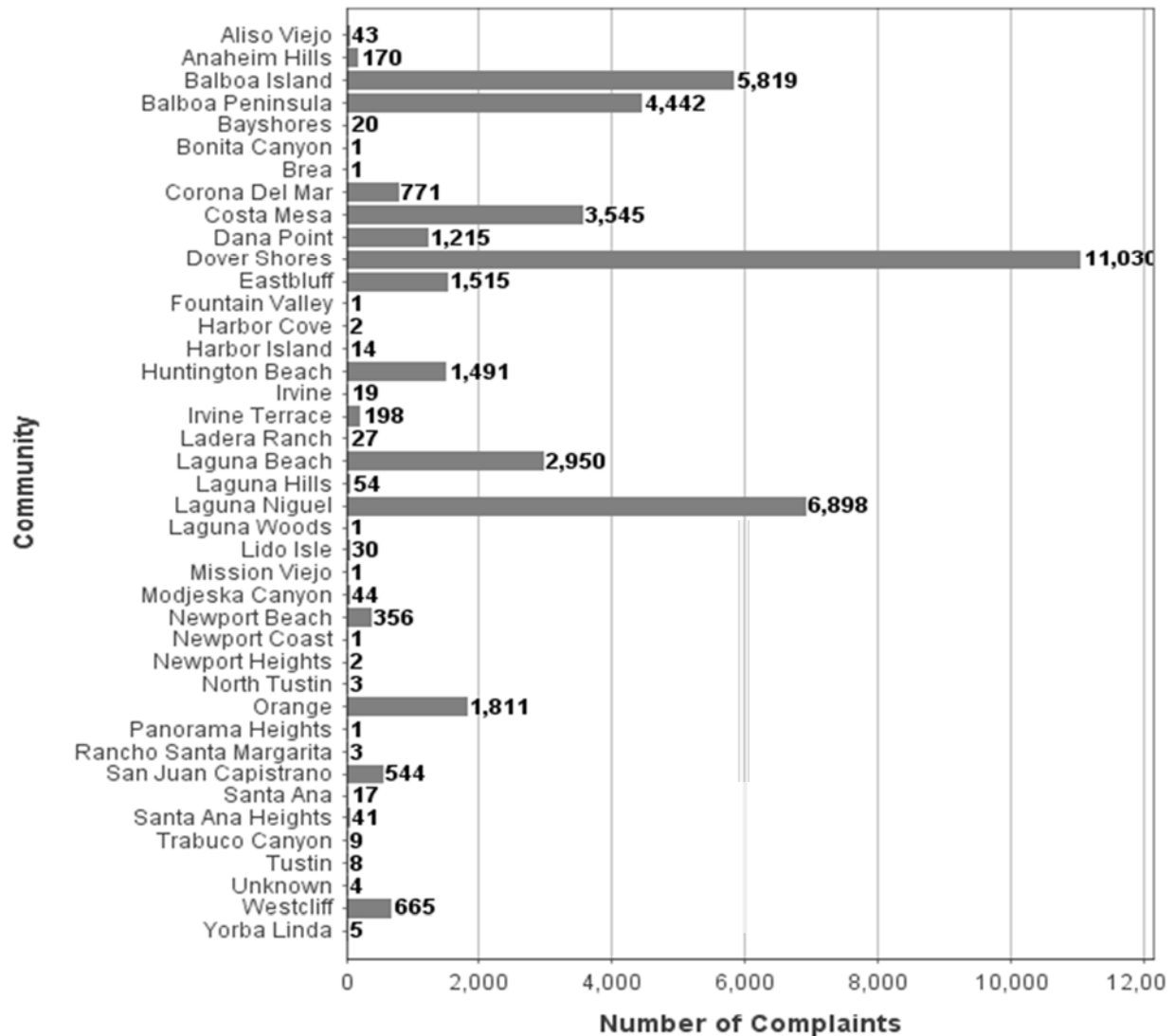
**ACOUSTICAL INSULATION PROGRAM**

Four hundred eighteen residences in the Santa Ana Heights area have been sound attenuated and an avigation easement reserved through the County’s Acoustical Insulation Program, which closed in December 2009. The County has also acquired 46 residences as part of the Purchase Assurance Program, many of which were acoustically insulated, an avigation easement reserved and then resold. Among these County acquired homes, those located within areas designated for Business Park uses were razed, avigation easements were reserved, and the land resold for compatible Business Park uses. A total of 464 residences in the Santa Ana Heights area have been purchased or otherwise made compatible through the County’s Purchase Assurance and Acoustical Insulation Programs. Sixty-seven dwelling units in Santa Ana Heights remain in the “Noise Impacted Area” (within 65 dB CNEL contour).

**COMPLAINT TOTALS (April 1, 2019 - June 30, 2019)**

The Airport's Access and Noise Office receives and investigates noise complaints from local citizens and all other sources. During the April 1, 2019 through June 30, 2019, the Office received 43,772 complaints from local citizens. This is a 93.7% increase from the 22,594 complaints received last quarter. It is a 8,449.2% increase from the 512 complaints received during the same quarter last year. Figure 4 shows the distribution of the quarterly complaints from local communities.

FIGURE 3  
HISTOGRAM BY COMMUNITY



Note:

- City of Newport Beach – 24,837 total number of complaints.
- 98% of complaints were from a complaint subscription service.
- 51% of complaints from “Balboa Island” category were from one point of contact.
- 74% of complaints from “Balboa Peninsula” category were from one point of contact.
- 94% of complaints from “Corona del Mar” category were from one point of contact.
- 91% of complaints from “Costa Mesa” category were from one point of contact.
- 92% of complaints from “Dana Point” category were from one point of contact.
- 72% of complaints from “Dover Shores” category were from one point of contact.
- 74% of complaints from “Eastbluff” category were from one point of contact.
- 100% of complaints from “Irvine Terrace” category were from one point of contact.
- 67% of complaints from “Laguna Beach” category were from one point of contact.
- 52% of complaints from “Laguna Niguel” category were from one point of contact.
- 68% of complaints from “Orange” category were from one point of contact.
- 62% of complaints from “San Juan Capistrano” category were from one point of contact.
- 93% of complaints from “Westcliff” category were from one point of contact.

TABLE 2  
LONG TERM MEASURED LEVELS  
Aircraft CNEL from 07/01/18 through 06/30/19  
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Jul 2018	68.5	67.5	66.8	60.1	59.6	60.6	57.0	68.2	42.6	56.2
# Days	31	31	31	31	31	31	31	31	30	31
Aug 2018	68.7	67.7	67.0	60.3	59.8	61.0	57.1	68.3	43.4	56.7
# Days	31	31	31	31	31	31	31	31	30	31
Sep 2018	68.3	67.4	66.7	60.0	59.7	60.7	56.6	67.9	43.5	56.5
# Days	30	30	30	30	30	30	30	30	25	30
<b>Q-3 2018</b>	<b>68.5</b>	<b>67.5</b>	<b>66.8</b>	<b>60.1</b>	<b>59.7</b>	<b>60.8</b>	<b>56.9</b>	<b>68.1</b>	<b>43.2</b>	<b>56.5</b>
# Days	92	92	92	92	92	92	92	92	85	92
Oct 2018	68.4	67.2	66.9	59.9	59.8	60.9	56.9	68.0	43.3	56.8
# Days	31	31	31	31	31	31	31	31	30	31
Nov 2018	67.5	66.4	66.4	59.5	59.0	60.7	56.7	67.3	44.8	55.8
# Days	30	30	30	29	30	30	28	30	28	30
Dec 2018	67.6	66.6	66.8	59.6	59.6	61.4	57.0	67.6	45.0	56.3
# Days	31	31	31	31	31	31	30	31	30	31
<b>Q-4 2018</b>	<b>67.9</b>	<b>66.8</b>	<b>66.7</b>	<b>59.7</b>	<b>59.5</b>	<b>61.0</b>	<b>56.9</b>	<b>67.6</b>	<b>44.4</b>	<b>56.3</b>
# Days	92	92	92	91	92	92	89	92	88	92
Jan 2019	67.7	66.6	66.5	59.9	59.5	60.7	57.0	67.9	43.4	57.1
# Days	31	31	31	31	31	31	31	31	28	29
Feb 2019	67.9	66.7	66.6	60.2	60.0	60.8	57.7	68.6	45.4	57.9
# Days	28	28	28	28	28	28	28	28	27	28
Mar 2019	67.9	66.9	66.9	60.2	59.9	61.2	57.4	68.5	43.8	57.6
# Days	30	31	31	31	31	31	31	31	28	31
<b>Q-1 2019</b>	<b>67.8</b>	<b>66.8</b>	<b>66.7</b>	<b>60.1</b>	<b>59.8</b>	<b>60.9</b>	<b>57.3</b>	<b>68.3</b>	<b>44.3</b>	<b>57.5</b>
# Days	89	90	90	90	90	90	90	90	83	88
Apr 2019	68.1	67.2	66.6	60.3	59.6	61.1	57.4	68.6	42.2	57.7
# Days	30	30	30	30	30	30	30	30	25	30
May 2019	68.3	67.5	66.8	60.6	59.8	61.2	57.9	69.1	43.3	58.3
# Days	31	31	31	31	31	31	31	31	29	31
Jun 2019	68.5	67.6	67.1	60.3	59.2	60.8	57.0	68.9	41.4	57.7
# Days	30	30	30	30	30	30	30	30	25	30
<b>Q-2 2019</b>	<b>68.3</b>	<b>67.5</b>	<b>66.8</b>	<b>60.4</b>	<b>59.5</b>	<b>61.0</b>	<b>57.5</b>	<b>68.9</b>	<b>42.4</b>	<b>57.9</b>
# Days	91	91	91	91	91	91	91	91	79	91
<b>Q-3 2018 thru Q-2 2019</b>										
<b>Total</b>	<b>68.1</b>	<b>67.1</b>	<b>66.8</b>	<b>60.1</b>	<b>59.6</b>	<b>60.9</b>	<b>57.2</b>	<b>68.3</b>	<b>43.7</b>	<b>57.1</b>
# Days	364	365	365	364	365	365	362	365	335	363
<b>Q-2 2018 thru Q-1 2019 (Previous 4 Quarters)</b>										
<b>Total</b>	<b>68.2</b>	<b>67.2</b>	<b>66.7</b>	<b>60.2</b>	<b>59.7</b>	<b>60.9</b>	<b>57.1</b>	<b>68.2</b>	<b>44.7</b>	<b>57.0</b>
# Days	364	365	365	364	362	365	362	365	337	363
<b>Change from Previous 4 Quarters</b>										
	-0.1	-0.1	0.1	-0.1	-0.1	0.0	0.1	0.1	-1.0	0.1

TABLE 3  
DAILY CNEL VALUES AT EACH MONITOR STATION  
April 2019

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.9	66.1	66.3	59.7	58.9	59.8	56.5	67.7	40.7	56.0
2	67.9	66.8	66.3	60.7	60.2	60.6	57.9	68.8	44.3	58.6
3	68.0	66.9	66.7	60.9	60.2	61.3	58.3	69.2	41.5	58.9
4	68.6	67.4	67.2	61.4	60.9	61.8	58.5	69.5	43.3	58.5
5	68.5	67.1	67.5	60.8	61.0	61.8	58.7	69.3	35.5	58.6
6	66.9	65.3	66.0	59.4	58.8	60.6	56.7	67.4	39.6	56.8
7	68.6	67.7	67.5	60.5	60.2	61.4	57.4	68.8	42.5	57.3
8	68.4	67.4	67.0	59.7	58.2	60.4	57.1	68.9	43.0	57.1
9	67.7	67.0	68.1	59.3	59.1	63.7	56.7	67.0	42.3	56.2
10	65.9	65.7	65.3	57.2	56.6	60.3	55.0	68.3	44.2	56.0
11	68.8	67.9	67.2	61.1	60.3	61.5	57.9	69.2	41.8	57.5
12	68.7	68.0	67.3	60.6	59.4	61.7	58.1	69.1	40.7	57.9
13	66.3	65.4	65.1	58.3	57.0	59.0	55.6	65.9	43.9	54.5
14	67.5	66.9	66.4	59.0	58.6	60.5	56.7	68.2	38.1	56.8
15	68.6	67.9	67.2	61.2	59.6	61.1	57.5	69.3	29.1	59.0
16	68.1	67.5	66.7	60.7	59.7	61.1	58.2	68.6	40.2	58.1
17	68.0	67.1	66.7	60.3	59.2	60.8	57.6	68.4	45.3	57.1
18	68.6	67.7	67.1	60.3	60.0	61.1	57.1	68.6	47.0	57.0
19	68.1	67.5	66.7	60.7	60.0	60.8	56.7	69.3	39.8	58.4
20	66.0	65.5	64.6	59.5	58.6	59.3	55.6	66.6	#N/A	56.4
21	67.7	67.3	66.1	60.3	59.7	61.1	57.4	68.1	#N/A	57.2
22	68.8	68.1	67.2	60.9	60.7	61.9	58.4	69.1	#N/A	58.1
23	68.3	67.5	66.3	59.9	60.4	61.1	57.7	68.5	#N/A	57.5
24	68.0	67.3	66.0	60.1	59.4	60.5	56.6	68.9	*#N/A	57.8
25	68.8	68.0	66.7	60.8	60.3	61.3	57.3	69.2	40.8	58.2
26	68.5	67.7	66.6	60.5	59.9	61.0	57.1	69.3	39.5	58.0
27	66.4	66.0	64.5	58.8	57.9	59.1	55.1	66.6	42.7	56.0
28	68.5	67.4	66.6	61.2	60.1	61.4	58.0	69.4	41.6	58.9
29	69.1	68.2	67.3	61.3	60.7	61.9	58.7	69.4	40.6	59.0
30	68.2	67.6	66.6	60.5	60.3	60.9	58.3	69.3	42.9	58.8
Days	30	30	30	30	30	30	30	30	25	30
En. Avg	68.1	67.2	66.6	60.3	59.6	61.1	57.4	68.6	42.2	57.7

#N/A indicates insufficient data.

\*#N/A indicates no aircraft-related noise events.



TABLE 4  
DAILY CNEL VALUES AT EACH MONITOR STATION  
May 2019

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.7	68.0	67.5	61.1	60.8	61.7	58.4	68.9	46.4	58.1
2	68.6	67.7	67.4	60.8	60.7	61.6	58.2	68.9	43.8	58.3
3	68.4	67.7	67.0	60.8	60.3	61.4	57.6	69.5	41.1	59.3
4	66.6	65.8	65.1	59.3	58.3	59.6	55.8	66.9	34.8	56.3
5	68.4	67.5	66.6	60.4	60.3	61.2	58.0	69.2	40.1	58.4
6	68.5	67.8	66.9	60.5	60.5	61.2	57.9	68.9	41.8	58.2
7	68.3	67.4	66.4	61.0	60.3	61.1	58.4	68.8	42.5	58.0
8	68.6	67.9	67.0	61.1	60.6	61.5	58.4	69.1	46.9	58.3
9	69.4	68.4	67.7	61.5	61.2	62.2	59.1	69.9	41.9	59.4
10	69.1	68.1	67.7	61.5	60.6	61.9	58.6	69.6	42.8	58.7
11	67.1	66.4	65.8	59.1	59.1	59.7	56.7	67.6	46.9	56.0
12	68.1	66.9	66.3	60.4	59.5	60.7	57.2	69.2	36.6	58.3
13	68.6	67.7	67.1	60.4	59.4	61.0	57.5	69.1	32.8	58.5
14	68.1	67.5	66.6	60.0	58.8	60.8	56.7	69.0	43.4	57.9
15	68.7	68.0	67.1	60.7	57.7	61.4	57.3	69.5	45.4	58.9
16	69.1	68.5	67.2	61.0	60.9	61.8	59.1	70.3	*#N/A	59.6
17	68.8	68.0	67.2	60.8	59.1	61.5	58.2	69.5	40.3	58.8
18	67.2	66.5	65.8	59.1	56.9	60.0	56.9	67.0	43.5	56.1
19	68.9	68.2	67.2	60.8	59.9	61.8	59.1	70.0	*#N/A	59.6
20	68.9	68.3	67.4	60.6	59.7	61.6	58.8	69.7	39.9	59.3
21	68.0	67.5	66.4	60.5	60.0	60.9	58.6	69.4	49.9	58.8
22	67.7	66.8	66.9	60.4	58.8	61.9	57.5	70.1	45.1	58.7
23	69.4	68.1	67.5	61.6	60.4	61.9	59.0	69.7	37.5	59.0
24	68.9	68.3	67.5	60.9	60.5	61.7	58.5	69.4	43.9	58.4
25	66.5	65.6	64.8	59.1	57.8	59.3	56.5	66.6	38.9	55.6
26	66.0	65.6	64.5	58.6	58.2	59.2	56.7	68.1	36.4	57.5
27	67.7	67.1	66.2	60.4	59.7	60.8	57.5	69.1	41.6	57.8
28	68.5	67.5	67.0	60.6	59.5	61.4	58.0	69.0	46.9	57.8
29	68.1	67.3	66.6	60.8	60.1	61.4	57.9	68.5	40.6	56.9
30	68.6	67.7	67.2	60.6	59.8	61.3	57.1	69.4	36.8	58.1
31	68.8	68.0	67.5	61.4	59.7	60.9	56.5	69.5	30.9	58.7
Days	31	31	31	31	31	31	31	31	29	31
En. Avg	68.3	67.5	66.8	60.6	59.8	61.2	57.9	69.1	43.3	58.3

#N/A indicates insufficient data.

\*#N/A indicates no aircraft-related noise events.

TABLE 5  
DAILY CNEL VALUES AT EACH MONITOR STATION  
June 2019

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.7	66.0	65.3	59.4	58.6	59.8	56.3	66.6	*#N/A	55.8
2	68.8	68.0	67.3	61.1	60.5	61.7	58.5	69.2	39.0	58.7
3	68.7	68.0	67.4	60.9	60.3	61.5	58.2	68.7	42.0	58.2
4	68.2	67.2	66.8	60.5	59.3	60.4	56.7	68.8	43.3	58.0
5	68.5	67.6	66.8	59.3	58.8	60.1	55.8	69.5	32.0	58.1
6	69.1	67.9	67.3	60.0	58.7	60.2	56.0	69.5	34.5	57.7
7	68.5	67.7	67.4	60.3	59.5	60.9	56.8	69.7	*#N/A	58.3
8	67.4	66.6	66.3	59.6	58.8	60.0	55.9	67.0	*#N/A	55.7
9	68.4	67.8	67.2	59.9	59.3	60.8	57.5	69.2	44.3	56.9
10	68.2	67.3	67.1	59.3	58.7	59.4	56.0	68.9	48.0	57.5
11	67.8	67.4	66.7	59.4	58.9	59.9	56.2	68.7	31.8	57.0
12	68.5	67.5	67.0	60.1	59.6	60.4	56.7	69.5	29.7	57.5
13	69.2	68.4	67.9	60.5	59.9	60.7	56.9	69.0	35.9	57.6
14	69.2	68.0	67.5	61.2	60.1	61.2	57.8	68.9	43.8	58.5
15	65.4	64.5	64.6	57.1	55.7	59.7	54.5	68.4	45.0	56.1
16	68.6	67.8	67.2	60.3	58.3	60.8	56.4	69.1	32.8	57.6
17	69.1	68.0	67.6	61.0	57.9	61.3	57.4	69.2	38.9	58.4
18	69.1	68.1	67.6	60.9	58.5	61.6	57.8	68.9	37.8	58.5
19	68.6	67.9	67.4	60.5	58.8	61.0	57.3	68.8	45.8	57.7
20	68.9	68.0	67.3	60.9	59.6	61.4	57.3	69.8	*#N/A	58.7
21	68.8	67.8	67.3	61.4	59.5	61.4	57.9	69.4	33.0	58.8
22	67.4	66.6	65.7	59.4	58.2	60.0	56.7	67.5	40.8	56.4
23	68.2	67.7	66.9	60.3	59.1	61.2	57.6	69.4	45.5	58.3
24	69.3	68.5	67.9	60.2	59.6	61.0	56.5	69.2	*#N/A	58.2
25	68.6	67.6	67.0	60.8	59.2	60.9	57.1	69.4	30.2	58.0
26	68.8	68.0	67.4	60.8	59.8	61.6	58.4	69.4	34.4	58.2
27	69.2	68.4	67.8	61.2	60.2	62.1	58.5	69.1	40.9	57.9
28	68.3	67.5	67.4	60.6	59.6	61.6	56.9	68.7	33.2	57.8
29	68.0	67.0	66.3	58.9	58.2	59.7	55.6	67.5	41.8	55.4
30	68.2	67.6	66.9	60.0	59.3	60.6	56.4	68.6	37.1	57.6
Days	30	30	30	30	30	30	30	30	25	30
En. Avg	68.5	67.6	67.1	60.3	59.2	60.8	57.0	68.9	41.4	57.7

#N/A indicates insufficient data.

\*#N/A indicates no aircraft-related noise events.

**TABLE 6**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**Commercial Class A**  
**April - June 2019**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Alaska Air	A320	542	Average Count	95.9 (533)	95.2 (517)	94.8 (523)	88.3 (507)	86.5 (454)	87.6 (512)	84.5 (525)	92.1 (8)	80.3 (2)	80.1 (1)
	B737	13	Average Count	95.6 (13)	95.0 (12)	94.3 (13)	89.4 (12)	89.1 (11)	89.5 (12)	85.2 (13)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	608	Average Count	97.9 (591)	96.8 (574)	95.2 (591)	89.1 (577)	89.2 (517)	90.0 (578)	86.6 (597)	94.4 (6)	80.6 (2)	81.6 (3)
American	A320	86	Average Count	95.0 (81)	94.4 (81)	93.1 (80)	86.5 (81)	85.6 (66)	87.1 (77)	84.4 (80)	91.7 (3)	#N/A (0)	#N/A (0)
	A321	2	Average Count	98.4 (2)	98.0 (2)	96.8 (2)	88.9 (2)	86.8 (2)	86.9 (2)	83.9 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	1454	Average Count	99.0 (1423)	97.8 (1354)	97.3 (1398)	89.8 (1389)	89.4 (1219)	90.2 (1355)	86.8 (1408)	95.9 (22)	87.9 (13)	81.9 (10)
Compass	E175	415	Average Count	96.0 (407)	95.4 (383)	96.2 (398)	90.0 (388)	89.2 (342)	89.6 (386)	85.3 (399)	95.8 (5)	#N/A (0)	79.1 (1)
Delta	A319	244	Average Count	96.3 (233)	95.6 (212)	95.4 (231)	88.8 (225)	88.0 (196)	88.9 (221)	84.3 (226)	93.7 (10)	86.0 (8)	76.1 (1)
	A320	1	Average Count	97.3 (1)	96.7 (1)	96.8 (1)	88.7 (1)	#N/A (0)	88.5 (1)	84.1 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	B712	66	Average Count	93.4 (65)	93.7 (57)	89.5 (63)	81.5 (60)	80.7 (50)	82.7 (59)	80.0 (51)	85.9 (1)	#N/A (0)	#N/A (0)
	B738	1	Average Count	94.5 (1)	94.8 (1)	92.4 (1)	86.4 (1)	88.6 (1)	89.0 (1)	86.0 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	B752	360	Average Count	96.6 (352)	96.2 (339)	96.4 (350)	89.1 (341)	88.3 (304)	88.6 (335)	84.6 (342)	95.6 (5)	86.5 (4)	81.2 (3)
FedEx	A306	64	Average Count	96.4 (63)	96.4 (63)	93.7 (62)	88.4 (63)	88.0 (60)	89.0 (61)	85.1 (63)	95.0 (1)	82.4 (1)	85.3 (1)
Frontier Airlines	A20N	127	Average Count	89.6 (123)	89.3 (114)	88.8 (121)	82.6 (115)	80.8 (102)	83.5 (112)	79.9 (79)	87.1 (3)	#N/A (0)	#N/A (0)
	A320	50	Average Count	95.8 (50)	95.4 (47)	93.8 (50)	87.2 (47)	86.2 (39)	87.9 (47)	85.3 (49)	#N/A (0)	#N/A (0)	#N/A (0)
Horizon Air	E175	181	Average Count	92.1 (177)	91.5 (166)	89.8 (171)	85.6 (177)	85.0 (157)	86.8 (174)	83.8 (170)	93.1 (2)	#N/A (0)	78.9 (2)
Southwest	B737	1516	Average Count	93.2 (1491)	92.7 (1426)	90.7 (1459)	85.5 (1471)	85.9 (1308)	86.4 (1454)	83.5 (1424)	92.9 (15)	80.5 (2)	80.8 (3)
	B738	28	Average Count	93.6 (27)	93.3 (28)	90.0 (26)	84.7 (28)	85.0 (25)	85.6 (27)	83.2 (27)	#N/A (0)	#N/A (0)	#N/A (0)
United	A320	568	Average Count	94.3 (546)	93.6 (519)	92.5 (541)	86.5 (533)	86.2 (472)	88.5 (525)	86.0 (548)	93.8 (12)	87.1 (4)	83.7 (2)
	B737	353	Average Count	96.9 (344)	95.7 (336)	96.3 (341)	89.5 (339)	90.4 (300)	90.9 (331)	86.8 (342)	95.6 (5)	88.5 (3)	82.5 (1)
	B738	714	Average Count	98.6 (686)	97.3 (663)	96.5 (677)	89.4 (670)	90.0 (593)	90.8 (665)	87.4 (682)	95.4 (18)	88.7 (12)	79.6 (7)
UPS	B752	52	Average Count	95.9 (51)	95.9 (50)	93.6 (51)	87.2 (49)	86.6 (41)	87.7 (51)	83.3 (51)	92.8 (1)	#N/A (0)	#N/A (0)
WestJet	B736	1	Average Count	95.2 (1)	92.4 (1)	93.8 (1)	89.4 (1)	86.6 (1)	87.7 (1)	83.2 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	86	Average Count	95.8 (86)	94.8 (82)	95.2 (85)	89.9 (84)	89.6 (73)	90.3 (81)	85.2 (84)	#N/A (0)	#N/A (0)	#N/A (0)

**TABLE 7**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
Commercial Class E  
April - June 2019

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delta	B712	364	Average Count	92.4 (357)	92.7 (338)	89.1 (350)	80.8 (287)	80.8 (282)	82.5 (339)	79.7 (268)	89.6 (5)	#N/A (0)	#N/A (0)
Horizon Air	E175	359	Average Count	91.3 (350)	90.9 (329)	89.4 (337)	85.7 (341)	84.8 (299)	86.3 (334)	83.5 (341)	92.0 (4)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	967	Average Count	90.5 (944)	90.3 (866)	89.3 (922)	85.6 (925)	84.6 (817)	85.9 (912)	83.2 (896)	92.1 (6)	#N/A (0)	77.9 (2)
Southwest	B737	2291	Average Count	91.7 (2238)	91.6 (2132)	89.8 (2169)	85.2 (2212)	85.2 (1958)	85.7 (2151)	83.0 (2139)	92.9 (24)	80.3 (5)	80.5 (5)

**TABLE 8**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
Commuter  
April - June 2019

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	589	Average Count	85.6 (574)	86.0 (531)	86.4 (560)	80.3 (480)	79.2 (166)	80.3 (439)	77.1 (7)	86.2 (7)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	85	Average Count	87.5 (84)	87.6 (85)	86.8 (84)	80.0 (38)	81.2 (70)	81.8 (83)	80.2 (75)	#N/A (0)	#N/A (0)	#N/A (0)

**TABLE 8-GA**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
General Aviation  
April - June 2019

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	4231	Average Count	88.4 (3974)	88.0 (3827)	89.2 (3871)	83.2 (2292)	82.8 (1677)	84.0 (2532)	82.3 (967)	88.1 (67)	82.9 (6)	79.0 (2)

TABLE 9  
AIR CARRIER OPERATIONAL HISTORY

Carrier	AC Type	Year					
		2015	2016	2017	2018	2019	
Alaska Air	AS	A319				64	134
		A320				262	2,172
		B734	80	76	24		
		B737	2,666	3,258	1,233	384	92
		B738	4,590	4,439	6,420	8,260	2,164
American	AA	A319	42	178	332	722	252
		A320	344	868	266	78	108
		A321	326	563	56	4	6
		B738	9,090	10,538	11,556	11,457	5,576
		B752	22	74	4	4	
Compass	CP	E170		152	78		
		E175		1,669	2,726	3,188	1,496
Delta	DL	A319	3,352	3,444	2,053	1,979	947
		A320	162	160	94	12	2
		B712			3,267	3,379	1,694
		B737			146	188	8
		B738	4		40	18	10
		B739	2			2	
		B752	2,130	2,128	2,137	2,889	1,390
		MD90				2	
FedEx	FM	A306	508	510	506	508	254
Frontier Airlines	F9	A20N*				600	402
		A319	1,497	646	356	190	98
		A320	154	740	628	654	216
		A321		2			
		A32N*		12	438		
Horizon Air	QX	DH8D		1,156	1,456	728	12
		E175			339	2,716	2,109
SkyWest Coml.	SC	CRJ9	1,922	1,899	1,440	6	
		E175		3,554	4,761	6,960	3,647
Southwest	WN	B38M			2	14	10
		B737	37,101	41,806	35,971	32,380	15,273
		B738	2,586	1,144	58	64	90
United	UA	A319	1,393	1,999	1,470	999	801
		A320	3,207	2,670	3,957	3,927	1,253
		B737	4,523	5,246	4,044	2,987	1,301
		B738	1,853	1,252	3,302	5,154	2,979
		B752	44		2	4	
UPS	5X	A306	52	52	45	22	
		B752	366	370	369	394	206
US Airways	AW	A319	240				
		A320	1,476				
		A321	740				
		B752	98				
WestJet	WS	B736		32	30	10	14
		B737	718	642	644	666	314
Total			81,288	91,279	90,250	91,875	45,030

\*In 2018, the code for the Airbus A320neo was changed from A32N to A20N.

TABLE 10  
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2015	2016	2017	2018	2019
A20N*				600	402
A306	560	562	551	530	254
A319	6,524	6,267	4,211	3,954	2,232
A320	5,343	4,438	4,945	4,933	3,751
A321	1,066	565	56	4	6
A32N*		12	438		
B38M			2	14	10
B712			3,267	3,379	1,694
B734	80	76	24		
B736		32	30	10	14
B737	45,008	50,952	42,038	36,605	16,988
B738	18,123	17,373	21,376	24,953	10,819
B739	2			2	
B752	2,660	2,572	2,512	3,291	1,596
CRJ9	1,922	1,899	1,440	6	
DH8D		1,156	1,456	728	12
E170		152	78		
E175		5,223	7,826	12,864	7,252
MD90				2	
Total	81,288	91,279	90,250	91,875	45,030

\*In 2018, the code for the Airbus A320neo was changed from A32N to A20N.

TABLE 11  
AIR CARRIER AVERAGE DAILY DEPARTURE HISTORY

Carrier	AC Type	Year					
		2015	2016	2017	2018	2019	
Alaska Air	AS	A319				.088	.184
		A320				.359	2.975
		B734	.110	.104	.033		
		B737	3.652	4.451	1.693	.526	.126
		B738	6.288	6.066	8.789	11.315	2.964
American	AA	A319	.058	.243	.455	.989	.345
		A320	.471	1.186	.364	.107	.148
		A321	.447	.770	.077	.005	.008
		B738	12.452	14.402	15.827	15.696	7.638
		B752	.030	.101	.005	.005	
Compass	CP	E170		.208	.107		
		E175		2.279	3.734	4.367	2.049
Delta	DL	A319	4.592	4.705	2.811	2.712	1.299
		A320	.222	.219	.129	.016	.003
		B712			4.471	4.627	2.321
		B737			.200	.258	.011
		B738	.005		.055	.025	.014
		B739	.003			.003	
		B752	2.918	2.910	2.926	3.959	1.904
		MD90				.003	
FedEx	FM	A306	.696	.697	.693	.696	.348
Frontier Airlines	F9	A20N*				.822	.551
		A319	2.052	.883	.488	.260	.134
		A320	.211	1.011	.860	.896	.296
		A321		.003			
		A32N*		.016	.600		
Horizon Air	QX	DH8D		1.579	1.995	.997	.016
		E175			.466	3.721	2.888
SkyWest Coml.	SC	CRJ9	2.633	2.593	1.975	.008	
		E175		4.855	6.523	9.534	4.997
Southwest	WN	B38M			.003	.019	.014
		B737	50.819	57.104	49.274	44.351	20.921
		B738	3.542	1.563	.079	.088	.123
United	UA	A319	1.910	2.730	2.014	1.373	1.096
		A320	4.395	3.648	5.422	5.375	1.715
		B737	6.195	7.169	5.534	4.093	1.781
		B738	2.537	1.710	4.526	7.058	4.085
		B752	.060		.003	.005	
UPS	5X	A306	.071	.071	.060	.030	
		B752	.501	.505	.507	.540	.282
US Airways	AW	A319	.329				
		A320	2.022				
		A321	1.014				
		B752	.134				
WestJet	WS	B736		.044	.041	.014	.019
		B737	.984	.877	.882	.912	.430
Total			111.351	124.699	123.622	125.852	61.685

\*In 2018, the code for the Airbus A320neo was changed from A32N to A20N.

TABLE 12  
AIRCRAFT Glossary

AC Type	Make	Model/Series
A20N	Airbus	320-200 Neo
A306	Airbus	300-600
A310	Airbus	310-200
A320	Airbus	320
A32N	Airbus	320-200 Neo
B38M	Boeing	737-800 Max
B712	Boeing	717-200
B733	Boeing	737-300
B734	Boeing	737-400
B736	Boeing	737-600
B737	Boeing	737-700
B738	Boeing	737-800
B739	Boeing	737-900
B752	Boeing	757-200
CRJ7	Canadair Regional Jet	700
CRJ9	Canadair Regional Jet	900
DH8D	Bombardier	Dash 8
E135	Embraer	135
E170	Embraer	170
E175	Embraer	175
MD90	McDonnell Douglas	90



**QUARTERLY NOISE MEETING**

Date: June 20, 2019

Time: 1:00 PM

Place: Airport Commission Room

**ITEMS DISCUSSED**

A summary of the JWA airport statistics for the month of April 2019 was provided by Anthony Cangey.

Louie Ilustrisimo presented an overview of the soon-to-be released JWA noise complaint management system supported by Bruel & Kjaer called Viewpoint. Nikolas Gaskins added that John Wayne Airport is planning to do community outreach before the launch of Viewpoint with coordination from the City of Newport Beach.

Mr. Gaskins advised that the Access & Noise Office has sent the capacity allocation request letters to each of the carriers to begin the Plan Year 2020 capacity allocation. Mr. Gaskins mentioned the Access & Noise Office will be working through the Plan Year 2020 capacity allocation in July, and expect to send the Airport's recommendations to the Board of Supervisors in September.

Newport Beach resident Dr. Jim Mosher asked for an update on the detailed noise reports that will be made available to the public. Mr. Gaskins advised that the detailed noise reports will be made available to public within the next couple of months. Mr. Gaskins also mentioned that the reports will be accessible in an Excel spreadsheet format on a monthly basis, and that the reports will be delayed approximately one month to ensure the flight matching process has been completed before distribution.

Dr. Mosher asked for an update with the General Aviation Improvement Program (GAIP) and if there were any changes to the GAIP. Mr. Gaskins advised that he was not aware of any modifications to the current GAIP proposal and the ASR will stay the same. Mr. Gaskins mentioned that the Board will make a decision on the GAIP proposal on June 25, 2019.

Dr. Mosher inquired if the Airport has the authority to not allow a carrier to land at midnight if the Settlement Agreement went away. Mr. Gaskins explained that if there was no Settlement Agreement, carriers would be permitted to land at midnight, and it would be a violation of ANCA if carriers were not permitted to land. Dr. Mosher also inquired if the Airport reviews the federal funds for ANCA, and Mr. Gaskins advised he was not sure. Dr. Mosher also asked if the Airport knew what flight procedures are being flown by General Aviation. Mr. Gaskins advised the Airport does not have direct access to that information, but the Airport does have the ability to request that information.

Carol Anne Dru of the Cliff Haven community of Newport Beach expressed her concerns with respect to passengers on JetSuiteX being able to fly on a private jet whenever they want, and that those operations should be considered commercial flights because commercial flights are not designed for 24 hour operations. Mr. Gaskins advised that JetSuiteX is considered a commercial carrier at JWA; therefore, JetSuiteX passengers are counted against the MAP limitation, and JetSuiteX is not permitted to operate outside of the Permitted Commercial Operations Hours. Mr. Gaskins also explained the differences between Regularly Scheduled Commercial User at JWA as defined in the Access Plan, and General Aviation operations.

**QUARTERLY NOISE MEETING**

Ms. Dru asked if the flight patterns and elevations have changed within the past year. Mr. Gaskins explained that an altitude analysis was completed after the implementation of Metroplex, and the Airport had concluded there has been no significant change in altitude of departing aircraft regarding pre Metroplex and post Metroplex departure procedures, and the Airport continues to monitor the flight paths.

Newport Beach resident Joe August expressed his concerns with his observation of aircraft taking off east of Jamboree & PCH, and if there was a requirement or regulation for small aircraft to fly over noise monitor 6S. Mr. Gaskins advised that the County does not require aircraft to fly in the middle of the Back Bay. Mr. Gaskins explained that the FAA has control if the pilot deviates from the published procedure, and that there are several factors as to why a deviation may occur. Mr. Gaskins emphasized that since the implementation of the FAA Metroplex there has been an increased concentration to the departure flight path with little deviation.

Mr. August inquired as to why the noise limits in the Settlement Agreement were increased when the noise monitoring stations were replaced. Mr. Gaskins explained that because the old noise monitors were being replaced with noise monitors that were more sensitive as a result of a more advanced technology than the previous ones, the noise limits had to be adjusted for parity. Mr. Gaskins explained that a side-by-side analysis was conducted to determine the current noise limits.

**QUARTERLY NOISE MEETING ROSTER**

**June 20, 2019**

<u>NAME</u>	<u>ORGANIZATION</u>
Jim Mosher	Resident – Newport Beach
Joe August	Resident – Newport Beach   Eastbluff
Allan Beak	Resident – Newport Beach   SPON
Luke Dru	Resident – Newport Beach   Cliff Haven
Carol Anne Dru	Resident – Newport Beach   Cliff Haven
Nikolas Gaskins	John Wayne Airport
Bonnie Frisch	John Wayne Airport
Anthony Cangey	John Wayne Airport
Beatrice Siercke	John Wayne Airport
Louie Ilustrisimo	John Wayne Airport
Cristina Magaña	John Wayne Airport

SUMMARY OF STATISTICAL INFORMATION  
FOR  
CALIFORNIA DEPARTMENT OF TRANSPORTATION

1. Size of Noise Impact Area as defined in the Noise Standards (California Code of Regulations, Title 21, chapter 2.5, Subchapter 6):  
6.67 acres (or 0.010 square miles)
2. Estimated Number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:  
67
3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:  
168 (based on 2.5 people per dwelling unit)
4. Identification of aircraft of type having highest takeoff noise level operating at this airport together with estimated number of operations by this aircraft type during the calendar quarter reporting period:  
B737-800 – 5,618 (Arrivals + Departures)
5. Total number of aircraft operations during the calendar quarter:  
78,962
6. Number of Air Carrier operations during the calendar quarter:  
(Not mandatory)  
24,396
7. Percentage of Air Carrier operations by aircraft certified under Federal Aviation Regulation (FAR) Part 36, Stage III:  
(Not mandatory)  
100%
8. Estimated number of operations by General Aviation aircraft during the calendar quarter:  
(Not mandatory)  
54,346
9. Estimated number of operations by Military aircraft during the calendar quarter:  
(Not mandatory)  
220