



NOISE ABATEMENT PROGRAM QUARTERLY REPORT

For the period:
July 1, 2020 through September 30, 2020

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:

A handwritten signature in blue ink, appearing to read "Barry A. Rondinella", is written over a horizontal line.

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

INTRODUCTION

This is the 191st 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:

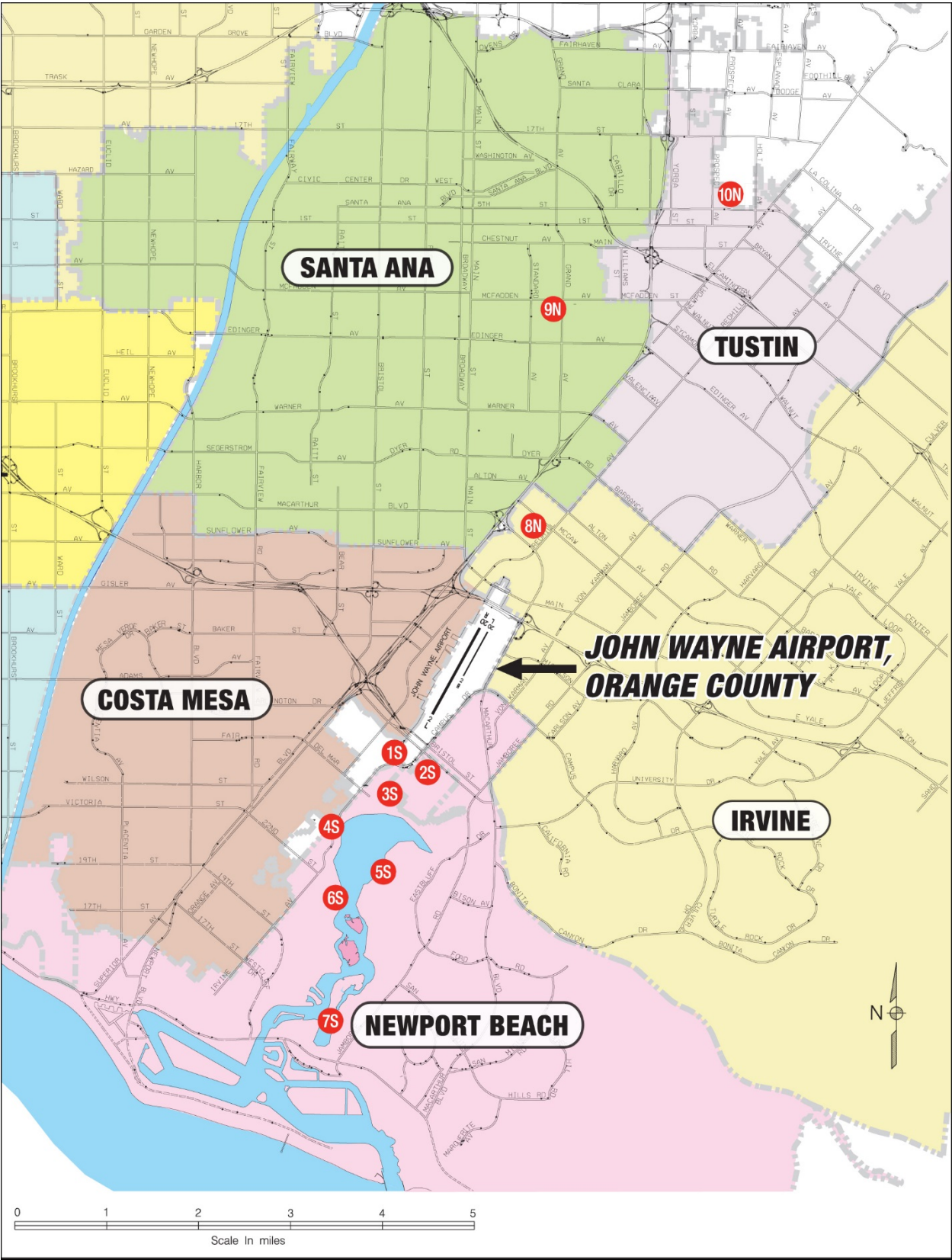
MONITOR STATIONS

NMS-1S: Golf Course, 3100 Irvine Ave., Newport Beach
NMS-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 (October 1, 2019 - September 30, 2020). The Figure 2 information was developed by Harris Miller Miller & Hanson Inc., 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



Legend:

- Residential Use
- Multi-Family Residential Use
- Compatible Use
- Public Use (Noise Sensitive)
- Public Use
- Recreational / Open Space
- Water / Stream / River
- Hospital
- School
- Highway
- Major Roads
- Minor / Local Roads

Statistics:

- Incompatible Land Use: 0.0014 Sq. Mi.
- Number of Dwelling Units: 3
- Population: 7.5 (Based on 2.5 People/Dwelling Unit)



**2020 Third Quarter 65 dB
Community Noise Equivalent Level
(CNEL) Contour**



REVISED*

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 2020

| Period | Air Carriers | | GA Jet (1) | Total Operations (2) | Average Daily Jet Operations |
|--------------------------------------|--------------|------|------------|-------------------------|---------------------------------|
| | Jet | Prop | | | |
| July | 4,384 | 0 | *3,060 | 23,694 | *240 |
| August | 4,400 | 0 | *3,419 | 22,963 | *252 |
| September | 3,640 | 0 | *3,066 | 22,844 | *224 |
| Third Quarter | 12,424 | 0 | *9,545 | 69,501 | *239 |
| Twelve Months 10/01/19 - 09/30/20 | 62,852 | 0 | *31,474 | 246,486 | *258 |

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.

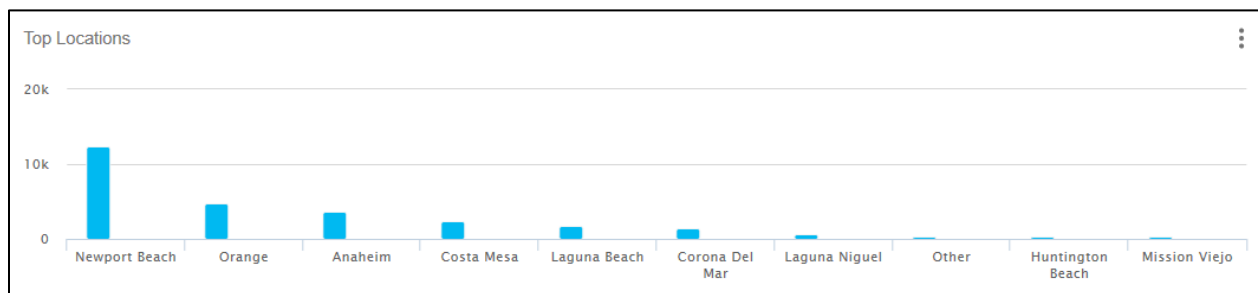
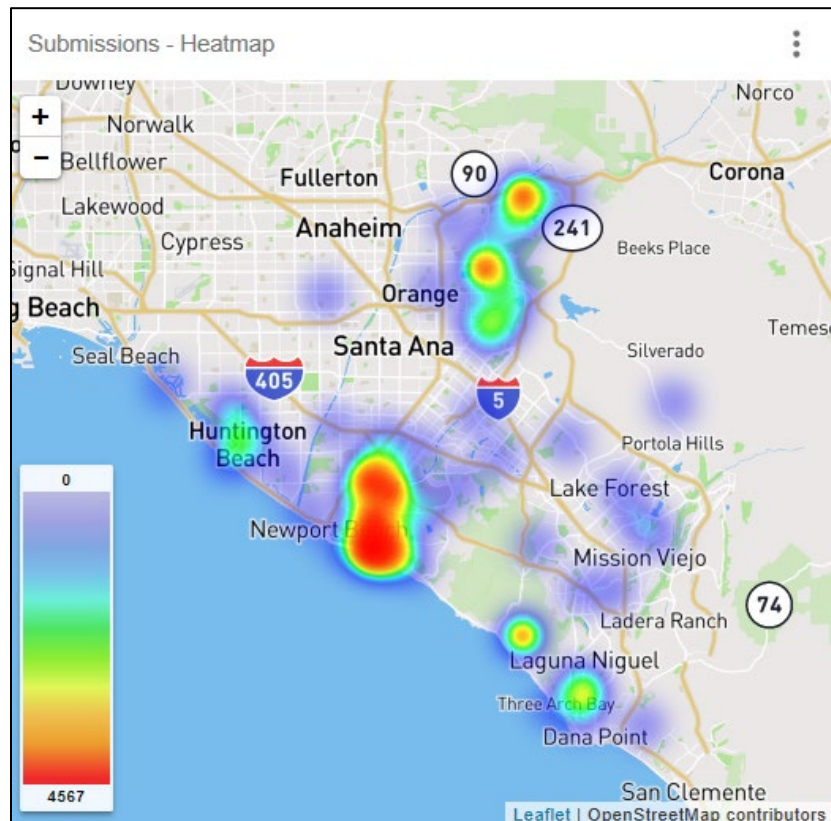
ACOUSTICAL INSULATION PROGRAM

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. Three dwelling units in Santa Ana Heights remain in the “Noise Impacted Area” (within 65 dB CNEL contour).

COMPLAINT TOTALS (July 1, 2020 - September 30, 2020)

The Airport's Access and Noise Office receives and investigates noise complaints from local citizens and all other sources. During the July 1, 2020 through September 30, 2020, the Office received 27,792 complaints from local citizens. This is a 46.1% increase from the 19,018 complaints received last quarter. It is a 55.9% decrease from the 63,018 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 – 12,460 submissions from 42 different points of contact.
- Orange – 4,742 submissions from 7 different points of contact.
- Anaheim – 3,587 submissions from 31 different points of contact.
- Costa Mesa – 2,407 submissions from 13 different points of contact.
- Laguna Beach – 1,790 submissions from 2 different points of contact.
- Corona Del Mar – 1,485 submissions from 4 different points of contact.
- Laguna Niguel – 709 submissions from 3 different points of contact.
- Other -347 submissions from 65 different points of contact.
- Huntington Beach – 327 submissions from 14 different points of contact.
- Mission Viejo – 271 submissions from 2 different points of contact.

TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 10/01/19 through 09/30/20
Values in dB at Each Site

| Period | NMS Site | | | | | | | | | |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | 1S | 2S | 3S | 4S | 5S | 6S | 7S | 8N | 9N | 10N |
| 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 |
| Jul 2020 | 63.3 | 63.0 | 62.1 | 55.8 | 54.7 | 56.0 | 51.4 | 64.2 | 40.4 | 52.2 |
| # Days | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 25 | 31 |
| Aug 2020 | 63.7 | 63.3 | 62.6 | 55.7 | 54.8 | 56.3 | 52.1 | 64.5 | 42.2 | 52.5 |
| # Days | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 22 | 31 |
| Sep 2020 | 63.7 | 63.3 | 62.8 | 55.1 | 54.2 | 55.6 | 51.2 | 64.0 | 39.4 | 51.9 |
| # Days | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 27 | 30 |
| Q-3 2020 | 63.6 | 63.2 | 62.5 | 55.5 | 54.6 | 56.0 | 51.6 | 64.2 | 40.7 | 52.2 |
| # Days | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 74 | 92 |
| Q-4 2019 thru Q-3 2020 | | | | | | | | | | |
| Total | 65.5 | 64.7 | 64.4 | 57.6 | 57.1 | 58.4 | 54.4 | 65.8 | 42.8 | 54.5 |
| # Days | 366 | 366 | 366 | 363 | 366 | 366 | 365 | 365 | 311 | 366 |
| Q-3 2019 thru Q-2 2020 (Previous 4 Quarters) | | | | | | | | | | |
| 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 |
| Change from Previous 4 Quarters | | | | | | | | | | |
| | -1.2 | -1.1 | -1.2 | -1.1 | -1.1 | -1.0 | -1.1 | -1.0 | -0.3 | -1.1 |

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
July 2020

| Date | NMS Site | | | | | | | | | |
|---------|----------|------|------|------|------|------|------|------|-------|------|
| | 1S | 2S | 3S | 4S | 5S | 6S | 7S | 8N | 9N | 10N |
| 1 | 63.4 | 62.8 | 62.9 | 56.5 | 55.0 | 56.8 | 52.4 | 64.4 | 27.8 | 51.6 |
| 2 | 63.8 | 63.1 | 63.3 | 56.8 | 55.4 | 57.7 | 53.2 | 65.5 | 45.3 | 53.6 |
| 3 | 61.9 | 61.9 | 61.0 | 54.1 | 53.8 | 55.0 | 51.1 | 63.2 | 43.9 | 50.4 |
| 4 | 60.3 | 59.9 | 58.6 | 52.4 | 51.7 | 52.5 | 49.0 | 61.5 | 36.7 | 49.4 |
| 5 | 62.6 | 62.3 | 61.8 | 54.0 | 53.5 | 55.2 | 50.4 | 63.8 | 35.6 | 52.0 |
| 6 | 63.5 | 63.0 | 62.4 | 55.4 | 54.0 | 55.4 | 51.3 | 64.7 | 34.1 | 51.9 |
| 7 | 63.8 | 63.1 | 62.3 | 56.3 | 54.6 | 55.9 | 51.5 | 64.3 | 40.8 | 52.0 |
| 8 | 63.5 | 63.1 | 62.2 | 56.5 | 54.7 | 56.9 | 51.7 | 64.4 | 37.2 | 52.1 |
| 9 | 63.7 | 63.7 | 62.4 | 56.1 | 55.6 | 56.4 | 52.1 | 64.9 | 33.1 | 52.9 |
| 10 | 62.9 | 62.9 | 61.5 | 55.5 | 53.8 | 54.9 | 49.3 | 64.2 | 38.1 | 52.1 |
| 11 | 62.7 | 62.4 | 61.6 | 54.8 | 53.3 | 54.1 | 46.8 | 63.1 | 42.5 | 50.6 |
| 12 | 62.9 | 62.7 | 61.5 | 54.1 | 53.5 | 54.2 | 49.4 | 64.3 | 42.2 | 51.7 |
| 13 | 63.6 | 62.9 | 62.1 | 56.2 | 54.1 | 55.6 | 50.6 | 64.6 | 40.9 | 52.7 |
| 14 | 62.8 | 62.5 | 61.7 | 55.9 | 54.5 | 55.8 | 51.2 | 64.1 | *#N/A | 52.4 |
| 15 | 62.9 | 63.0 | 62.0 | 56.1 | 55.4 | 56.9 | 51.8 | 64.5 | 41.7 | 51.8 |
| 16 | 63.8 | 63.4 | 62.6 | 56.5 | 55.8 | 57.3 | 52.9 | 65.0 | 39.9 | 53.3 |
| 17 | 63.7 | 63.6 | 62.9 | 56.6 | 55.6 | 57.1 | 52.1 | 64.6 | 43.9 | 53.2 |
| 18 | 62.9 | 62.9 | 61.7 | 55.6 | 55.0 | 55.9 | 51.6 | 63.3 | *#N/A | 51.3 |
| 19 | 62.7 | 62.5 | 61.7 | 55.0 | 54.4 | 55.2 | 50.7 | 64.0 | 43.4 | 52.3 |
| 20 | 63.5 | 63.6 | 62.4 | 56.8 | 55.7 | 57.1 | 52.7 | 64.3 | *#N/A | 52.6 |
| 21 | 63.5 | 63.0 | 62.0 | 56.3 | 55.0 | 56.5 | 52.3 | 64.1 | 38.7 | 52.5 |
| 22 | 63.5 | 63.1 | 62.4 | 56.2 | 55.0 | 56.8 | 51.4 | 64.2 | 42.9 | 52.8 |
| 23 | 64.0 | 63.4 | 62.4 | 57.1 | 55.6 | 56.6 | 52.4 | 64.8 | 31.0 | 53.2 |
| 24 | 63.6 | 63.2 | 62.2 | 56.9 | 55.3 | 56.5 | 52.1 | 64.5 | 42.2 | 51.8 |
| 25 | 63.1 | 62.6 | 61.7 | 55.8 | 54.7 | 55.7 | 51.5 | 63.8 | *#N/A | 51.9 |
| 26 | 62.9 | 63.0 | 62.2 | 55.2 | 54.9 | 56.0 | 51.7 | 64.4 | *#N/A | 52.5 |
| 27 | 63.7 | 63.3 | 62.2 | 56.6 | 55.5 | 56.5 | 52.4 | 64.6 | 30.2 | 52.7 |
| 28 | 63.4 | 63.3 | 62.4 | 55.5 | 55.1 | 56.3 | 51.8 | 64.3 | 40.1 | 53.3 |
| 29 | 63.9 | 64.0 | 62.7 | 55.3 | 55.3 | 56.3 | 52.1 | 64.3 | *#N/A | 52.5 |
| 30 | 63.9 | 63.8 | 63.1 | 55.2 | 55.1 | 56.0 | 50.7 | 63.8 | 37.3 | 51.5 |
| 31 | 63.3 | 63.2 | 62.2 | 54.1 | 53.2 | 53.9 | 48.3 | 64.3 | 29.9 | 50.4 |
| Days | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 25 | 31 |
| En. Avg | 63.3 | 63.0 | 62.1 | 55.8 | 54.7 | 56.0 | 51.4 | 64.2 | 40.4 | 52.2 |

#N/A indicates insufficient data.

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

TABLE 4
DAILY CNEL VALUES AT EACH MONITOR STATION
August 2020

| Date | NMS Site | | | | | | | | | |
|---------|----------|------|------|------|------|------|------|------|-------|------|
| | 1S | 2S | 3S | 4S | 5S | 6S | 7S | 8N | 9N | 10N |
| 1 | 63.0 | 62.2 | 61.8 | 55.4 | 53.6 | 55.1 | 50.9 | 63.3 | 36.4 | 51.5 |
| 2 | 63.6 | 62.9 | 62.3 | 56.2 | 54.9 | 56.2 | 51.0 | 64.9 | 32.7 | 52.9 |
| 3 | 64.0 | 63.6 | 63.0 | 56.7 | 55.2 | 57.1 | 52.6 | 64.9 | *#N/A | 53.2 |
| 4 | 63.4 | 63.2 | 62.2 | 55.2 | 54.0 | 55.7 | 51.6 | 64.6 | 43.8 | 52.6 |
| 5 | 64.4 | 63.9 | 63.4 | 56.1 | 55.4 | 57.6 | 54.3 | 64.5 | 38.4 | 53.0 |
| 6 | 64.2 | 63.5 | 63.1 | 57.2 | 55.8 | 57.7 | 54.7 | 65.0 | 42.8 | 53.4 |
| 7 | 63.3 | 63.3 | 62.6 | 56.7 | 55.9 | 56.9 | 52.9 | 64.0 | 36.6 | 52.6 |
| 8 | 63.1 | 63.2 | 61.9 | 55.7 | 55.0 | 55.8 | 52.9 | 62.9 | 36.2 | 51.5 |
| 9 | 63.6 | 63.5 | 62.6 | 55.9 | 55.5 | 56.7 | 51.5 | 64.6 | 43.3 | 52.2 |
| 10 | 64.5 | 64.3 | 63.4 | 56.4 | 55.8 | 56.9 | 51.4 | 65.2 | 46.0 | 53.0 |
| 11 | 63.4 | 63.3 | 61.7 | 55.1 | 54.7 | 55.5 | 50.1 | 64.2 | *#N/A | 52.8 |
| 12 | 63.5 | 63.1 | 62.3 | 55.7 | 54.4 | 55.7 | 51.3 | 64.6 | 33.8 | 53.2 |
| 13 | 63.9 | 63.3 | 63.1 | 54.8 | 54.4 | 55.4 | 49.9 | 63.9 | 40.5 | 51.0 |
| 14 | 63.3 | 63.0 | 62.3 | 54.6 | 54.5 | 55.7 | 52.6 | 64.4 | 46.5 | 52.3 |
| 15 | 62.5 | 62.0 | 62.3 | 54.3 | 53.6 | 55.3 | 51.2 | 63.0 | 40.6 | 51.2 |
| 16 | 63.6 | 62.6 | 62.0 | 55.6 | 53.2 | 55.7 | 51.9 | 65.2 | 42.2 | 53.4 |
| 17 | 64.2 | 63.7 | 63.2 | 55.8 | 55.0 | 56.8 | 52.6 | 65.2 | 39.4 | 51.9 |
| 18 | 63.5 | 63.2 | 62.7 | 55.1 | 54.3 | 56.2 | 51.9 | 64.4 | *#N/A | 52.4 |
| 19 | 64.1 | 63.6 | 62.9 | 55.4 | 54.7 | 56.4 | 52.6 | 64.2 | *#N/A | 51.6 |
| 20 | 64.4 | 63.9 | 63.5 | 55.8 | 54.6 | 56.6 | 52.5 | 65.8 | *#N/A | 53.2 |
| 21 | 63.3 | 63.0 | 62.2 | 55.7 | 54.1 | 55.8 | 51.9 | 65.0 | 43.2 | 52.7 |
| 22 | 62.5 | 61.8 | 60.8 | 54.9 | 53.3 | 54.9 | 51.4 | 63.5 | 40.8 | 50.2 |
| 23 | 63.6 | 63.2 | 62.5 | 55.1 | 54.7 | 56.1 | 52.4 | 65.1 | *#N/A | 52.7 |
| 24 | 64.3 | 64.3 | 63.3 | 55.5 | 55.1 | 56.5 | 52.2 | 64.5 | 33.0 | 52.8 |
| 25 | 63.2 | 63.3 | 62.3 | 54.6 | 55.0 | 55.9 | 51.5 | 63.9 | *#N/A | 52.6 |
| 26 | 63.7 | 63.6 | 62.4 | 55.1 | 54.3 | 55.9 | 51.8 | 64.3 | 41.9 | 51.5 |
| 27 | 64.6 | 64.5 | 63.6 | 56.1 | 55.7 | 57.2 | 53.1 | 65.1 | 46.2 | 53.4 |
| 28 | 64.0 | 63.8 | 62.9 | 55.7 | 54.6 | 55.6 | 50.2 | 65.0 | 34.1 | 53.3 |
| 29 | 63.1 | 63.2 | 61.9 | 55.3 | 54.6 | 56.1 | 51.5 | 63.1 | 46.7 | 51.3 |
| 30 | 63.7 | 63.3 | 62.5 | 56.0 | 55.2 | 56.7 | 52.3 | 65.0 | #N/A | 53.3 |
| 31 | 63.9 | 63.3 | 62.6 | 56.5 | 55.4 | 57.2 | 52.6 | 64.8 | *#N/A | 53.2 |
| Days | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 22 | 31 |
| En. Avg | 63.7 | 63.3 | 62.6 | 55.7 | 54.8 | 56.3 | 52.1 | 64.5 | 42.2 | 52.5 |

#N/A indicates insufficient data.

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

TABLE 5
DAILY CNEL VALUES AT EACH MONITOR STATION
September 2020

| Date | NMS Site | | | | | | | | | |
|---------|----------|------|------|------|------|------|------|------|-------|------|
| | 1S | 2S | 3S | 4S | 5S | 6S | 7S | 8N | 9N | 10N |
| 1 | 63.3 | 63.0 | 61.9 | 56.0 | 55.2 | 56.4 | 52.2 | 65.0 | 42.5 | 53.7 |
| 2 | 64.0 | 63.8 | 63.0 | 55.8 | 55.6 | 56.9 | 51.9 | 64.4 | 38.3 | 53.1 |
| 3 | 65.5 | 65.3 | 64.5 | 56.9 | 56.1 | 58.0 | 53.5 | 65.7 | 44.8 | 53.3 |
| 4 | 65.6 | 65.1 | 65.2 | 57.7 | 56.4 | 58.2 | 53.6 | 65.8 | 37.9 | 52.7 |
| 5 | 62.5 | 62.0 | 61.2 | 53.0 | 52.3 | 53.6 | 49.5 | 61.6 | 41.6 | 48.7 |
| 6 | 61.5 | 60.6 | 59.9 | 52.0 | 50.6 | 52.4 | 49.3 | 63.0 | 30.3 | 50.7 |
| 7 | 64.7 | 63.7 | 63.8 | 56.8 | 54.4 | 56.7 | 52.1 | 65.0 | 40.6 | 53.1 |
| 8 | 64.4 | 63.4 | 63.3 | 57.1 | 55.1 | 56.7 | 51.9 | 63.8 | 38.7 | 52.2 |
| 9 | 63.7 | 64.0 | 62.8 | 55.0 | 54.8 | 55.9 | 51.6 | 64.4 | 33.8 | 52.2 |
| 10 | 63.4 | 63.3 | 62.4 | 54.6 | 53.4 | 54.6 | 50.9 | 63.8 | 40.7 | 51.0 |
| 11 | 63.8 | 63.5 | 62.5 | 54.0 | 53.9 | 55.0 | 50.7 | 63.7 | 38.7 | 51.3 |
| 12 | 62.2 | 62.2 | 61.5 | 53.6 | 53.3 | 54.2 | 50.2 | 62.6 | *#N/A | 51.5 |
| 13 | 63.1 | 62.7 | 62.2 | 54.1 | 53.7 | 55.0 | 50.8 | 63.7 | 41.1 | 52.7 |
| 14 | 62.8 | 62.8 | 62.4 | 54.9 | 54.5 | 55.5 | 51.3 | 64.2 | 28.3 | 52.1 |
| 15 | 62.4 | 62.6 | 61.7 | 53.3 | 53.3 | 54.5 | 50.5 | 62.8 | *#N/A | 50.5 |
| 16 | 62.7 | 62.8 | 62.5 | 53.8 | 53.6 | 54.6 | 50.2 | 63.3 | 40.2 | 50.4 |
| 17 | 63.7 | 63.5 | 62.2 | 52.2 | 51.3 | 51.9 | 47.4 | 63.2 | *#N/A | 48.3 |
| 18 | 63.8 | 63.5 | 62.5 | 54.1 | 52.2 | 53.5 | 49.2 | 64.3 | 34.5 | 51.5 |
| 19 | 62.9 | 62.3 | 62.1 | 54.2 | 53.1 | 54.7 | 49.8 | 63.4 | 31.1 | 50.8 |
| 20 | 63.8 | 63.2 | 63.0 | 55.5 | 54.0 | 55.7 | 50.4 | 65.1 | 37.0 | 52.9 |
| 21 | 64.9 | 64.3 | 63.8 | 56.4 | 55.4 | 56.7 | 50.9 | 64.4 | 33.8 | 53.1 |
| 22 | 63.7 | 63.5 | 62.4 | 55.2 | 54.2 | 55.3 | 50.2 | 63.6 | 41.8 | 51.9 |
| 23 | 63.4 | 63.2 | 62.9 | 55.3 | 54.7 | 55.8 | 52.1 | 63.5 | 34.7 | 51.6 |
| 24 | 64.5 | 64.1 | 63.4 | 56.4 | 54.8 | 56.8 | 52.7 | 64.2 | 45.3 | 52.5 |
| 25 | 64.5 | 63.9 | 63.7 | 56.4 | 55.0 | 57.1 | 53.0 | 64.2 | 33.2 | 52.9 |
| 26 | 63.5 | 63.0 | 62.5 | 56.0 | 54.3 | 55.9 | 51.6 | 63.2 | 37.5 | 51.7 |
| 27 | 63.6 | 62.9 | 62.7 | 55.1 | 53.8 | 55.6 | 51.2 | 64.4 | 40.4 | 52.6 |
| 28 | 64.3 | 64.0 | 63.3 | 55.6 | 55.0 | 56.3 | 52.2 | 63.9 | 36.9 | 52.0 |
| 29 | 63.3 | 62.8 | 62.0 | 53.2 | 53.1 | 54.6 | 50.2 | 63.0 | 29.6 | 51.7 |
| 30 | 62.8 | 62.3 | 61.9 | 52.5 | 52.6 | 53.7 | 49.9 | 62.7 | 36.9 | 50.0 |
| Days | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 27 | 30 |
| En. Avg | 63.7 | 63.3 | 62.8 | 55.1 | 54.2 | 55.6 | 51.2 | 64.0 | 39.4 | 51.9 |

#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 2020

| Carrier | AC Type | # Deps | | NMS Site | | | | | | | | | |
|-------------------|---------|--------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|-------------|-------------|-------------|
| | | | | 1S | 2S | 3S | 4S | 5S | 6S | 7S | 8N | 9N | 10N |
| Alaska Air | A320 | 144 | Average Count | 94.5 (141) | 94.2 (142) | 92.7 (143) | 86.0 (141) | 83.7 (141) | 84.9 (139) | 82.1 (140) | #N/A (0) | #N/A (0) | #N/A (0) |
| | B737 | 2 | Average Count | 94.8 (2) | 94.4 (2) | 94.1 (2) | 86.3 (2) | 87.1 (2) | 88.9 (2) | 84.1 (2) | #N/A (0) | #N/A (0) | #N/A (0) |
| | B738 | 3 | Average Count | 95.0 (3) | 94.7 (3) | 93.1 (2) | 86.6 (3) | 86.2 (3) | 86.3 (3) | 83.4 (3) | #N/A (0) | #N/A (0) | #N/A (0) |
| American | A320 | 109 | Average Count | 93.4 (108) | 93.3 (107) | 92.0 (108) | 85.1 (106) | 83.8 (102) | 84.4 (104) | 81.2 (82) | #N/A (0) | #N/A (0) | #N/A (0) |
| | A321 | 64 | Average Count | 98.0 (63) | 97.7 (63) | 95.7 (61) | 87.5 (62) | 85.9 (62) | 86.5 (63) | 82.9 (60) | #N/A (0) | #N/A (0) | #N/A (0) |
| | B738 | 661 | Average Count | 97.7 (643) | 97.0 (631) | 96.1 (650) | 89.0 (627) | 88.2 (640) | 89.1 (637) | 85.3 (638) | 95.7 (1) | 88.7 (1) | #N/A (0) |
| Delta | A220 | 211 | Average Count | 86.1 (208) | 86.4 (207) | 84.8 (206) | 79.8 (161) | 78.4 (74) | 79.2 (101) | 80.7 (1) | #N/A (0) | #N/A (0) | #N/A (0) |
| | A319 | 61 | Average Count | 95.2 (59) | 94.6 (60) | 94.2 (57) | 86.7 (59) | 85.4 (60) | 86.2 (59) | 81.1 (56) | #N/A (0) | #N/A (0) | #N/A (0) |
| | A320 | 1 | Average Count | 95.9 (1) | 95.0 (1) | 92.9 (1) | 87.4 (1) | 84.1 (1) | 85.7 (1) | 80.9 (1) | #N/A (0) | #N/A (0) | #N/A (0) |
| | B752 | 82 | Average Count | 95.1 (81) | 95.1 (79) | 93.9 (80) | 87.1 (78) | 85.6 (80) | 85.8 (80) | 81.3 (70) | #N/A (0) | #N/A (0) | #N/A (0) |
| FedEx | A306 | 64 | Average Count | 97.2 (63) | 97.3 (62) | 94.5 (62) | 88.5 (60) | 87.9 (62) | 89.3 (63) | 85.1 (63) | #N/A (0) | #N/A (0) | #N/A (0) |
| Frontier Airlines | A20N | 60 | Average Count | 87.4 (60) | 87.7 (59) | 86.8 (59) | 80.7 (48) | 78.9 (26) | 81.4 (45) | 79.3 (8) | #N/A (0) | #N/A (0) | #N/A (0) |
| | A320 | 79 | Average Count | 94.1 (77) | 94.1 (77) | 91.8 (77) | 85.6 (75) | 84.2 (77) | 85.9 (75) | 83.3 (74) | #N/A (0) | #N/A (0) | #N/A (0) |
| Horizon Air | E175 | 540 | Average Count | 91.8 (530) | 91.4 (521) | 89.4 (524) | 84.3 (520) | 83.8 (529) | 85.9 (527) | 82.0 (520) | #N/A (0) | #N/A (0) | #N/A (0) |
| Southwest | B737 | 1130 | Average Count | 89.9 (1102) | 90.0 (1095) | 88.0 (1102) | 83.4 (1082) | 82.9 (1101) | 83.8 (1091) | 80.5 (973) | #N/A (0) | #N/A (0) | #N/A (0) |
| | B738 | 533 | Average Count | 91.3 (524) | 91.4 (519) | 88.4 (515) | 83.0 (517) | 83.1 (525) | 84.0 (526) | 81.1 (505) | #N/A (0) | #N/A (0) | #N/A (0) |
| United | A320 | 276 | Average Count | 93.3 (270) | 92.9 (267) | 92.1 (269) | 85.3 (253) | 83.5 (260) | 84.5 (268) | 79.8 (175) | #N/A (0) | #N/A (0) | #N/A (0) |
| | B737 | 94 | Average Count | 94.4 (93) | 93.6 (90) | 94.3 (94) | 89.4 (89) | 89.2 (94) | 89.4 (93) | 84.0 (86) | #N/A (0) | #N/A (0) | #N/A (0) |
| | B738 | 203 | Average Count | 97.4 (198) | 96.5 (194) | 97.1 (196) | 89.2 (195) | 89.0 (198) | 89.2 (195) | 85.6 (195) | #N/A (0) | #N/A (0) | #N/A (0) |
| UPS | B752 | 52 | Average Count | 95.3 (51) | 95.4 (50) | 94.1 (51) | 86.9 (50) | 86.6 (51) | 88.0 (51) | 83.3 (50) | #N/A (0) | #N/A (0) | #N/A (0) |

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
July - September 2020

| Carrier | AC Type | # Deps | | NMS Site | | | | | | | | | |
|---------------|---------|--------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------|-------------|-------------|
| | | | | 1S | 2S | 3S | 4S | 5S | 6S | 7S | 8N | 9N | 10N |
| Horizon Air | E175 | 4 | Average Count | 91.8 (4) | 91.2 (4) | 89.2 (3) | 84.6 (4) | 83.7 (4) | 85.9 (4) | 81.9 (4) | #N/A (0) | #N/A (0) | #N/A (0) |
| SkyWest Coml. | E175 | 338 | Average Count | 88.7 (329) | 89.0 (316) | 87.7 (334) | 83.8 (313) | 82.7 (320) | 83.7 (324) | 81.4 (287) | #N/A (0) | #N/A (0) | #N/A (0) |
| Southwest | B737 | 745 | Average Count | 88.9 (731) | 89.3 (711) | 87.2 (726) | 82.9 (712) | 82.4 (726) | 83.1 (719) | 80.1 (631) | #N/A (0) | #N/A (0) | #N/A (0) |

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
July - September 2020

| Carrier | AC Type | # Deps | | NMS Site | | | | | | | | | |
|-----------------------|---------|--------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------|-------------|-------------|
| | | | | 1S | 2S | 3S | 4S | 5S | 6S | 7S | 8N | 9N | 10N |
| Delux Public Charters | E135 | 263 | Average Count | 85.1 (255) | 85.3 (244) | 86.0 (256) | 79.7 (147) | 77.9 (19) | 79.5 (115) | 76.7 (1) | #N/A (0) | #N/A (0) | #N/A (0) |
| | E145 | 52 | Average Count | 85.7 (52) | 85.9 (51) | 86.5 (52) | 79.2 (24) | 77.5 (3) | 79.1 (25) | #N/A (0) | #N/A (0) | #N/A (0) | #N/A (0) |
| SkyWest | CRJ7 | 91 | Average Count | 86.8 (88) | 87.3 (88) | 86.0 (89) | 80.0 (28) | 80.2 (55) | 80.5 (84) | 79.0 (55) | #N/A (0) | #N/A (0) | #N/A (0) |
| | E175 | 342 | Average Count | 89.5 (326) | 89.5 (327) | 87.9 (330) | 84.0 (321) | 82.8 (322) | 84.1 (322) | 81.8 (312) | #N/A (0) | #N/A (0) | #N/A (0) |

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
July - September 2020

| Carrier | AC Type | # Deps | | NMS Site | | | | | | | | | |
|------------------|---------|--------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|--------------|-------------|-------------|
| | | | | 1S | 2S | 3S | 4S | 5S | 6S | 7S | 8N | 9N | 10N |
| General Aviation | Jet | 4545 | Average Count | 87.7 (4321) | 87.2 (4224) | 88.9 (4246) | 82.3 (2128) | 81.8 (1615) | 83.4 (2449) | 81.5 (778) | 86.4 (11) | #N/A (0) | 78.8 (2) |

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 | 1,140 |
| | | B734 | 76 | 24 | | | |
| | | B737 | 3,258 | 1,233 | 384 | 160 | 10 |
| | | B738 | 4,439 | 6,420 | 8,260 | 5,247 | 746 |
| American | AA | A21N | | | | 2 | |
| | | A319 | 178 | 332 | 722 | 432 | 174 |
| | | A320 | 868 | 266 | 78 | 634 | 471 |
| | | A321 | 563 | 56 | 4 | 214 | 416 |
| | | B738 | 10,538 | 11,556 | 11,457 | 10,972 | 4,046 |
| | | B752 | 74 | 4 | 4 | 36 | |
| Compass | CP | E170 | 152 | 78 | | | |
| | | E175 | 1,669 | 2,726 | 3,188 | 3,150 | 656 |
| Delta | DL | A220 | | | | 851 | 1,566 |
| | | A319 | 3,444 | 2,053 | 1,979 | 1,987 | 559 |
| | | A320 | 160 | 94 | 12 | 11 | 7 |
| | | 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 | 771 |
| | | MD90 | | | 2 | | |
| FedEx | FM | A306 | 510 | 506 | 508 | 510 | 384 |
| Frontier Airlines | F9 | A20N* | | | 600 | 900 | 362 |
| | | A319 | 646 | 356 | 190 | 100 | 2 |
| | | A320 | 740 | 628 | 654 | 428 | 294 |
| | | A321 | 2 | | | | |
| | | A32N* | 12 | 438 | | | |
| Horizon Air | QX | DH8D | 1,156 | 1,456 | 728 | 12 | |
| | | E175 | | 339 | 2,716 | 4,257 | 2,017 |
| SkyWest Coml. | SC | CRJ9 | 1,899 | 1,440 | 6 | | 2 |
| | | E175 | 3,554 | 4,761 | 6,960 | 7,686 | 2,703 |
| Southwest | WN | B38M | | 2 | 14 | 10 | |
| | | B737 | 41,806 | 35,971 | 32,380 | 29,360 | 12,544 |
| | | B738 | 1,144 | 58 | 64 | 134 | 1,485 |
| United | UA | A319 | 1,999 | 1,470 | 999 | 1,216 | 582 |
| | | A320 | 2,670 | 3,957 | 3,927 | 3,151 | 978 |
| | | B737 | 5,246 | 4,044 | 2,987 | 2,816 | 825 |
| | | B738 | 1,252 | 3,302 | 5,154 | 5,627 | 2,000 |
| | | B752 | | 2 | 4 | | |
| UPS | 5X | A306 | 52 | 45 | 22 | 12 | |
| | | B752 | 370 | 369 | 394 | 404 | 312 |
| WestJet | WS | B736 | 32 | 30 | 10 | 58 | 34 |
| | | B737 | 642 | 644 | 666 | 618 | 126 |
| Total | | | 91,279 | 90,250 | 91,875 | 90,074 | 35,552 |

*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 | 362 |
| A21N | | | | 2 | |
| A220 | | | | 851 | 1,566 |
| A306 | 562 | 551 | 530 | 522 | 384 |
| A319 | 6,267 | 4,211 | 3,954 | 3,979 | 1,631 |
| A320 | 4,438 | 4,945 | 4,933 | 7,627 | 2,890 |
| A321 | 565 | 56 | 4 | 214 | 416 |
| 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 | 13,529 |
| B738 | 17,373 | 21,376 | 24,953 | 22,020 | 8,279 |
| B739 | | | 2 | | |
| B752 | 2,572 | 2,512 | 3,291 | 3,329 | 1,083 |
| 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 | 5,376 |
| MD90 | | | 2 | | |
| Total | 91,279 | 90,250 | 91,875 | 90,074 | 35,552 |

*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 | 1.552 |
| | | B734 | .104 | .033 | | | |
| | | B737 | 4.451 | 1.693 | .526 | .219 | .016 |
| | | B738 | 6.066 | 8.789 | 11.315 | 7.189 | 1.019 |
| American | AA | A21N | | | | .003 | |
| | | A319 | .243 | .455 | .989 | .592 | .238 |
| | | A320 | 1.186 | .364 | .107 | .868 | .639 |
| | | A321 | .770 | .077 | .005 | .293 | .568 |
| | | B738 | 14.402 | 15.827 | 15.696 | 15.030 | 5.530 |
| | | 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 | 2.137 |
| | | A319 | 4.705 | 2.811 | 2.712 | 2.723 | .765 |
| | | A320 | .219 | .129 | .016 | .014 | .011 |
| | | 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 | 1.052 |
| | | MD90 | | | .003 | | |
| FedEx | FM | A306 | .697 | .693 | .696 | .699 | .525 |
| Frontier Airlines | F9 | A20N* | | | .822 | 1.233 | .495 |
| | | A319 | .883 | .488 | .260 | .137 | .003 |
| | | A320 | 1.011 | .860 | .896 | .586 | .402 |
| | | A321 | .003 | | | | |
| | | A32N* | .016 | .600 | | | |
| Horizon Air | QX | DH8D | 1.579 | 1.995 | .997 | .016 | |
| | | E175 | | .466 | 3.721 | 5.830 | 2.754 |
| SkyWest Coml. | SC | CRJ9 | 2.593 | 1.975 | .008 | | .003 |
| | | E175 | 4.855 | 6.523 | 9.534 | 10.529 | 3.697 |
| Southwest | WN | B38M | | .003 | .019 | .014 | |
| | | B737 | 57.104 | 49.274 | 44.351 | 40.216 | 17.145 |
| | | B738 | 1.563 | .079 | .088 | .184 | 2.025 |
| United | UA | A319 | 2.730 | 2.014 | 1.373 | 1.666 | .795 |
| | | A320 | 3.648 | 5.422 | 5.375 | 4.315 | 1.336 |
| | | B737 | 7.169 | 5.534 | 4.093 | 3.855 | 1.128 |
| | | B738 | 1.710 | 4.526 | 7.058 | 7.712 | 2.730 |
| | | B752 | | .003 | .005 | | |
| UPS | 5X | A306 | .071 | .060 | .030 | .016 | |
| | | B752 | .505 | .507 | .540 | .553 | .426 |
| WestJet | WS | B736 | .044 | .041 | .014 | .079 | .046 |
| | | B737 | .877 | .882 | .912 | .847 | .172 |
| Total | | | 124.699 | 123.622 | 125.852 | 123.384 | 48.571 |

*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 |
| E145 | Embraer | 145 |
| E170 | Embraer | 170 |
| E175 | Embraer | 175 |
| MD90 | McDonnell Douglas | 90 |

QUARTERLY NOISE MEETING

Date: September 16, 2020

Time: 2:00 PM

Place: Airport Commission Room

ITEMS DISCUSSED

Nikolas Gaskins discussed summary of JWA airport statistics for the most recent month July 2020. Through July we were at 2.4 million passengers in comparison to 2019, we were at 6.2 million passengers (down by 60% due to pandemic). GA is slightly increasing compared to last year not by much. Cargo has increased but overall has decreased by 4% in the past year. Service to Canada and Mexico was cancelled due to travel restrictions.

Mr. Gaskins introduced new carrier, Spirit Airlines. This decision to bring a new entrant was decided by the Airport Director. Spirit was allocated three Average Daily Departures (ADDs) and plan to operate the Airbus A320neo aircraft. Mr. Gaskins shared the Airport expects quieter aircraft to operate at JWA in future years as carriers shift to newer technology aircraft.

Mr. Gaskins shared that the Access and Noise Office is currently working on capacity allocations for Plan Year 2021. He also mentioned the Million Annual Passenger (MAP) increase to 11.8 and the ten additional ADDs, effective January 1, 2021. Mr. Gaskins also explained that due to the pandemic, it does not appear that the Airport will near the 11.8 MAP in the next two to three years. Mr. Gaskins stated that Plan Year 2021 allocations will be submitted to the Airport Commission on October 21, 2020 and will then be going to the Board of Supervisors on November 3, 2020. Also, Mr. Gaskins mentioned that JetSuiteX did submit a capacity allocation request to operate from an FBO terminal. Per the new FBO lease agreements, Regularly Scheduled Air Service is not permitted to at an FBO terminal.

Dr. Jim Mosher asked when changes would go into effect regarding FBO terminal service. Mr. Gaskins informed Mr. Mosher that changes would take place starting January 1, 2020.

Dr. Mosher asked if the construction taking place at Jay's Maintenance was part of the FBO construction that is due to take place. Mr. Gaskins did not have specifics on the schedule for construction regarding Jay's Maintenance.

Dr. Mosher asked if the capacity allocation minimum requirements would be waived for 4th quarter. Mr. Gaskins advised 4th quarter would be waived, however in the upcoming year, carriers will be required to return capacity since minimums will not be waived.

Dr. Mosher asked where load factors currently stand. Mr. Gaskins informed Dr. Mosher load factors are in the mid-sixties. Mr. Gaskins also mentioned that some carriers are blocking seats and other carriers do not have high load factors or have decreased in frequency. Dr. Mosher then asked if Delta was blocking seats. Anthony Cangey advised Mr. Mosher that he believes Delta is also blocking seats.

Mr. Gaskins shared that Harris Miller Miller & Hanson, Inc. (HMMH) has been hired as the Airport's acoustical engineering consultant, effective September 2020. Dr. Mosher asked if they would be doing monitor calibrations. Mr. Gaskins informed Dr. Mosher, BridgeNet International completes annual calibrations for noise monitoring stations.

Dr. Mosher mentioned that the current contour photo should be updated to show correct information regarding number of people, as well as correcting the quarterly noise report title page. Mr. Gaskins informed changes will be made in future quarterly noise reports.

A discussion was held regarding current number of staff and Orange County hire freeze.

QUARTERLY NOISE MEETING ROSTER

September 16, 2020

NAME

ORGANIZATION

Jim Mosher

Resident – Newport Beach

Anthony Cangey

John Wayne Airport

Beatrice Siercke

John Wayne Airport

Cristina Magaña

John Wayne Airport

Nikolas Gaskins

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):
0.0014 Sq. Mi.
2. Estimated Number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:
3
3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:
7.5 (Based on 2.5 People/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:
B-737-800 - 2,761 (Arrivals + Departures)
5. Total number of aircraft operations during the calendar quarter:
69,501
6. Number of Air Carrier operations during the calendar quarter:
(Not mandatory)
12,424
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)
56,975
9. Estimated number of operations by Military aircraft during the calendar quarter:
(Not mandatory)
102