

**JOHN WAYNE AIRPORT
ORANGE COUNTY**



NOISE ABATEMENT PROGRAM QUARTERLY REPORT

**For the period:
April 1, 2020 through June 30, 2020**

Prepared in accordance with:

**AIRPORT NOISE STANDARD
STATE OF CALIFORNIA**

**California Administrative Code Title 21,
Chapter 2.5, SubChapter 6:
Division of Aeronautics
Noise Standards**

Submitted by:

A handwritten signature in blue ink, appearing to read "Barry A. Rondinella".

**Barry A. Rondinella, A.A.E./C.A.E.
Airport Director
John Wayne Airport, Orange County**

INTRODUCTION

This is the 190th Quarterly Report submitted by the County of Orange in accordance with the requirements of the California Airport Noise Standards (California Administrative Code Title 21, Chapter 2.5, SubChapter 6: Division of Aeronautics 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-2S: 20162 S.W. Birch St., Newport Beach
NMS-3S: 2139 Anniversary Lane, Newport Beach
NMS-4S: 2338 Tustin Ave., Newport Beach
NMS-5S: 324 ½ Vista Madera, Newport Beach
NMS-6S: 1912 Santiago, Newport Beach
NMS-7S: 1131 Back Bay Drive, Newport Beach
NMS-8N: 17372 Eastman Street, Irvine
NMS-9N: 1300 S. Grand Avenue, Santa Ana
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, 2019 - June 30, 2020). 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

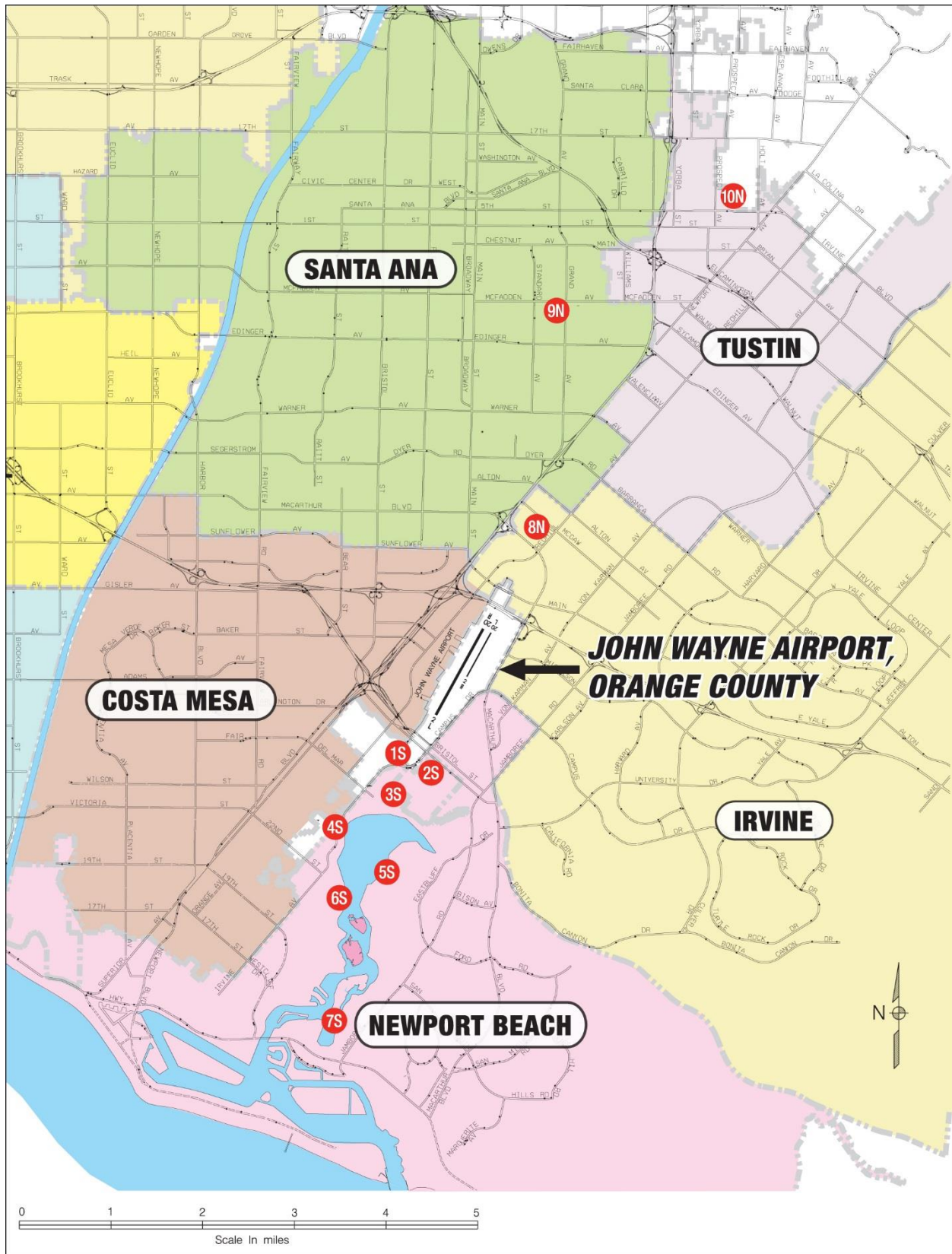
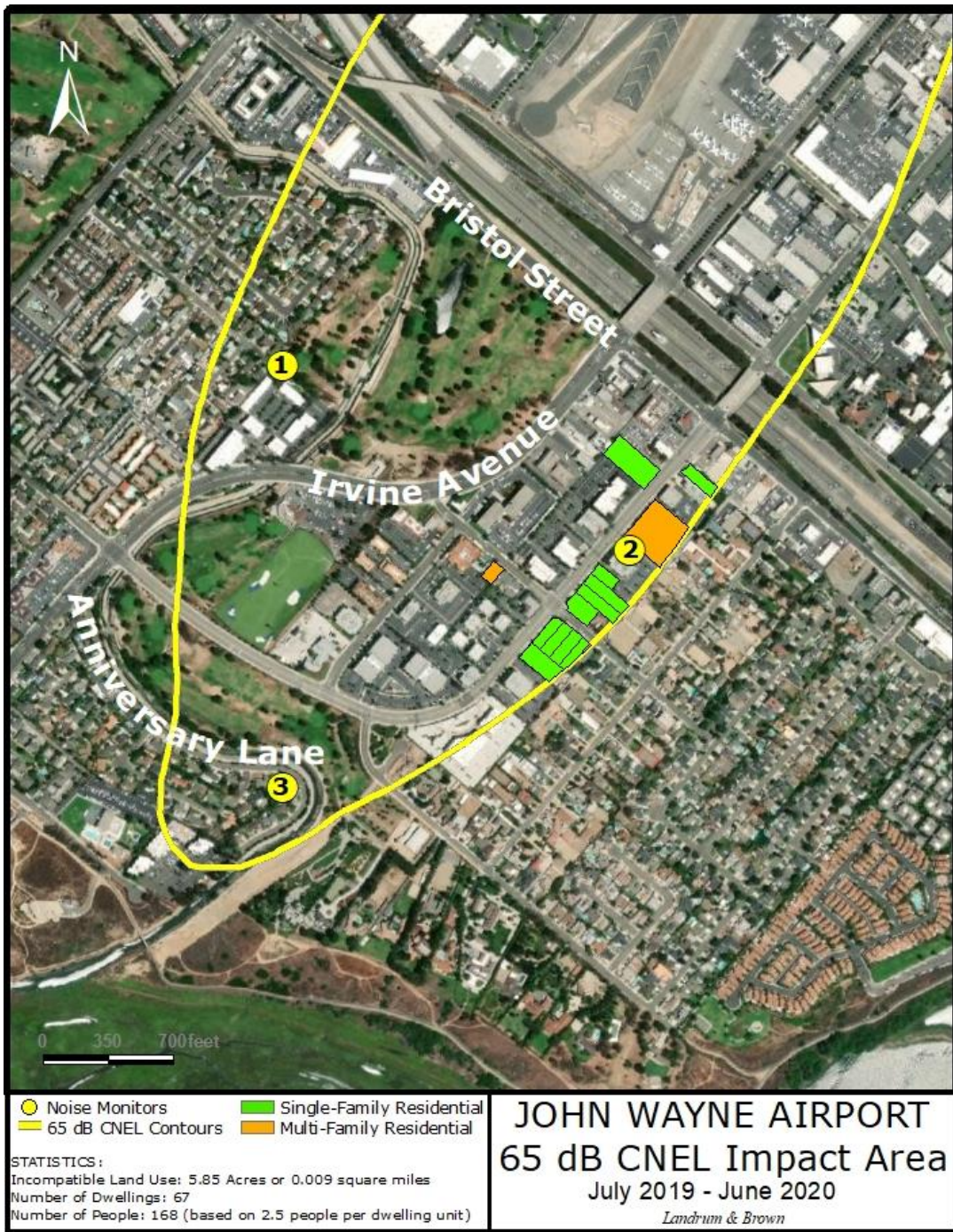


FIGURE 2



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
 April - June 2020

Period	Air Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
April	1,760	0	697	13,085	82
May	1,876	0	1,760	17,352	117
June	2,819	0	2,743	19,231	185
Second Quarter	6,455	0	5,200	49,668	128
Twelve Months 07/01/19 - 06/30/20	74,741	0	31,480	260,644	290

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.

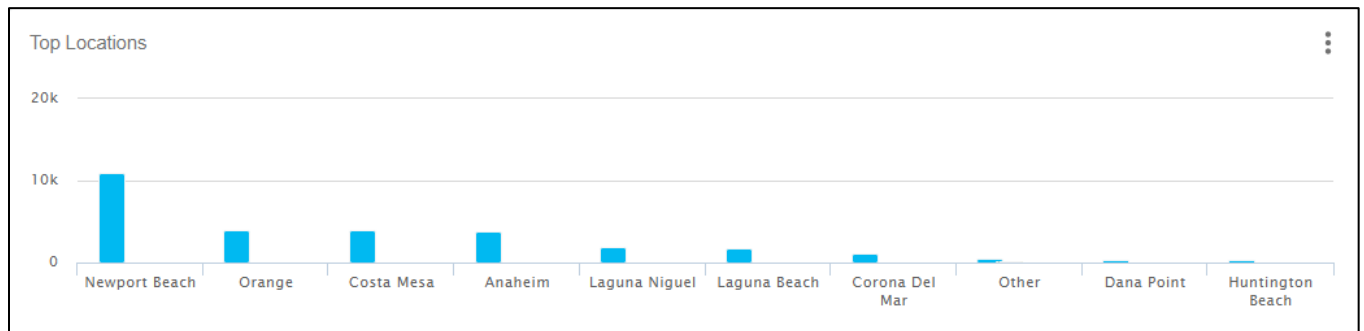
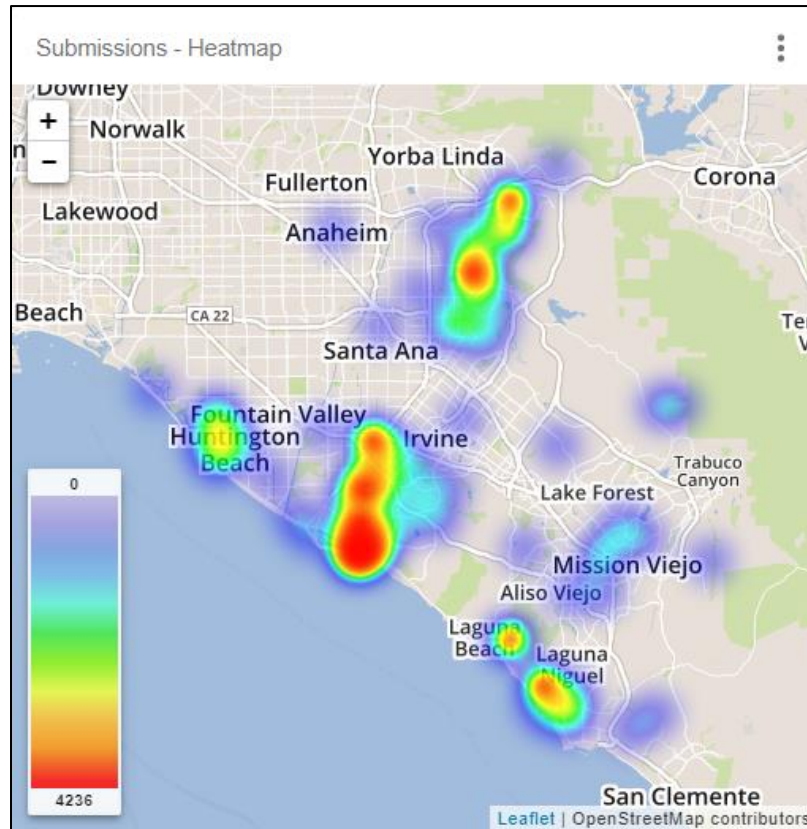
ACOUSTICAL INSULATION PROGRAM

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, 2020 - June 30, 2020)

The Airport's Access and Noise Office receives and investigates noise complaints from local citizens and all other sources. During the April 1, 2020 through June 30, 2020, the Office received 19,018 complaints from local citizens. This is a 47.5% decrease from the 36,259 complaints received last quarter. It is a 56.6% decrease from the 43,772 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:

- Newport Beach – 10,957 submissions from 63 different points of contact.
- Orange – 4,022 submissions from 9 different points of contact.
- Costa Mesa – 3,935 submissions from 19 different points of contact.
- Anaheim – 3,850 submissions from 68 different points of contact.
- Laguna Niguel – 1,944 submission from 4 different points of contact.
- Laguna Beach – 1,694 submissions from 2 different points of contact.
- Corona Del Mar – 1,039 submissions from 4 different points of contact.
- Other – 498 submissions from 83 different points of contact.
- Dana Point – 362 submissions from 2 different points of contact.
- Huntington Beach – 359 submissions from 13 points of contact.

TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 07/01/19 through 06/30/20
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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
Oct 2019	67.5	66.6	66.3	59.2	58.7	60.1	55.9	67.4	40.7	56.1
# Days	31	31	31	30	31	31	31	31	23	31
Nov 2019	67.8	66.9	66.6	59.3	59.2	60.5	56.4	67.6	42.7	56.6
# Days	30	30	30	30	30	30	30	30	25	30
Dec 2019	68.0	66.8	66.9	60.0	59.8	61.4	57.2	68.1	45.3	57.4
# Days	31	31	31	31	31	31	31	31	28	31
Q-4 2019	67.7	66.8	66.6	59.5	59.3	60.7	56.5	67.7	43.4	56.7
# Days	92	92	92	91	92	92	92	92	76	92
Jan 2020	67.6	66.6	66.5	59.7	59.5	60.6	57.1	67.5	42.8	56.6
# Days	31	31	31	31	31	31	30	30	30	31
Feb 2020	67.1	66.2	66.5	59.3	58.7	60.6	56.0	67.1	42.9	55.4
# Days	29	29	29	27	29	29	29	29	28	29
Mar 2020	65.3	64.7	64.2	58.6	58.0	58.7	55.4	66.6	44.2	55.5
# Days	31	31	31	31	31	31	31	31	27	31
Q-1 2020	66.8	65.9	65.8	59.2	58.8	60.1	56.2	67.1	43.3	55.9
# Days	91	91	91	89	91	91	90	90	85	91
Apr 2020	59.2	58.6	57.7	52.7	51.6	52.0	49.1	60.7	44.9	49.5
# Days	30	30	30	30	30	30	30	30	25	30
May 2020	60.0	59.5	58.9	52.9	51.5	52.4	49.1	61.0	42.4	48.8
# Days	31	31	31	31	31	31	31	31	25	31
Jun 2020	62.1	61.6	61.1	54.4	53.2	54.7	50.8	62.8	41.4	50.8
# Days	30	30	30	30	30	30	30	30	26	30
Q-2 2020	60.6	60.1	59.5	53.4	52.2	53.2	49.7	61.6	43.1	49.8
# Days	91	91	91	91	91	91	91	91	76	91
Q-3 2019 thru Q-2 2020										
Total	66.7	65.8	65.6	58.7	58.2	59.4	55.5	66.8	43.1	55.6
# Days	366	366	366	363	366	366	365	362	303	366
Q-2 2019 thru Q-1 2020 (Previous 4 Quarters)										
Total	67.8	66.9	66.6	59.9	59.3	60.6	56.7	68.0	42.9	56.9
# Days	366	366	366	363	366	366	365	362	306	366
Change from Previous 4 Quarters										
	-1.1	-1.1	-1.0	-1.2	-1.1	-1.2	-1.2	-1.2	0.2	-1.3

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
April 2020

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	61.1	60.3	60.1	54.5	53.2	54.7	51.0	63.2	36.2	52.0
2	60.0	58.8	58.4	54.5	53.0	53.9	50.8	63.2	*#N/A	52.4
3	60.0	59.4	58.2	53.5	52.2	52.8	50.0	62.5	48.0	51.6
4	57.6	56.4	56.1	51.7	49.2	50.9	48.2	61.8	50.2	51.3
5	58.9	58.1	58.3	53.5	52.0	52.6	50.7	62.6	43.6	51.8
6	60.1	60.0	59.0	54.3	53.7	54.3	50.4	62.2	45.5	51.8
7	60.1	58.9	57.9	52.7	53.1	52.9	50.3	60.5	40.7	49.7
8	59.2	59.1	57.7	53.5	52.1	53.2	51.2	61.2	33.7	50.5
9	62.0	59.2	60.3	55.3	53.6	55.0	52.2	60.9	48.0	50.5
10	59.3	57.8	57.8	53.5	51.3	52.4	49.8	61.4	31.4	49.4
11	58.4	57.8	56.8	52.6	51.3	51.6	48.1	59.8	32.1	47.6
12	57.1	56.6	55.6	51.5	49.9	50.3	48.4	61.7	49.2	50.7
13	59.4	59.2	58.4	53.9	53.1	53.7	50.6	60.3	*#N/A	49.2
14	60.0	60.6	58.2	52.0	52.8	51.9	49.3	59.7	38.5	48.5
15	58.6	58.3	57.2	51.3	50.7	48.7	46.5	59.6	*#N/A	46.9
16	60.1	59.5	57.7	52.6	51.2	51.0	48.4	60.0	39.7	47.5
17	58.3	57.6	56.9	53.5	51.4	51.6	50.2	60.0	51.8	49.6
18	56.6	56.6	55.3	50.3	49.8	49.2	47.8	59.6	43.2	48.0
19	56.9	57.0	55.1	50.5	50.2	50.3	47.7	58.7	30.6	47.2
20	59.5	58.8	58.3	53.6	52.2	52.6	49.2	60.8	47.2	50.8
21	58.0	57.7	56.5	51.4	50.7	51.1	47.9	58.6	35.3	47.3
22	59.6	58.9	58.0	52.1	51.5	51.2	46.9	59.2	41.6	46.8
23	60.2	59.9	58.2	51.6	51.0	51.4	48.5	60.1	44.2	48.0
24	57.7	57.2	55.8	50.4	49.3	49.8	46.2	59.7	38.5	47.9
25	57.1	56.5	55.6	49.9	48.8	49.0	43.5	57.4	47.7	46.0
26	58.0	57.1	56.7	51.1	49.7	50.6	46.3	59.9	41.1	47.6
27	59.6	59.3	58.1	52.6	51.1	52.1	48.7	60.7	36.4	47.7
28	59.5	59.0	58.1	52.5	51.6	51.1	48.0	60.6	*#N/A	48.6
29	58.6	58.9	56.9	50.6	49.8	49.9	45.7	58.9	*#N/A	46.4
30	59.6	59.5	58.5	51.8	51.5	51.1	49.8	60.8	39.9	50.3
Days	30	30	30	30	30	30	30	30	25	30
En. Avg	59.2	58.6	57.7	52.7	51.6	52.0	49.1	60.7	44.9	49.5

#N/A indicates insufficient data.

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

TABLE 4
DAILY CNEL VALUES AT EACH MONITOR STATION
 May 2020

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	60.8	60.3	58.7	53.4	52.0	52.5	49.4	61.0	*#N/A	48.7
2	57.3	57.3	55.6	49.9	48.6	47.5	46.0	58.8	46.3	46.9
3	60.9	60.2	60.9	54.0	52.3	53.2	50.2	60.2	41.0	48.6
4	60.1	59.8	59.2	53.7	52.9	52.7	49.7	61.2	27.6	48.2
5	59.8	58.5	59.4	52.6	51.0	52.6	47.9	59.6	34.7	46.1
6	58.7	58.0	57.3	50.9	49.7	51.0	45.9	60.0	42.8	48.0
7	60.7	59.1	58.5	52.9	49.6	51.5	47.4	60.8	40.7	47.6
8	60.3	59.3	58.2	52.7	50.9	52.0	46.4	61.1	42.3	48.0
9	57.8	57.0	56.4	50.9	49.1	50.7	43.9	60.2	38.2	48.1
10	58.1	56.3	57.3	51.3	49.5	51.4	47.2	60.8	*#N/A	48.9
11	59.9	59.9	58.6	53.5	51.4	53.5	49.4	60.8	38.0	48.5
12	59.1	57.9	58.0	52.4	51.5	51.5	49.2	60.7	39.8	49.3
13	59.5	59.4	57.7	52.4	51.4	51.7	49.6	60.6	*#N/A	52.8
14	60.4	60.1	59.4	53.6	52.2	52.7	50.1	61.4	46.9	49.2
15	60.4	59.4	59.0	53.6	51.8	53.6	50.0	60.9	43.0	47.5
16	58.9	58.1	57.7	52.1	50.1	52.2	48.0	59.9	*#N/A	47.8
17	58.6	58.2	57.3	51.8	50.1	51.1	47.8	60.7	41.1	48.7
18	60.4	60.6	59.3	53.1	52.7	54.6	50.9	61.1	*#N/A	48.7
19	60.0	60.1	58.4	53.2	51.6	51.9	50.5	61.5	38.9	50.0
20	60.3	61.3	59.9	53.7	53.6	53.4	50.8	61.5	40.4	48.6
21	61.7	61.1	61.0	54.4	53.0	55.3	51.6	61.5	37.8	48.7
22	61.7	60.9	60.3	54.9	52.3	53.0	49.9	62.5	48.4	49.5
23	59.1	57.8	57.3	52.5	49.2	50.0	48.9	59.8	43.7	48.5
24	59.4	58.8	58.4	52.4	50.7	51.0	48.7	61.0	40.3	49.1
25	60.3	59.7	59.7	52.0	51.5	51.9	49.3	61.0	39.8	48.1
26	61.2	60.8	60.8	53.8	52.6	52.9	49.9	61.6	*#N/A	48.6
27	60.5	60.4	60.2	53.7	52.6	53.0	48.8	61.6	37.2	48.1
28	61.4	60.9	60.3	52.5	51.2	52.7	47.9	62.2	37.4	48.7
29	60.8	60.1	59.5	53.5	51.6	54.0	49.7	61.8	34.1	49.7
30	59.3	58.2	58.4	52.3	51.3	51.7	50.0	60.3	48.5	48.7
31	59.9	59.8	58.8	52.7	51.8	52.0	49.3	61.3	31.8	48.7
Days	31	31	31	31	31	31	31	31	25	31
En. Avg	60.0	59.5	58.9	52.9	51.5	52.4	49.1	61.0	42.4	48.8

#N/A indicates insufficient data.

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

TABLE 5
DAILY CNEL VALUES AT EACH MONITOR STATION
June 2020

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	61.4	61.3	61.1	53.5	53.8	54.1	50.0	61.2	40.6	50.3
2	61.7	60.8	60.2	53.3	52.0	52.8	49.4	61.5	36.5	48.8
3	61.0	60.6	59.9	52.1	51.6	51.8	48.7	60.9	41.7	48.6
4	62.3	61.4	61.3	54.0	50.6	52.4	48.8	62.6	40.5	50.7
5	61.2	60.0	60.0	54.5	52.6	53.5	50.9	62.2	48.1	50.7
6	60.0	59.4	58.6	52.9	52.1	52.7	49.0	61.6	41.8	48.3
7	60.7	60.2	59.4	54.1	52.8	53.8	50.8	62.5	44.2	50.7
8	58.5	57.4	62.2	49.2	49.5	57.3	47.4	58.4	37.9	37.8
9	60.3	60.2	58.7	50.0	50.2	52.6	46.3	60.1	40.4	44.4
10	60.3	60.5	58.7	51.3	50.4	50.5	47.6	61.2	36.7	48.3
11	61.3	61.0	59.8	52.5	51.2	52.4	47.8	62.7	44.0	49.8
12	62.1	61.8	60.7	55.0	53.4	54.3	50.3	63.3	31.8	51.6
13	60.8	60.3	59.7	53.9	52.6	53.5	50.2	61.8	*#N/A	50.3
14	61.3	60.8	60.4	54.6	53.2	55.3	52.2	63.0	27.5	50.9
15	63.1	62.1	62.0	55.6	54.2	55.8	52.6	64.4	45.3	52.4
16	63.3	63.1	62.5	55.4	54.1	55.1	51.8	63.3	42.0	51.0
17	62.3	61.5	61.1	55.7	54.0	55.7	52.0	63.4	37.4	51.7
18	64.1	63.6	63.4	56.4	55.9	55.8	52.2	64.5	45.4	53.0
19	62.9	62.7	62.2	55.8	54.5	56.0	52.7	63.3	30.8	51.3
20	61.8	61.2	61.3	54.4	53.2	55.1	50.8	62.3	*#N/A	50.7
21	62.2	61.7	60.5	54.0	53.1	53.8	50.3	62.9	*#N/A	51.9
22	63.3	63.0	62.6	54.6	53.5	55.4	50.3	63.7	38.1	52.1
23	62.6	62.3	61.3	54.6	53.9	55.2	51.1	63.1	28.7	50.8
24	62.4	61.8	61.3	54.2	53.2	54.4	49.9	63.7	36.6	51.1
25	63.2	62.5	62.3	55.2	53.8	55.4	51.1	63.8	33.6	51.3
26	62.8	62.5	62.1	55.5	54.3	56.3	51.8	63.9	44.1	51.8
27	60.9	60.2	60.3	53.7	52.5	54.3	50.4	63.0	*#N/A	52.0
28	62.2	61.2	60.9	55.7	53.1	55.1	51.4	64.0	39.2	52.4
29	63.2	62.3	61.8	56.1	54.4	55.7	53.2	63.6	34.9	51.9
30	63.5	63.6	62.5	55.3	55.5	56.2	53.1	63.4	42.6	51.5
Days	30	30	30	30	30	30	30	30	26	30
En. Avg	62.1	61.6	61.1	54.4	53.2	54.7	50.8	62.8	41.4	50.8

#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 2020

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Alaska Air	A320	73	Average Count	94.9 (71)	94.4 (66)	93.1 (71)	86.8 (70)	84.8 (71)	86.3 (66)	83.1 (67)	85.2 (1)	#N/A (0)	#N/A (0)
	B738	8	Average Count	95.5 (8)	94.7 (8)	94.0 (8)	88.7 (8)	88.1 (8)	89.5 (7)	85.4 (8)	#N/A (0)	#N/A (0)	#N/A (0)
American	A320	49	Average Count	93.7 (47)	93.6 (44)	91.2 (48)	85.7 (47)	84.5 (46)	86.2 (44)	83.3 (45)	#N/A (0)	#N/A (0)	#N/A (0)
	A321	23	Average Count	94.8 (23)	95.1 (23)	92.0 (23)	86.3 (23)	85.4 (23)	86.2 (16)	82.8 (19)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	337	Average Count	97.2 (329)	96.5 (307)	95.4 (327)	89.3 (326)	88.2 (318)	89.1 (289)	85.2 (326)	88.9 (2)	#N/A (0)	#N/A (0)
Compass	E175	3	Average Count	93.8 (3)	93.5 (3)	93.3 (2)	87.3 (3)	86.4 (3)	86.1 (3)	82.5 (2)	#N/A (0)	#N/A (0)	#N/A (0)
Delta	A220	180	Average Count	84.9 (175)	85.8 (162)	83.9 (172)	79.8 (128)	78.4 (46)	78.8 (59)	82.8 (3)	89.0 (1)	#N/A (0)	81.0 (1)
	A319	5	Average Count	94.4 (5)	93.5 (5)	93.1 (5)	88.0 (5)	86.8 (4)	87.2 (5)	82.9 (5)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	12	Average Count	92.4 (12)	91.5 (12)	90.2 (12)	85.7 (12)	85.4 (12)	86.1 (10)	83.4 (12)	#N/A (0)	#N/A (0)	#N/A (0)
FedEx	A306	64	Average Count	96.6 (63)	96.4 (58)	94.2 (62)	88.5 (61)	87.9 (62)	89.2 (55)	85.4 (63)	97.0 (1)	#N/A (0)	79.7 (1)
Frontier Airlines	A20N	24	Average Count	87.0 (22)	87.6 (21)	86.5 (22)	81.2 (20)	79.0 (7)	81.0 (17)	78.7 (4)	83.7 (1)	#N/A (0)	#N/A (0)
	A320	9	Average Count	91.6 (9)	91.0 (9)	89.1 (8)	83.1 (8)	83.4 (4)	84.2 (6)	83.8 (3)	#N/A (0)	#N/A (0)	#N/A (0)
Horizon Air	E175	254	Average Count	90.9 (249)	90.7 (235)	89.1 (248)	85.1 (245)	84.2 (234)	85.9 (212)	83.1 (231)	87.1 (3)	#N/A (0)	#N/A (0)
Southwest	B737	973	Average Count	89.0 (948)	89.4 (916)	87.4 (939)	83.4 (942)	82.9 (919)	83.6 (814)	81.5 (872)	87.8 (7)	77.3 (1)	#N/A (0)
	B738	175	Average Count	90.2 (172)	90.4 (161)	87.8 (170)	83.4 (171)	83.3 (163)	84.1 (150)	82.2 (163)	89.0 (1)	#N/A (0)	#N/A (0)
United	A320	173	Average Count	92.9 (171)	92.5 (162)	91.5 (170)	85.6 (171)	84.0 (158)	85.1 (144)	80.7 (117)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	50	Average Count	94.1 (49)	93.3 (44)	93.7 (47)	89.7 (49)	89.5 (48)	89.9 (33)	84.7 (46)	89.2 (1)	#N/A (0)	#N/A (0)
	B738	50	Average Count	95.8 (50)	95.1 (44)	95.0 (50)	90.0 (49)	89.7 (44)	90.1 (39)	86.4 (47)	#N/A (0)	#N/A (0)	#N/A (0)
UPS	B752	53	Average Count	95.3 (52)	95.2 (49)	94.1 (52)	87.3 (51)	87.2 (49)	88.1 (49)	83.8 (51)	89.9 (1)	#N/A (0)	#N/A (0)

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
April - June 2020

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Horizon Air	E175	4	Average Count	90.9 (4)	90.4 (4)	89.1 (4)	85.5 (4)	84.5 (3)	86.0 (3)	82.8 (4)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest Coml.	CRJ9	1	Average Count	87.4 (1)	86.9 (1)	86.6 (1)	77.3 (1)	78.8 (1)	80.5 (1)	81.3 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	E175	212	Average Count	88.5 (203)	88.9 (187)	87.7 (201)	84.6 (202)	83.4 (193)	84.3 (172)	82.5 (185)	84.3 (3)	#N/A (0)	#N/A (0)
Southwest	B737	225	Average Count	88.8 (220)	89.2 (204)	87.3 (216)	83.4 (218)	82.9 (218)	83.4 (202)	82.3 (198)	87.0 (2)	#N/A (0)	#N/A (0)

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
April - June 2020

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	139	Average Count	85.0 (135)	85.5 (129)	85.9 (133)	79.8 (91)	78.5 (16)	79.9 (69)	79.7 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	E145	18	Average Count	85.2 (17)	86.0 (17)	85.7 (17)	79.9 (9)	78.9 (2)	80.1 (10)	#N/A (0)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	109	Average Count	86.4 (107)	86.8 (97)	86.0 (104)	80.9 (55)	80.6 (69)	81.4 (79)	80.1 (77)	86.6 (2)	#N/A (0)	#N/A (0)
	E175	1	Average Count	88.5 (1)	88.4 (1)	86.8 (1)	83.4 (1)	80.8 (1)	82.7 (1)	78.8 (1)	#N/A (0)	#N/A (0)	#N/A (0)

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
April - June 2020

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	2476	Average Count	87.9 (2325)	87.4 (2218)	88.9 (2283)	82.9 (1298)	82.2 (965)	83.7 (1308)	81.8 (542)	83.5 (22)	79.0 (1)	#N/A (0)

TABLE 9
AIR CARRIER OPERATIONAL HISTORY

Carrier	AC Type	Year					
		2016	2017	2018	2019	2020	
Alaska Air	AS	A319			64	244	314
		A320			262	3,403	849
		B734	76	24			
		B737	3,258	1,233	384	160	4
		B738	4,439	6,420	8,260	5,247	740
American	AA	A21N				2	
		A319	178	332	722	432	6
		A320	868	266	78	634	418
		A321	563	56	4	214	288
		B738	10,538	11,556	11,457	10,972	2,725
Compass	CP	B752	74	4	4	36	
		E170	152	78			
Compass	CP	E175	1,669	2,726	3,188	3,150	656
		A220				851	1,144
Delta	DL	A319	3,444	2,053	1,979	1,987	436
		A320	160	94	12	11	5
		B712		3,267	3,379	2,495	
		B737		146	188	8	24
		B738		40	18	40	2
		B739			2		
		B752	2,128	2,137	2,889	2,889	606
		MD90			2		
FedEx	FM	A306	510	506	508	510	256
Frontier Airlines	F9	A20N*			600	900	242
		A319	646	356	190	100	2
		A320	740	628	654	428	136
		A321	2				
		A32N*	12	438			
Horizon Air	QX	DH8D	1,156	1,456	728	12	
		E175		339	2,716	4,257	929
SkyWest Coml.	SC	CRJ9	1,899	1,440	6		2
		E175	3,554	4,761	6,960	7,686	2,026
Southwest	WN	B38M		2	14	10	
		B737	41,806	35,971	32,380	29,360	8,798
		B738	1,144	58	64	134	416
United	UA	A319	1,999	1,470	999	1,216	234
		A320	2,670	3,957	3,927	3,151	774
		B737	5,246	4,044	2,987	2,816	636
		B738	1,252	3,302	5,154	5,627	1,589
		B752		2	4		
UPS	5X	A306	52	45	22	12	
		B752	370	369	394	404	208
WestJet	WS	B736	32	30	10	58	34
		B737	642	644	666	618	126
Total			91,279	90,250	91,875	90,074	24,625

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

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2016	2017	2018	2019	2020
A20N*			600	900	242
A21N				2	
A220				851	1,144
A306	562	551	530	522	256
A319	6,267	4,211	3,954	3,979	992
A320	4,438	4,945	4,933	7,627	2,182
A321	565	56	4	214	288
A32N*	12	438			
B38M		2	14	10	
B712		3,267	3,379	2,495	
B734	76	24			
B736	32	30	10	58	34
B737	50,952	42,038	36,605	32,962	9,588
B738	17,373	21,376	24,953	22,020	5,472
B739			2		
B752	2,572	2,512	3,291	3,329	814
CRJ9	1,899	1,440	6		2
DH8D	1,156	1,456	728	12	
E170	152	78			
E175	5,223	7,826	12,864	15,093	3,611
MD90			2		
Total	91,279	90,250	91,875	90,074	24,625

*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					
		2016	2017	2018	2019	2020	
Alaska Air	AS	A319			.088	.334	.432
		A320			.359	4.660	1.156
		B734	.104	.033			
		B737	4.451	1.693	.526	.219	.005
		B738	6.066	8.789	11.315	7.189	1.011
American	AA	A21N				.003	
		A319	.243	.455	.989	.592	.008
		A320	1.186	.364	.107	.868	.571
		A321	.770	.077	.005	.293	.393
		B738	14.402	15.827	15.696	15.030	3.724
		B752	.101	.005	.005	.049	
Compass	CP	E170	.208	.107			
		E175	2.279	3.734	4.367	4.315	.896
Delta	DL	A220				1.164	1.560
		A319	4.705	2.811	2.712	2.723	.598
		A320	.219	.129	.016	.014	.008
		B712		4.471	4.627	3.419	
		B737		.200	.258	.011	.033
		B738		.055	.025	.055	.003
		B739			.003		
		B752	2.910	2.926	3.959	3.956	.828
		MD90			.003		
FedEx	FM	A306	.697	.693	.696	.699	.350
Frontier Airlines	F9	A20N*			.822	1.233	.331
		A319	.883	.488	.260	.137	.003
		A320	1.011	.860	.896	.586	.186
		A321	.003				
		A32N*	.016	.600			
Horizon Air	QX	DH8D	1.579	1.995	.997	.016	
		E175		.466	3.721	5.830	1.268
SkyWest Coml.	SC	CRJ9	2.593	1.975	.008		.003
		E175	4.855	6.523	9.534	10.529	2.773
Southwest	WN	B38M		.003	.019	.014	
		B737	57.104	49.274	44.351	40.216	12.022
		B738	1.563	.079	.088	.184	.568
United	UA	A319	2.730	2.014	1.373	1.666	.320
		A320	3.648	5.422	5.375	4.315	1.057
		B737	7.169	5.534	4.093	3.855	.872
		B738	1.710	4.526	7.058	7.712	2.172
		B752		.003	.005		
UPS	5X	A306	.071	.060	.030	.016	
		B752	.505	.507	.540	.553	.284
WestJet	WS	B736	.044	.041	.014	.079	.046
		B737	.877	.882	.912	.847	.172
Total			124.699	123.622	125.852	123.384	33.653

*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 17, 2020

Time: 2:00 PM

Place: Airport Commission Room

ITEMS DISCUSSED

Anthony Cangey introduced the newest Access and Noise Specialist, Cristina Magaña, and mentioned the recent vacant position. He discussed the new method of displaying reported noise event submissions on page 5 of the Quarterly Report, and announced that the allocation process was set to begin in July with a scheduled Board date in October. A summary of the JWA airport statistics for the month of April 2020 was provided by Mr. Cangey.

Mr. Cangey presented analysis of COVID-19 impacts on passengers, load factors, operations, and CNEL values in comparison to 2019 figures. Due to these impacts, the Airport has waived all minimum requirements through the third quarter.

Dr. Jim Mosher asked if carriers that previously could not receive allocations were receiving more, or if new entrants had received allocations. Mr. Cangey explained that Air Canada was due to begin service this year, however, due to the COVID related embargo, Air Canada, along with WestJet, have not operated. Furthermore, it was mentioned that carriers are generally being conservative with allocations.

Dr. Mosher requested the Detailed Noise Reports have additional columns that would indicate a general aviation, commercial, or commuter aircraft operating, along with another column that would indicate the type of departure class. Beatrice Siercke provided the option of filtering the report by flight number to differentiate from commercial and general aviation operations.

Joe August, on behalf of his community, inquired of the possibility to add a “Quiet flight” in the dropdown options in Viewpoint submissions. Mr. Cangey informed Mr. August that the Airport’s intent was not to add too many fields for submissions. The aim was to keep it as general as possible where details can be provided in the comments sections. It was suggested that community members could utilize the ‘Other’ option and comment on the quieter flights.

Dr. Mosher asked if volume of complaints has decreased. Mr. Cangey stated that reported noise events submitted through the Airnoise button decreased due to lower flight frequencies. However, he also shared there is the possibility that more residents are working from home, and perhaps, are now attuned to the flights in their area, resulting in new points of contact reporting noise events. Mr. August asked if northern Anaheim has had an uptick in reporting noise events. Mr. Cangey explained the submissions in that area were Metroplex related and have been consistent since its implementation. Mr. August further, asked of the “Other” location. Ms. Siercke indicated that those submissions might have been submitted with an incomplete address and thus undeterminable if they were in regards to arrival or departure flights.

Mr. August discussed the issue of general aviation departing at low altitudes with high velocities. His concern was that the operations were not over the monitors for the required time needed to register an event, thus skewing the noise data reported. He acknowledge that the Access and Noise Office did not have jurisdiction to intervene in these patterns.

Dr. Mosher inquired for clarification when reviewing the flight numbers of general aviation operations in the Detailed Noise Reports. Mr. Cangey advised those flight numbers beginning in “N” or “PV” were general aviation. He further explained that tail numbers that start with “N” are registered in the U.S., whereas Canadian tail numbers start with “C”. However, commercial flight numbers would not change based on the tail numbers.

Dr. Mosher asked if it were possible to include a departure class column for the Detailed Noise Reports. Ms. Siercke explained that departure classes were submitted in a separate system than that of the Detailed Noise Reports. Therefore, it would be difficult to incorporate that information into the reports. Mr. August asked if Gross Take off Weights could be added to the report. Mr. Cangey indicated that data can be provided when requested. Mr. August asked if general aviation operations had increased. Mr. Cangey informed there had been an increase in the past few weeks, but were still down comparatively.

A discussion about the timeline and delays to publishing the quarterly report was held.

QUARTERLY NOISE MEETING ROSTER

June 17, 2020

<u>NAME</u>	<u>ORGANIZATION</u>
Joe August	Resident – Newport Beach
Jim Mosher	Resident – Newport Beach
Anthony Cangey	John Wayne Airport
Beatrice Siercke	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):
5.85 acres (or 0.009 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)
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 – 1,146 (Arrivals + Departures)
5. Total number of aircraft operations during the calendar quarter:
49,668
6. Number of Air Carrier operations during the calendar quarter:
(Not mandatory)
6,455
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)
43,055
9. Estimated number of operations by Military aircraft during the calendar quarter:
(Not mandatory)
158