

NOISE ABATEMENT PROGRAM QUARTERLY REPORT

**For the period:
July 1, 2019 through September 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:



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Airport Director

John Wayne Airport, Orange County



INTRODUCTION

This is the 187th 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 (October 1, 2018 - September 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

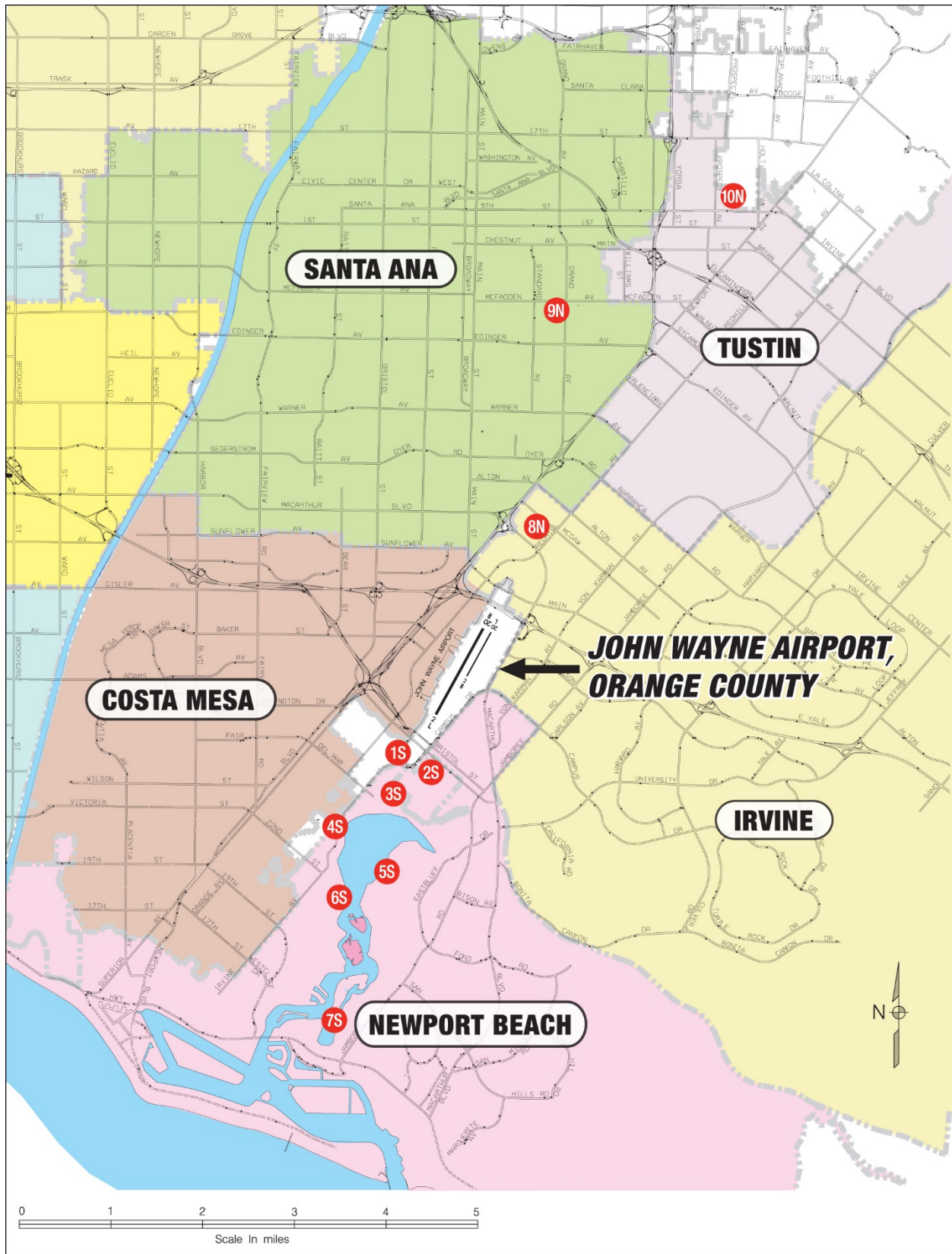
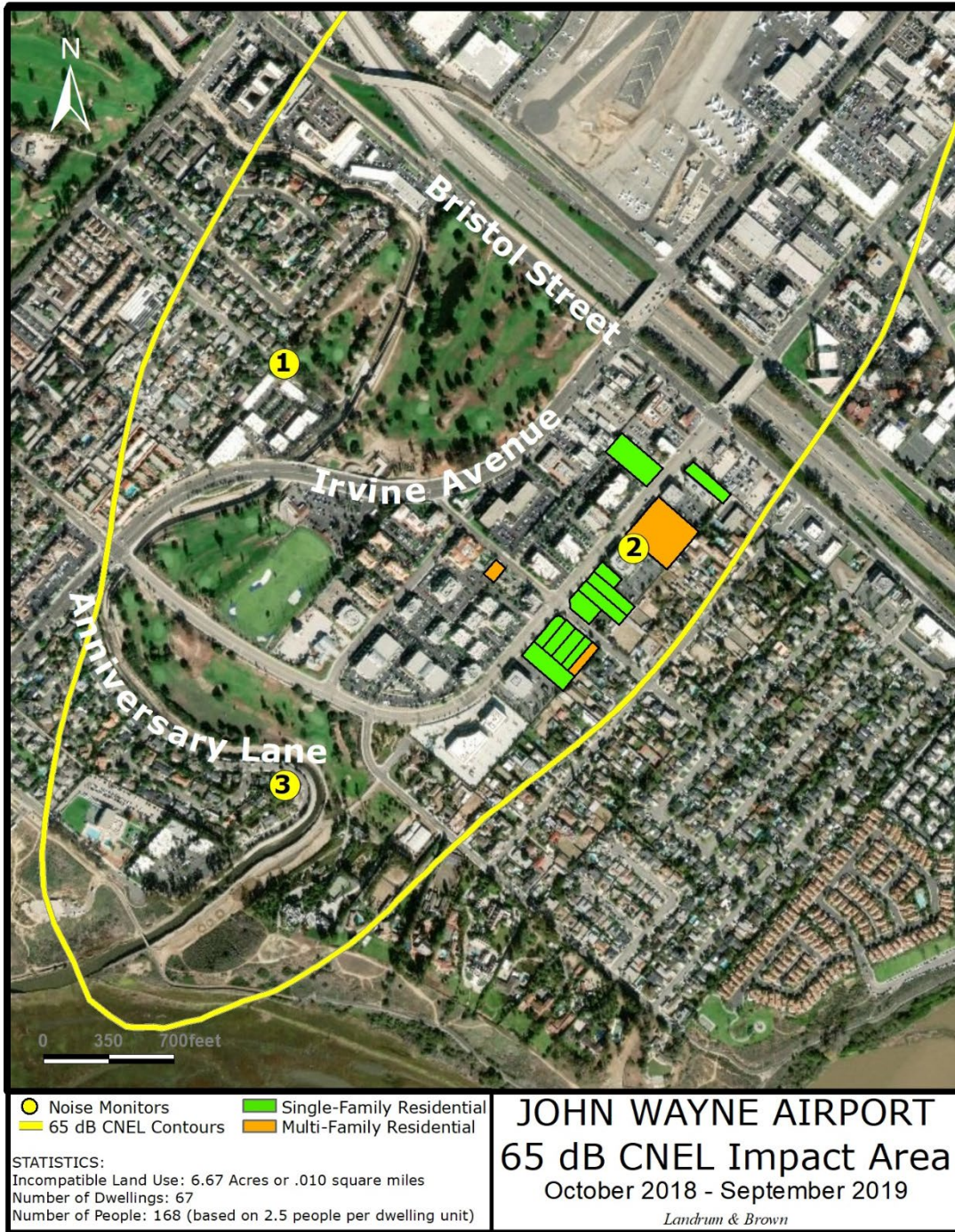


FIGURE 2



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
July - September 2019

Period	Air Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
July	8,242	0	3,068	27,520	365
August	8,266	0	3,381	29,921	376
September	7,805	0	3,100	26,218	364
Third Quarter	24,313	0	9,549	83,659	368
Twelve Months 10/01/18 - 09/30/19	95,517	190	36,286	310,585	361

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.

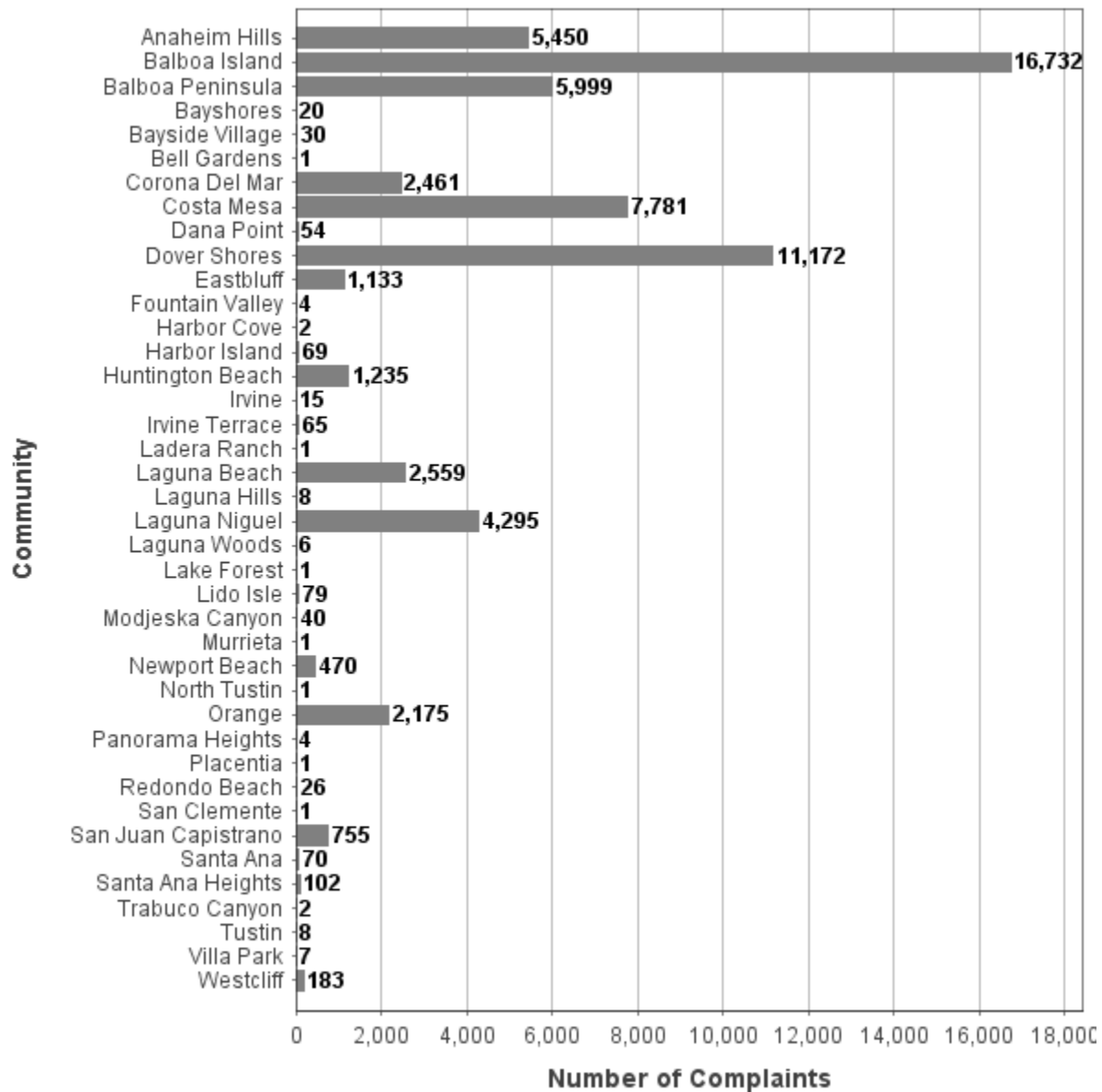
ACOUSTICAL INSULATION PROGRAM

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 (July 1, 2019 - September 30, 2019)

The Airport's Access and Noise Office receives and investigates noise complaints from local citizens and all other sources. During the July 1, 2019 through September 30, 2019, the Office received 63,018 complaints from local citizens. This is a 44.0% increase from the 43,772 complaints received last quarter. It is a 1566.7% increase from the 3,781 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 – 38,439 total number of complaints.
- 96% of complaints were from a complaint subscription service.
- 58% of complaints from “Anaheim Hills” category were from one point of contact.
- 95% of complaints from “Balboa Peninsula” category were from one point of contact.
- 98% of complaints from “Corona del Mar” category were from one point of contact.
- 84% of complaints from “Costa Mesa” category were from one point of contact.
- 62% of complaints from “Dover Shores” category were from one point of contact.
- 83% of complaints from “Laguna Beach” category were from one point of contact.
- 53% of complaints from “Laguna Niguel” category were from one point of contact.
- 64% of complaints from “Orange” category were from one point of contact.
- 91% of complaints from “San Juan Capistrano” category were from one point of contact.
- 95% of complaints from “Westcliff” category were from one point of contact.

TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 10/01/18 through 09/30/19
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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
Q-4 2018	67.9	66.8	66.7	59.7	59.5	61.0	56.9	67.6	44.4	56.3
# 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
Q-1 2019	67.8	66.8	66.7	60.1	59.8	60.9	57.3	68.3	44.3	57.5
# 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
Q-2 2019	68.3	67.5	66.8	60.4	59.5	61.0	57.5	68.9	42.4	57.9
# Days	91	91	91	91	91	91	91	91	79	91
Jul 2019	68.4	67.5	67.2	60.3	59.7	60.6	56.9	68.4	41.5	57.1
# Days	31	31	31	31	31	31	31	31	24	31
Aug 2019	68.4	67.5	67.3	60.2	59.6	60.4	56.1	68.3	41.0	56.9
# Days	31	31	31	31	31	31	31	31	21	31
Sep 2019	68.1	67.2	66.9	60.0	59.4	60.3	56.5	67.8	43.6	56.7
# Days	30	30	30	30	30	30	30	27	21	30
Q-3 2019	68.3	67.4	67.1	60.2	59.6	60.4	56.5	68.2	42.1	56.9
# Days	92	92	92	92	92	92	92	89	66	92
Q-4 2018 thru Q-3 2019										
Total	68.1	67.1	66.8	60.1	59.6	60.9	57.1	68.3	43.5	57.2
# Days	364	365	365	364	365	365	362	362	316	363
Q-3 2018 thru Q-2 2019 (Previous 4 Quarters)										
Total	68.1	67.1	66.8	60.1	59.6	60.9	57.2	68.3	43.7	57.1
# Days	364	365	365	364	365	365	362	365	335	363
Change from Previous 4 Quarters										
	0.0	0.0	0.0	0.0	0.0	0.0	-0.1	0.0	-0.2	0.1

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
July 2019

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.0	67.3	66.7	59.9	58.7	60.5	56.5	67.8	39.4	56.2
2	68.2	67.3	66.6	60.3	59.6	60.4	56.9	68.1	42.7	57.1
3	68.2	66.9	66.7	60.9	59.9	61.1	57.8	68.6	40.8	57.9
4	66.2	65.5	64.8	58.3	58.2	59.4	55.7	65.7	39.9	55.2
5	67.3	66.3	65.9	59.7	59.0	60.2	56.6	67.8	42.3	56.4
6	67.9	66.9	66.5	59.5	59.2	60.1	55.7	67.4	39.8	56.3
7	68.8	67.8	67.2	60.9	60.1	61.3	57.5	69.4	*#N/A	58.5
8	68.6	67.8	67.4	61.0	60.3	61.1	58.2	68.7	*#N/A	57.6
9	68.4	67.7	67.1	60.6	60.4	61.1	57.8	68.4	42.6	57.4
10	68.4	67.8	67.2	60.2	60.1	60.6	57.4	68.5	32.2	57.0
11	68.8	68.0	67.5	60.2	60.0	60.1	57.4	69.0	*#N/A	57.5
12	68.5	67.6	67.5	60.0	59.6	59.7	56.7	69.0	43.0	57.1
13	66.9	65.9	65.3	57.8	57.3	57.5	54.6	67.1	*#N/A	55.4
14	68.7	67.9	67.5	60.1	60.2	60.3	56.6	69.3	44.7	58.0
15	68.6	67.7	67.1	59.7	59.3	59.1	56.3	68.5	31.8	57.4
16	68.1	67.3	66.9	60.5	59.2	60.3	56.2	69.0	*#N/A	57.6
17	68.9	67.8	67.5	61.5	59.8	61.3	57.5	68.9	36.9	57.5
18	69.2	68.4	68.0	61.1	60.8	61.9	56.5	69.2	*#N/A	58.1
19	69.0	68.0	67.8	61.2	60.2	61.9	58.0	68.9	34.2	57.7
20	67.4	66.5	66.1	59.0	59.1	60.0	56.7	66.8	35.9	55.5
21	69.0	68.3	67.9	60.6	60.6	61.6	57.5	68.9	48.3	57.3
22	68.7	67.9	68.1	60.4	60.1	61.2	57.3	68.6	37.4	57.2
23	68.3	67.6	67.4	59.9	59.6	60.2	56.3	68.1	38.8	56.6
24	68.6	67.8	67.5	60.2	59.3	60.2	56.5	68.7	40.2	56.8
25	68.5	67.6	67.1	59.9	59.5	60.1	56.6	69.0	38.9	56.6
26	68.5	67.8	67.9	60.2	59.9	60.9	56.8	68.4	*#N/A	56.2
27	67.2	66.1	66.1	59.0	58.3	58.9	55.3	66.6	39.8	55.0
28	68.5	67.7	67.5	60.8	60.0	61.1	56.8	68.6	38.8	57.2
29	68.8	68.1	67.7	60.8	59.5	60.8	56.3	68.4	46.3	57.0
30	69.1	68.0	67.7	61.4	60.5	61.6	57.5	68.8	38.4	57.6
31	69.1	68.3	67.9	61.0	60.2	61.3	57.6	68.9	40.7	57.7
Days	31	31	31	31	31	31	31	31	24	31
En. Avg	68.4	67.5	67.2	60.3	59.7	60.6	56.9	68.4	41.5	57.1

#N/A indicates insufficient data.

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

TABLE 4
DAILY CNEL VALUES AT EACH MONITOR STATION
August 2019

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.8	68.1	67.8	60.1	59.9	60.4	55.9	68.7	36.6	57.2
2	68.0	67.6	66.6	59.0	58.3	58.3	54.9	66.3	39.9	53.6
3	67.5	66.4	65.6	58.7	58.0	58.7	54.7	67.5	*#N/A	56.3
4	68.7	67.9	67.6	60.7	60.1	60.8	56.6	68.8	40.1	57.0
5	68.9	68.0	67.9	60.1	60.1	60.5	56.0	68.5	*#N/A	57.2
6	68.7	67.7	67.7	61.1	60.3	60.9	56.4	69.2	37.7	58.6
7	68.3	67.7	67.3	60.7	59.8	60.7	56.6	69.2	45.3	57.5
8	69.0	68.3	68.2	60.8	60.3	61.1	56.7	69.2	41.9	57.5
9	68.8	67.9	67.3	60.7	59.8	60.6	56.6	69.1	*#N/A	58.0
10	67.5	66.5	66.1	59.2	58.7	59.5	56.1	66.7	*#N/A	54.9
11	68.5	67.7	67.4	60.7	60.3	61.2	57.2	69.0	45.7	57.1
12	68.3	67.8	67.5	60.4	60.0	61.1	56.7	68.5	*#N/A	57.6
13	68.6	67.9	67.7	60.2	59.7	60.2	55.6	68.3	*#N/A	57.3
14	68.9	68.1	67.9	60.2	59.4	59.8	54.2	68.5	41.2	57.5
15	68.8	68.0	67.7	59.5	58.5	58.4	53.5	68.6	32.8	57.1
16	68.9	67.8	67.7	60.7	59.5	60.5	55.6	68.9	*#N/A	57.6
17	67.5	66.4	66.3	59.8	58.5	59.7	55.3	66.6	43.1	55.5
18	68.6	67.9	67.4	60.7	60.2	61.5	57.4	68.8	38.5	57.3
19	68.5	67.8	67.5	60.4	60.1	61.0	56.3	68.1	29.5	57.4
20	68.3	67.6	67.2	60.2	59.8	60.2	56.2	67.9	44.3	57.0
21	68.5	67.6	67.6	60.1	59.6	60.9	56.7	68.1	41.8	56.7
22	69.0	67.8	67.8	61.4	60.1	61.7	57.3	68.6	40.8	57.1
23	68.5	67.3	67.3	61.2	59.6	61.2	57.3	68.8	42.6	57.1
24	66.8	66.0	65.9	58.5	58.0	58.9	55.1	65.7	38.7	53.9
25	68.2	67.4	67.0	59.6	59.1	59.8	56.2	67.6	*#N/A	56.4
26	68.3	67.3	67.2	60.0	59.3	60.1	55.8	68.6	*#N/A	57.1
27	68.2	67.3	67.1	60.5	59.3	60.6	55.6	68.4	38.5	57.2
28	68.5	67.4	67.4	61.0	59.9	61.0	56.5	68.7	39.5	57.3
29	68.7	68.1	67.9	60.5	60.4	61.5	57.4	68.0	35.8	57.1
30	68.4	67.4	67.5	60.1	59.9	60.4	56.4	69.1	*#N/A	57.3
31	67.0	65.9	66.0	57.6	57.7	58.5	53.9	65.2	32.8	53.5
Days	31	31	31	31	31	31	31	31	21	31
En. Avg	68.4	67.5	67.3	60.2	59.6	60.4	56.1	68.3	41.0	56.9

#N/A indicates insufficient data.

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

TABLE 5
DAILY CNEL VALUES AT EACH MONITOR STATION
September 2019

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.7	65.7	65.6	58.7	57.9	58.7	52.6	67.4	35.5	55.8
2	68.1	67.0	66.8	60.1	58.9	60.0	56.2	68.0	49.7	55.8
3	68.1	67.3	66.9	59.4	59.0	59.8	56.2	67.3	*#N/A	55.8
4	67.8	66.1	66.8	59.3	58.6	59.5	55.7	67.8	44.9	55.7
5	67.7	66.9	66.4	59.4	58.8	59.9	56.0	67.6	*#N/A	56.5
6	68.4	67.5	67.0	59.7	59.2	60.1	56.1	67.7	*#N/A	56.5
7	66.7	65.9	65.5	58.6	58.3	59.1	55.5	65.8	*#N/A	54.6
8	68.5	67.6	67.3	60.6	60.1	61.1	57.7	68.8	*#N/A	57.7
9	68.2	67.1	66.9	60.8	59.7	60.9	57.3	68.2	*#N/A	57.0
10	67.9	66.8	66.6	60.8	59.8	60.6	57.3	68.2	39.7	57.4
11	67.9	67.4	67.0	60.3	60.1	60.9	57.3	68.3	38.9	57.0
12	68.9	67.9	68.3	60.5	60.4	61.2	56.9	68.7	39.1	56.8
13	68.2	67.5	67.3	58.9	59.2	59.5	55.7	44.3	38.7	55.9
14	66.6	65.7	65.4	57.4	57.0	57.8	53.1	#N/A	*#N/A	53.2
15	68.6	67.7	67.4	59.7	59.1	59.8	56.0	#N/A	36.6	57.0
16	68.6	67.8	67.3	60.5	59.7	60.5	56.4	#N/A	46.2	57.5
17	67.9	67.0	66.6	60.0	59.8	60.7	56.9	69.9	43.1	56.7
18	68.2	67.1	66.6	60.3	59.7	60.5	56.6	68.0	46.8	56.4
19	67.9	67.3	67.0	60.7	60.1	61.0	57.5	68.5	44.0	57.8
20	68.5	67.7	67.4	60.3	59.9	61.1	57.8	68.5	43.1	57.4
21	66.9	66.1	65.8	58.8	58.5	59.0	55.4	65.6	45.6	53.8
22	68.5	67.5	67.4	60.1	59.0	60.1	56.1	68.5	38.6	56.6
23	68.6	67.7	67.2	60.5	59.9	61.1	56.9	68.3	45.3	57.0
24	68.0	67.2	67.0	59.2	59.5	60.1	56.4	67.4	37.2	55.8
25	68.3	67.2	66.8	60.3	58.4	60.3	56.1	68.4	*#N/A	57.4
26	68.7	67.9	67.4	61.0	60.1	61.3	57.3	68.8	45.6	58.2
27	68.5	68.0	67.4	60.8	60.5	61.4	57.8	64.1	*#N/A	58.3
28	66.6	66.0	65.4	58.8	58.4	59.2	55.5	66.1	43.5	56.2
29	68.4	67.9	67.1	60.7	60.1	60.9	55.9	68.5	37.0	58.0
30	68.3	67.7	67.0	60.4	60.2	61.0	57.5	67.7	40.7	57.3
Days	30	30	30	30	30	30	30	27	21	30
En. Avg	68.1	67.2	66.9	60.0	59.4	60.3	56.5	67.8	43.6	56.7

#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
July - September 2019

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Alaska Air	A320	447	Average Count	95.7 (443)	94.9 (438)	94.7 (442)	87.9 (438)	85.9 (429)	87.1 (433)	84.1 (428)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	17	Average Count	95.7 (17)	94.8 (17)	94.5 (16)	89.4 (17)	88.4 (17)	89.0 (15)	84.3 (14)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	685	Average Count	98.0 (680)	96.8 (667)	95.3 (675)	88.7 (654)	88.9 (671)	89.7 (670)	86.2 (673)	#N/A (0)	#N/A (0)	#N/A (0)
American	A21N	1	Average Count	89.9 (1)	89.9 (1)	88.4 (1)	82.7 (1)	81.3 (1)	83.2 (1)	81.9 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	148	Average Count	94.9 (147)	94.2 (145)	93.3 (146)	85.9 (144)	85.1 (140)	86.6 (146)	84.1 (139)	#N/A (0)	#N/A (0)	#N/A (0)
	A321	24	Average Count	99.2 (24)	98.5 (23)	97.4 (24)	88.6 (24)	87.3 (24)	88.2 (24)	85.2 (24)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	1447	Average Count	99.0 (1421)	97.7 (1409)	97.5 (1420)	89.4 (1397)	88.8 (1379)	89.8 (1371)	86.3 (1405)	96.8 (8)	88.6 (9)	81.7 (1)
Compass	E175	427	Average Count	95.6 (425)	95.1 (412)	96.1 (423)	89.4 (415)	88.7 (418)	89.0 (409)	84.2 (405)	#N/A (0)	#N/A (0)	#N/A (0)
Delta	A220	19	Average Count	87.5 (19)	88.0 (19)	86.2 (18)	80.5 (19)	80.1 (17)	81.0 (19)	78.2 (3)	#N/A (0)	#N/A (0)	#N/A (0)
	A319	261	Average Count	96.1 (247)	95.3 (241)	95.3 (249)	88.1 (236)	87.2 (237)	88.1 (237)	83.5 (240)	94.3 (12)	87.2 (9)	81.2 (3)
	A320	1	Average Count	96.6 (1)	95.7 (1)	96.1 (1)	86.6 (1)	85.3 (1)	86.5 (1)	84.9 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	B712	24	Average Count	92.4 (24)	92.6 (24)	88.2 (23)	79.7 (14)	79.1 (16)	81.0 (22)	78.4 (14)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	9	Average Count	95.7 (9)	94.8 (7)	93.3 (9)	87.6 (8)	88.2 (9)	89.0 (8)	86.0 (9)	#N/A (0)	#N/A (0)	#N/A (0)
	B752	400	Average Count	96.6 (393)	96.1 (387)	96.4 (391)	88.9 (378)	87.8 (381)	88.1 (376)	83.7 (384)	94.4 (5)	85.7 (6)	#N/A (0)
FedEx	A306	64	Average Count	96.4 (64)	96.2 (64)	94.0 (64)	88.0 (63)	87.1 (64)	88.5 (61)	84.1 (62)	#N/A (0)	#N/A (0)	#N/A (0)
Frontier Airlines	A20N	126	Average Count	88.9 (125)	88.9 (122)	88.2 (124)	81.8 (110)	79.9 (81)	82.5 (112)	79.1 (46)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	54	Average Count	95.4 (53)	94.9 (53)	93.3 (52)	86.7 (53)	85.6 (49)	87.6 (53)	85.0 (51)	#N/A (0)	#N/A (0)	#N/A (0)
Horizon Air	E175	218	Average Count	91.5 (216)	91.0 (205)	89.3 (211)	84.7 (216)	84.2 (212)	86.2 (216)	82.6 (206)	#N/A (0)	#N/A (0)	#N/A (0)
Southwest	B737	1549	Average Count	92.8 (1532)	92.3 (1518)	90.3 (1521)	84.8 (1522)	85.0 (1512)	85.7 (1498)	82.5 (1473)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	12	Average Count	92.4 (12)	92.1 (12)	89.4 (12)	84.1 (12)	84.2 (12)	84.9 (12)	81.8 (12)	#N/A (0)	#N/A (0)	#N/A (0)
United	A320	580	Average Count	95.0 (577)	94.3 (567)	94.1 (574)	87.0 (556)	85.6 (553)	86.5 (552)	83.2 (507)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	398	Average Count	96.9 (390)	95.5 (383)	96.6 (393)	90.1 (391)	90.2 (388)	90.4 (375)	86.1 (370)	96.5 (4)	88.6 (5)	82.8 (2)
	B738	702	Average Count	98.7 (686)	97.3 (673)	97.9 (683)	90.9 (676)	90.1 (666)	90.1 (648)	86.5 (665)	97.9 (9)	88.9 (9)	83.2 (4)
UPS	B752	52	Average Count	95.4 (51)	95.3 (51)	93.6 (51)	86.6 (51)	86.2 (50)	87.2 (50)	82.5 (50)	#N/A (0)	#N/A (0)	#N/A (0)
WestJet	B737	92	Average Count	95.4 (90)	94.2 (90)	94.8 (91)	89.3 (88)	88.7 (89)	89.8 (89)	84.1 (91)	#N/A (0)	#N/A (0)	#N/A (0)

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
July - September 2019

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delta	B712	377	Average Count	92.3 (374)	92.5 (368)	88.4 (373)	80.1 (270)	79.7 (272)	81.7 (355)	78.9 (208)	#N/A (0)	#N/A (0)	#N/A (0)
Horizon Air	E175	327	Average Count	91.0 (323)	90.6 (313)	89.1 (319)	84.7 (319)	83.9 (320)	85.8 (307)	82.4 (295)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	958	Average Count	90.2 (947)	90.0 (911)	89.0 (945)	84.7 (937)	83.9 (926)	85.5 (926)	82.1 (887)	#N/A (0)	#N/A (0)	#N/A (0)
Southwest	B737	1971	Average Count	91.7 (1955)	91.5 (1894)	89.7 (1928)	84.7 (1932)	84.7 (1929)	85.5 (1896)	82.1 (1874)	94.2 (2)	#N/A (0)	84.5 (1)

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
July - September 2019

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	666	Average Count	85.4 (658)	85.5 (638)	86.2 (653)	79.6 (470)	78.5 (90)	79.7 (371)	79.9 (6)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	87	Average Count	87.2 (87)	87.4 (82)	86.5 (85)	79.5 (41)	80.3 (71)	81.5 (83)	79.6 (63)	#N/A (0)	#N/A (0)	#N/A (0)

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
July - September 2019

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	4547	Average Count	87.9 (4344)	87.3 (4182)	89.0 (4245)	82.5 (2188)	82.0 (1678)	83.5 (2480)	81.7 (809)	88.4 (21)	81.4 (5)	88.0 (2)

TABLE 9
AIR CARRIER OPERATIONAL HISTORY

Carrier	AC Type	Year					
		2015	2016	2017	2018	2019	
Alaska Air	AS	A319				64	184
		A320				262	3,016
		B734	80	76	24		
		B737	2,666	3,258	1,233	384	126
		B738	4,590	4,439	6,420	8,260	3,536
American	AA	A21N					2
		A319	42	178	332	722	332
		A320	344	868	266	78	324
		A321	326	563	56	4	55
		B738	9,090	10,538	11,556	11,457	8,471
		B752	22	74	4	4	
Compass	CP	E170		152	78		
		E175		1,669	2,726	3,188	2,350
Delta	DL	A220					39
		A319	3,352	3,444	2,053	1,979	1,470
		A320	162	160	94	12	4
		B712			3,267	3,379	2,495
		B737			146	188	8
		B738	4		40	18	28
		B739	2			2	
		B752	2,130	2,128	2,137	2,889	2,190
		MD90				2	
FedEx	FM	A306	508	510	506	508	382
Frontier Airlines	F9	A20N*				600	656
		A319	1,497	646	356	190	98
		A320	154	740	628	654	326
		A321		2			
		A32N*		12	438		
Horizon Air	QX	DH8D		1,156	1,456	728	12
		E175			339	2,716	3,199
SkyWest Coml.	SC	CRJ9	1,922	1,899	1,440	6	
		E175		3,554	4,761	6,960	5,563
Southwest	WN	B38M			2	14	10
		B737	37,101	41,806	35,971	32,380	22,322
		B738	2,586	1,144	58	64	114
United	UA	A319	1,393	1,999	1,470	999	1,074
		A320	3,207	2,670	3,957	3,927	2,138
		B737	4,523	5,246	4,044	2,987	2,100
		B738	1,853	1,252	3,302	5,154	4,384
		B752	44		2	4	
UPS	5X	A306	52	52	45	22	
		B752	366	370	369	394	310
US Airways	AW	A319	240				
		A320	1,476				
		A321	740				
		B752	98				
WestJet	WS	B736		32	30	10	14
		B737	718	642	644	666	498
Total			81,288	91,279	90,250	91,875	67,830

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

TABLE 10
AIR CARRIER AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2015	2016	2017	2018	2019
A20N*				600	656
A21N					2
A220					39
A306	560	562	551	530	382
A319	6,524	6,267	4,211	3,954	3,158
A320	5,343	4,438	4,945	4,933	5,808
A321	1,066	565	56	4	55
A32N*		12	438		
B38M			2	14	10
B712			3,267	3,379	2,495
B734	80	76	24		
B736		32	30	10	14
B737	45,008	50,952	42,038	36,605	25,054
B738	18,123	17,373	21,376	24,953	16,533
B739	2			2	
B752	2,660	2,572	2,512	3,291	2,500
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	11,112
MD90				2	
Total	81,288	91,279	90,250	91,875	67,830

*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	.252
		A320				.359	4.132
		B734	.110	.104	.033		
		B737	3.652	4.451	1.693	.526	.173
		B738	6.288	6.066	8.789	11.315	4.844
American	AA	A21N					.003
		A319	.058	.243	.455	.989	.455
		A320	.471	1.186	.364	.107	.444
		A321	.447	.770	.077	.005	.074
		B738	12.452	14.402	15.827	15.696	11.605
Compass	CP	E170		.208	.107		
		E175		2.279	3.734	4.367	3.219
Delta	DL	A220					.052
		A319	4.592	4.705	2.811	2.712	2.014
		A320	.222	.219	.129	.016	.005
		B712			4.471	4.627	3.419
		B737			.200	.258	.011
		B738	.005		.055	.025	.038
		B739	.003			.003	
		B752	2.918	2.910	2.926	3.959	3.000
FedEx	FM	A306	.696	.697	.693	.696	.523
Frontier Airlines	F9	A20N*				.822	.899
		A319	2.052	.883	.488	.260	.134
		A320	.211	1.011	.860	.896	.447
		A321		.003			
Horizon Air	QX	DH8D		1.579	1.995	.997	.016
		E175			.466	3.721	4.381
SkyWest Coml.	SC	CRJ9	2.633	2.593	1.975	.008	
		E175		4.855	6.523	9.534	7.622
Southwest	WN	B38M			.003	.019	.014
		B737	50.819	57.104	49.274	44.351	30.575
		B738	3.542	1.563	.079	.088	.156
United	UA	A319	1.910	2.730	2.014	1.373	1.471
		A320	4.395	3.648	5.422	5.375	2.929
		B737	6.195	7.169	5.534	4.093	2.874
		B738	2.537	1.710	4.526	7.058	6.008
		B752	.060		.003	.005	
UPS	5X	A306	.071	.071	.060	.030	
		B752	.501	.505	.507	.540	.425
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	.682
Total			111.351	124.699	123.622	125.852	92.915

*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
A21N	Airbus	321 Neo
A220	Airbus	220-100
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: September 18, 2019

Time: 2:00 PM

Place: Airport Commission Room

ITEMS DISCUSSED

Louie Ilustrisimo provided a summary of the JWA airport statistics for July 2019.

Nikolas Gaskins stated that Alaska Airlines discontinued international service to Mexico on August 6, 2019, and thus international passenger and operation levels will decline in the coming months.

Anthony Cangey presented an overview of Delta Air Lines Airbus A220 operations at JWA. Mr. Cangey explained that the Airbus A220 is a significantly quieter aircraft compared to other commercial aircraft in service at JWA. Mr. Cangey stated that Delta plans to replace its Boeing B717 operations at JWA with the Airbus A220, which is qualified to fly both Class A and Class E capacity.

David Cook of the Airport Working Group of Orange County asked if Delta's Boeing B717 operations are being flown as Class E. Mr. Gaskins explained that Delta was utilizing the Boeing B717 in both Class A and Class E categories.

Mr. Gaskins discussed the Plan Year 2020 allocations. Mr. Gaskins stated there would be a decrease in seats allocated to commercial air carriers versus previous years and a withholding of supplemental Class A ADDs. Mr. Gaskins mentioned Delta would be operating commuter capacity through its partnership with SkyWest Airlines. Mr. Gaskins also explained that Delux's (JSX) Plan Year 2020 allocation is conditional based on their decision on continuing operations at the Fixed Based Operator (FBO) (95,070 passengers) or if they will begin operations at the passenger terminal (200,000 passengers).

Mr. Gaskins discussed the status of the Viewpoint Noise Event Portal, which allows the community to submit noise events via their mobile or desktop devices and through an automated phone system. Mr. Gaskins also stated that a detailed noise event report would also be launched following the launch of Viewpoint.

Newport Beach resident Dr. Mosher inquired as to whether the noise data included within the noise report would consist of non-aviation related noise events. Mr. Gaskins stated that only noise events correlated to an aircraft operation would be included in the report.

Dr. Mosher advised that the community is interested in learning how the number of General Aviation jet departures during the nighttime curfew hours have changed over time.

QUARTERLY NOISE MEETING ROSTER

September 18, 2019

<u>NAME</u>	<u>ORGANIZATION</u>
Jim Mosher	Resident – Newport Beach
David Cook	Resident – Newport Beach AWG
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
Venus Benavides	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 – 5,718 (Arrivals + Departures)
5. Total number of aircraft operations during the calendar quarter:
83,659
6. Number of Air Carrier operations during the calendar quarter:
(Not mandatory)
24,313
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)
59,023
9. Estimated number of operations by Military aircraft during the calendar quarter:
(Not mandatory)
323