



# **NOISE ABATEMENT PROGRAM**

## **QUARTERLY REPORT**

**For the period:**  
**January 1, 2022 through March 31, 2022**

**Prepared in accordance with:**

**AIRPORT NOISE STANDARD**

**STATE OF CALIFORNIA**

**California Code of Regulations**

**Airport Noise Standards**

**Title 21: Public Works**

**Division of Aeronautics (Department of Transportation)**

**Chapter 6. Noise Standards**

**Submitted by:**

A handwritten signature in black ink, appearing to read "Charlene V. Reynolds for".

**Charlene V. Reynolds**  
**Airport Director**  
**John Wayne Airport, Orange County**

## **INTRODUCTION**

This is the 197<sup>th</sup> Quarterly Report submitted by the County of Orange in accordance with the requirements of the California Airport Noise Standards (California Code of Regulations, Title 21: Public Works, Division 2.5, Division of Aeronautics (Department of Transportation), Chapter 6. Noise Standards). Effective January 1, 1986, the criteria for defining "Noise Impact Area" was changed from 70 dB to 65 dB Community Noise Equivalent Level (CNEL). Under this criteria, John Wayne Airport currently has a "Noise Impact Area."

## **NOISE IMPACT SUMMARY**

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

### **MONITOR STATIONS**

NMS-1S: Golf Course, 3100 Irvine Ave., Newport Beach  
NMS-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 (April 1, 2021 - March 31, 2022). The Figure 2 information was developed by Harris Miller Miller and 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

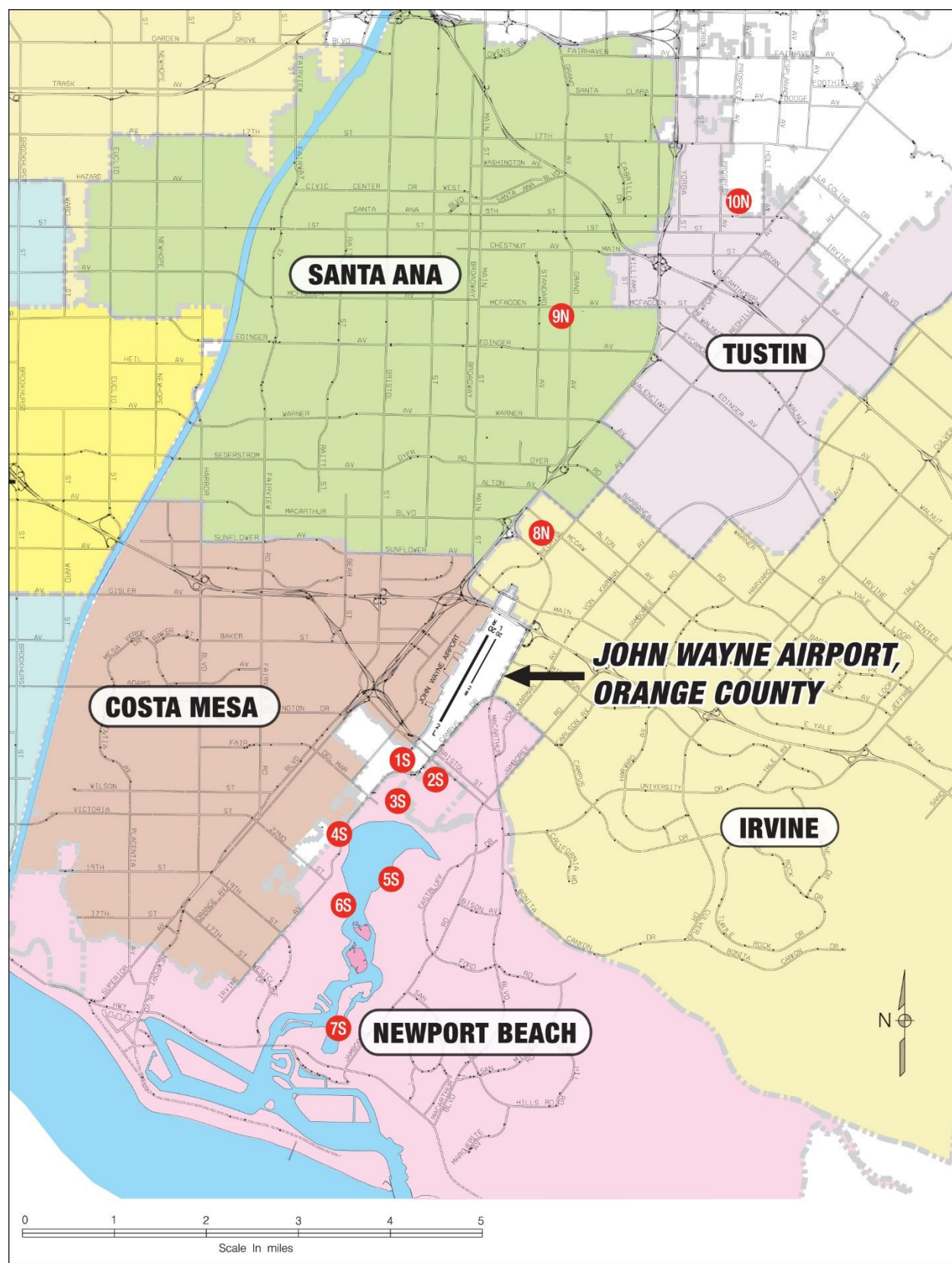
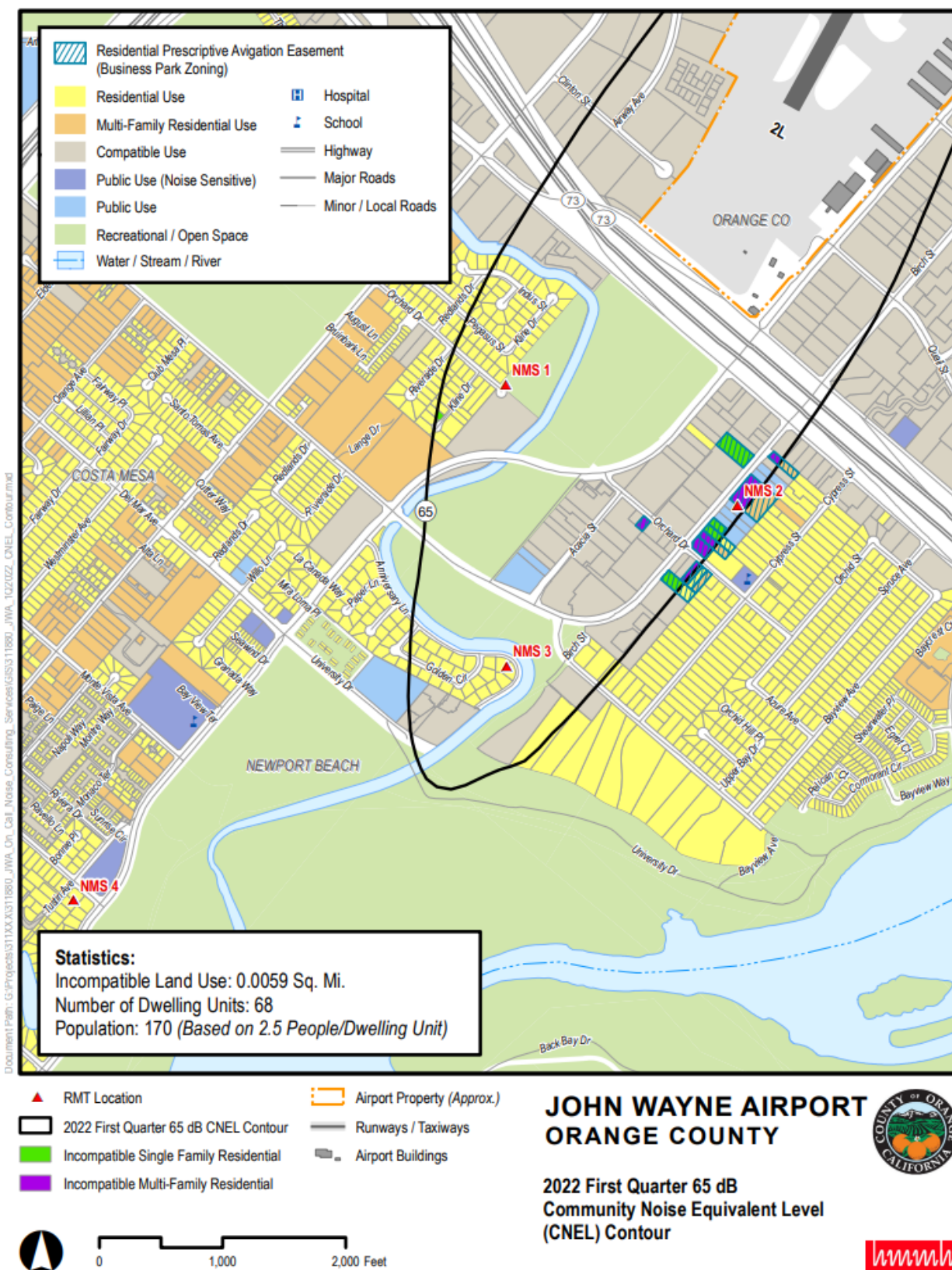




FIGURE 2  
2022 FIRST QUARTER



**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  
January - March 2022

Period	Air Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
January	7,745	0	3,620	24,350	367
February	7,309	0	3,673	23,522	392
March	8,194	0	4,017	25,299	394
First Quarter	23,248	0	11,310	73,171	384
Twelve Months 04/01/21 - 03/31/22	88,812	0	49,040	319,694	378

**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.

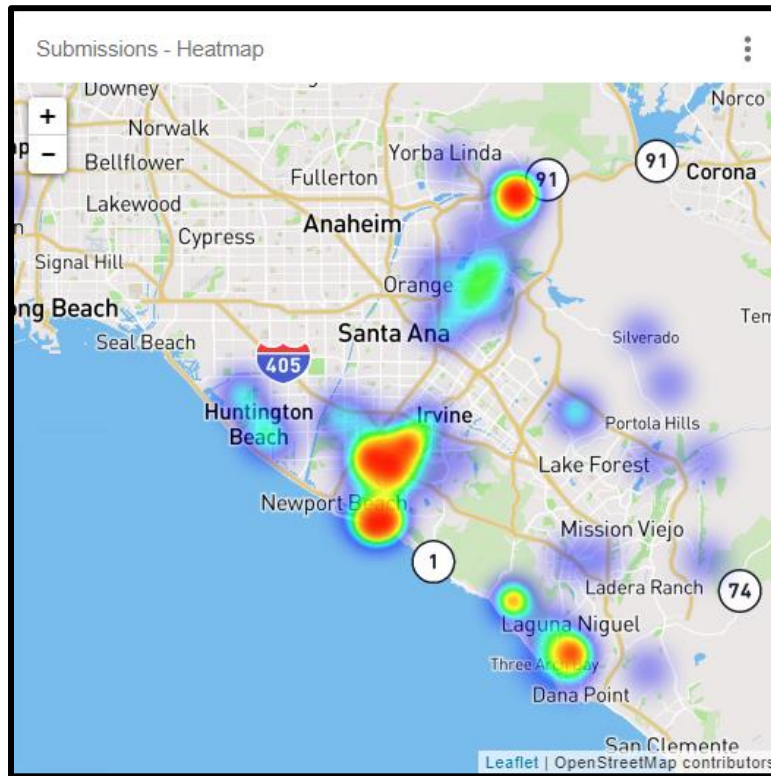
**ACOUSTICAL INSULATION PROGRAM**

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

**COMPLAINT TOTALS (January 1, 2022 - March 31, 2022)**

The Airport's Access and Noise Office receives and investigates noise complaints from local citizens and all other sources. During the January 1, 2022 through March 31, 2022, the Office received 88,075 complaints from local citizens. This is a 36.9% decrease from the 139,590 complaints received last quarter. It is a 271.6% increase from the 23,699 complaints received during the same quarter last year. Figure 3 shows the distribution of the quarterly complaints from local communities.

FIGURE 3  
REPORTED NOISE EVENTS BY COMMUNITY



Notes:

- Anaheim – 52,590 submissions from 9 different points of contact.
- Newport Beach – 30,506 submissions from 33 different points of contact.
- Costa Mesa – 1,617 submissions from 10 different points of contact.
- Laguna Niguel – 1,273 submissions from 4 different points of contact.
- Laguna Beach – 993 submissions from 4 different points of contact.
- Aliso Viejo – 352 submissions from 1 point of contact.
- Huntington Beach – 291 submissions from 6 different points of contact.
- Other – 183 submissions from 23 different points of contact.
- Orange – 158 submissions from 6 different points of contact.
- Irvine – 112 submissions from 5 different points of contact.
- 10% of submissions were from a complaint subscription service.

**TABLE 2**  
**LONG TERM MEASURED LEVELS**  
Aircraft CNEL from 04/01/21 through 03/31/22  
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Apr 2021	65.7	62.2	64.5	58.4	57.4	58.0	54.5	66.0	41.1	55.7
# Days	30	30	30	30	30	30	30	30	25	30
May 2021	66.2	62.7	65.1	59.0	57.7	58.8	54.8	66.7	41.7	56.3
# Days	31	31	31	31	31	31	31	31	27	31
Jun 2021	67.1	63.6	66.0	59.3	58.4	59.7	55.3	67.5	44.6	57.2
# Days	30	30	30	30	30	30	30	30	22	30
<b>Q-2 2021</b>	<b>66.4</b>	<b>62.9</b>	<b>65.2</b>	<b>58.9</b>	<b>57.9</b>	<b>58.9</b>	<b>54.9</b>	<b>66.8</b>	<b>42.6</b>	<b>56.4</b>
<b># Days</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>74</b>	<b>91</b>
Jul 2021	67.9	64.4	67.0	60.0	59.1	60.3	55.5	67.9	39.4	57.2
# Days	31	31	31	31	31	31	31	31	24	31
Aug 2021	67.7	66.1	66.7	59.8	58.9	60.1	55.5	67.7	38.4	57.1
# Days	31	31	31	31	31	31	31	31	23	31
Sep 2021	67.8	66.8	66.8	59.8	59.2	60.1	55.8	67.5	41.9	57.0
# Days	30	30	30	30	30	30	30	30	23	30
<b>Q-3 2021</b>	<b>67.8</b>	<b>65.9</b>	<b>66.8</b>	<b>59.9</b>	<b>59.1</b>	<b>60.1</b>	<b>55.6</b>	<b>67.7</b>	<b>40.1</b>	<b>57.1</b>
<b># Days</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>70</b>	<b>92</b>
Oct 2021	67.7	66.5	67.0	59.9	59.4	60.4	56.8	67.7	42.3	57.1
# Days	31	31	31	31	31	31	31	30	25	31
Nov 2021	67.3	66.0	66.9	59.1	58.6	60.4	55.9	67.1	41.8	56.8
# Days	30	30	30	30	30	30	29	30	21	17
Dec 2021	67.9	66.2	66.8	60.2	59.8	60.5	57.3	67.9	43.1	57.9
# Days	31	31	31	31	31	31	31	31	28	31
<b>Q-4 2021</b>	<b>67.7</b>	<b>66.2</b>	<b>66.9</b>	<b>59.8</b>	<b>59.3</b>	<b>60.4</b>	<b>56.7</b>	<b>67.6</b>	<b>42.5</b>	<b>57.4</b>
<b># Days</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>91</b>	<b>91</b>	<b>74</b>	<b>79</b>
Jan 2022	66.5	65.0	66.0	59.3	58.4	60.0	55.8	66.5	43.0	55.8
# Days	31	31	31	30	31	31	29	31	22	29
Feb 2022	66.5	65.3	66.0	58.5	58.1	60.0	55.5	66.6	41.0	55.3
# Days	28	28	28	28	28	28	28	28	22	28
Mar 2022	67.9	66.5	67.0	60.0	59.5	60.4	56.9	68.0	44.2	57.6
# Days	31	31	31	31	31	31	31	31	26	31
<b>Q-1 2022</b>	<b>67.0</b>	<b>65.6</b>	<b>66.4</b>	<b>59.3</b>	<b>58.7</b>	<b>60.1</b>	<b>56.1</b>	<b>67.1</b>	<b>43.0</b>	<b>56.4</b>
<b># Days</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>89</b>	<b>90</b>	<b>90</b>	<b>88</b>	<b>90</b>	<b>70</b>	<b>88</b>
<b>Q-2 2021 thru Q-1 2022</b>										
<b>Total</b>	<b>67.2</b>	<b>65.3</b>	<b>66.4</b>	<b>59.5</b>	<b>58.8</b>	<b>59.9</b>	<b>55.9</b>	<b>67.3</b>	<b>42.2</b>	<b>56.8</b>
<b># Days</b>	<b>365</b>	<b>365</b>	<b>365</b>	<b>364</b>	<b>365</b>	<b>365</b>	<b>362</b>	<b>364</b>	<b>288</b>	<b>350</b>
<b>Q-1 2021 thru Q-4 2021 (Previous 4 Quarters)</b>										
<b>Total</b>	<b>66.7</b>	<b>64.6</b>	<b>65.7</b>	<b>59.0</b>	<b>58.2</b>	<b>59.3</b>	<b>55.3</b>	<b>66.8</b>	<b>42.1</b>	<b>56.4</b>
<b># Days</b>	<b>365</b>	<b>365</b>	<b>365</b>	<b>365</b>	<b>365</b>	<b>365</b>	<b>363</b>	<b>357</b>	<b>278</b>	<b>351</b>
<b>Change from Previous 4 Quarters</b>										
	<b>0.5</b>	<b>0.7</b>	<b>0.7</b>	<b>0.5</b>	<b>0.6</b>	<b>0.6</b>	<b>0.6</b>	<b>0.5</b>	<b>0.1</b>	<b>0.4</b>



TABLE 3  
DAILY CNEL VALUES AT EACH MONITOR STATION  
January 2022

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.1	64.2	65.5	58.7	58.2	59.1	55.6	66.1	43.8	54.0
2	67.9	66.5	67.1	59.6	59.8	59.8	56.0	68.8	47.2	57.3
3	68.5	66.6	67.4	60.5	60.1	60.3	56.6	67.9	31.4	57.7
4	67.8	66.1	66.8	60.6	60.1	60.3	57.1	67.6	*#N/A	57.9
5	67.1	65.7	66.5	60.3	59.4	59.8	56.6	67.5	41.0	57.1
6	68.4	66.5	67.5	61.6	60.7	61.5	57.0	68.8	39.0	57.4
7	67.7	65.7	66.3	60.2	58.9	59.2	55.9	67.7	*#N/A	57.5
8	66.9	65.1	65.3	59.8	59.0	59.6	56.6	65.7	53.7	55.5
9	67.4	65.9	66.7	60.1	58.9	60.0	56.3	66.7	28.5	55.1
10	62.2	59.8	66.4	55.2	54.9	61.5	48.6	62.0	*#N/A	45.4
11	63.7	62.4	63.3	55.9	55.1	57.6	52.4	64.8	34.0	49.4
12	65.1	64.2	63.9	57.8	56.6	57.1	53.0	65.8	38.5	53.2
13	66.6	65.1	65.2	58.9	58.0	58.6	54.8	66.8	35.9	55.8
14	67.7	66.1	67.7	60.2	59.2	62.1	56.1	65.7	27.5	53.6
15	65.9	64.6	65.1	58.7	57.6	58.6	54.7	65.4	38.9	52.6
16	67.0	65.7	65.6	59.9	58.6	59.7	56.8	66.7	*#N/A	56.0
17	68.2	66.5	67.3	61.6	60.5	61.6	58.3	68.1	*#N/A	57.8
18	67.0	65.8	66.0	60.2	59.9	60.2	57.9	67.7	28.5	57.5
19	66.6	65.5	65.8	59.8	59.6	60.0	56.7	66.8	32.7	56.3
20	66.7	66.0	65.6	59.3	58.9	59.6	56.1	66.6	38.9	56.1
21	66.3	64.7	68.1	59.3	58.5	63.3	55.9	62.3	*#N/A	53.0
22	55.7	51.0	65.4	38.2	45.8	61.1	#N/A	55.1	36.4	#N/A
23	64.4	63.7	64.8	56.5	56.6	59.5	53.8	66.9	32.7	54.4
24	66.7	65.4	65.6	59.5	58.4	59.1	56.0	66.8	30.6	56.2
25	66.1	65.2	65.6	59.7	58.7	59.9	56.2	66.9	38.2	56.9
26	65.8	64.5	64.8	57.9	57.0	57.8	54.0	66.2	*#N/A	55.5
27	66.7	65.6	65.3	58.1	57.5	58.6	54.6	66.8	43.8	53.0
28	55.1	49.5	65.9	#N/A	39.2	61.1	#N/A	60.6	*#N/A	#N/A
29	63.3	61.9	62.4	54.8	54.6	55.6	50.7	64.1	*#N/A	51.8
30	67.3	65.8	65.7	59.6	58.6	59.4	55.5	66.9	39.1	56.5
31	67.8	66.3	66.8	60.8	59.4	60.2	56.1	67.8	45.0	57.5
Days	31	31	31	30	31	31	29	31	22	29
En. Avg	66.5	65.0	66.0	59.3	58.4	60.0	55.8	66.5	43.0	55.8

#N/A indicates insufficient data.

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



TABLE 4  
DAILY CNEL VALUES AT EACH MONITOR STATION  
February 2022

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.8	64.9	65.9	60.7	59.2	60.4	57.1	66.3	43.7	56.9
2	54.6	51.4	65.3	36.2	38.7	61.4	33.8	61.0	32.1	41.8
3	65.5	64.5	65.0	58.1	57.3	59.1	54.9	66.4	38.0	53.6
4	61.1	58.8	66.0	52.1	51.7	61.4	47.7	62.9	31.6	44.0
5	64.4	60.6	62.8	55.0	54.7	55.6	52.3	64.0	42.9	50.6
6	66.1	65.0	67.5	56.5	56.5	61.7	54.1	65.0	39.7	50.6
7	66.0	64.6	65.1	58.0	57.3	58.3	54.7	65.4	34.0	52.0
8	65.0	64.2	63.6	57.5	56.7	57.9	54.1	65.1	36.8	52.1
9	62.2	61.3	63.3	53.9	53.3	57.7	50.0	64.8	*#N/A	48.4
10	63.8	62.9	64.9	55.1	55.3	60.0	51.8	65.5	*#N/A	53.3
11	67.2	66.3	66.6	59.3	58.9	59.9	56.3	67.5	*#N/A	58.2
12	64.9	63.5	64.1	56.4	55.7	56.6	53.1	64.7	40.7	51.1
13	65.9	65.3	65.1	57.4	57.1	57.8	54.2	66.3	*#N/A	54.0
14	68.5	67.3	67.5	60.5	59.7	60.2	56.6	68.5	*#N/A	57.8
15	66.2	64.8	67.7	59.1	59.2	63.7	56.4	65.0	38.3	55.1
16	67.8	66.4	66.5	60.8	59.8	60.7	57.8	67.8	45.9	58.3
17	66.5	65.7	66.4	57.6	57.9	60.5	54.8	66.1	41.2	54.8
18	68.0	66.8	67.3	59.7	59.5	60.0	56.7	67.8	37.7	57.3
19	66.9	65.8	65.8	58.9	58.1	58.8	55.2	66.6	45.4	55.8
20	68.1	66.7	67.1	60.8	59.7	60.8	56.8	68.3	*#N/A	58.6
21	68.6	67.5	67.4	61.7	61.0	62.0	59.3	69.0	42.5	59.8
22	67.5	66.8	66.2	60.3	61.0	60.6	58.6	68.5	46.2	58.3
23	66.9	66.3	65.8	58.9	60.0	60.0	57.5	67.0	35.7	56.0
24	67.2	65.8	66.3	58.9	58.8	59.1	55.9	67.1	38.5	56.4
25	68.4	67.1	67.2	60.1	59.9	60.2	57.1	68.0	42.0	56.4
26	64.6	63.9	64.1	55.9	56.0	57.8	52.7	65.7	34.4	51.9
27	67.3	66.0	65.9	57.6	57.1	57.9	54.1	67.6	39.4	51.7
28	67.8	66.3	67.3	58.7	58.6	59.5	56.1	66.7	32.2	52.0
Days	28	28	28	28	28	28	28	28	22	28
En. Avg	66.5	65.3	66.0	58.5	58.1	60.0	55.5	66.6	41.0	55.3

#N/A indicates insufficient data.

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

TABLE 5  
DAILY CNEL VALUES AT EACH MONITOR STATION  
March 2022

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.5	65.2	65.3	57.5	57.0	57.8	54.2	66.4	44.2	53.8
2	66.6	65.7	65.5	58.6	57.7	58.2	54.4	67.4	42.8	56.1
3	68.2	66.4	67.0	61.4	59.9	61.3	57.6	68.9	41.3	59.2
4	67.9	67.0	67.0	60.8	60.5	61.2	58.1	68.9	41.8	58.6
5	66.3	65.5	65.0	58.5	59.7	59.5	57.0	67.7	45.0	57.5
6	68.2	67.0	67.0	60.7	59.8	61.0	58.2	68.7	31.6	58.6
7	63.7	59.9	68.5	54.2	54.9	64.0	51.4	63.2	*#N/A	42.5
8	65.7	64.8	65.3	57.8	58.1	58.8	54.7	67.3	30.1	55.9
9	68.0	66.4	66.6	60.7	59.6	59.8	57.4	69.2	42.6	59.5
10	68.6	67.5	67.5	61.3	60.7	61.4	58.4	67.8	*#N/A	57.0
11	65.2	64.6	65.4	56.3	56.7	59.0	53.3	66.8	46.4	52.9
12	66.3	65.2	65.2	57.2	56.7	57.2	53.9	67.2	*#N/A	56.0
13	68.9	67.3	67.6	61.1	60.1	61.1	56.7	69.6	*#N/A	59.7
14	68.5	67.3	67.8	60.8	60.4	61.0	57.5	67.2	43.9	57.6
15	67.6	66.4	66.7	60.1	59.6	60.1	56.4	67.8	47.6	58.0
16	68.2	66.8	67.2	60.3	60.0	60.4	57.9	67.9	41.0	57.8
17	67.9	67.0	67.0	59.8	59.7	60.1	56.9	67.5	45.2	56.7
18	68.5	67.2	67.3	60.5	59.5	59.9	56.9	67.5	41.9	57.6
19	67.0	65.6	66.0	59.4	58.9	59.5	56.6	67.8	40.9	57.6
20	68.6	67.3	67.6	60.3	60.6	60.9	56.8	69.2	46.2	58.6
21	68.5	67.0	67.4	60.4	60.4	60.0	57.7	68.2	47.5	56.9
22	68.0	66.5	67.4	59.6	59.5	60.7	57.0	67.7	43.3	56.2
23	67.5	66.6	66.5	59.1	58.6	58.9	56.0	66.9	35.5	56.2
24	68.6	67.5	67.1	60.1	59.8	60.3	57.0	67.2	48.8	57.4
25	68.6	67.3	67.8	60.2	59.9	60.3	56.8	67.3	*#N/A	57.7
26	67.5	66.1	66.3	59.2	58.1	59.0	54.5	67.0	42.9	56.8
27	68.9	66.7	67.7	61.9	60.8	62.0	58.1	69.5	38.9	59.0
28	69.2	67.1	67.6	61.8	60.7	61.2	58.3	69.8	44.1	59.6
29	68.7	67.4	67.8	61.2	60.8	61.4	58.9	67.6	49.0	58.6
30	68.3	66.5	67.1	60.3	59.4	59.7	56.7	68.4	38.7	58.6
31	68.8	67.0	67.8	61.6	61.1	61.4	59.0	68.7	42.2	59.0
Days	31	31	31	31	31	31	31	31	26	31
En. Avg	67.9	66.5	67.0	60.0	59.5	60.4	56.9	68.0	44.2	57.6

#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**  
**January - March 2022**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	A223	67	Average Count	88.1 (63)	88.3 (57)	86.7 (62)	81.1 (40)	80.6 (41)	80.7 (35)	78.2 (5)	80.8 (2)	#N/A (0)	#N/A (0)
	B38M	3	Average Count	90.0 (3)	89.8 (3)	89.9 (3)	81.5 (3)	80.4 (2)	81.9 (3)	#N/A (0)	#N/A (0)	#N/A (0)	#N/A (0)
Alaska	A320	340	Average Count	95.4 (300)	94.0 (279)	94.5 (303)	87.4 (294)	85.8 (296)	86.6 (286)	84.4 (298)	88.7 (23)	#N/A (0)	#N/A (0)
	B737	42	Average Count	95.2 (38)	94.5 (37)	94.5 (37)	88.3 (38)	88.8 (37)	89.1 (39)	85.2 (39)	90.6 (2)	#N/A (0)	#N/A (0)
	B738	404	Average Count	97.7 (350)	96.1 (328)	95.5 (342)	89.1 (349)	89.0 (351)	89.8 (336)	86.7 (350)	91.4 (43)	86.5 (4)	79.8 (3)
Allegiant	A319	137	Average Count	92.9 (122)	91.4 (115)	91.9 (122)	86.6 (121)	85.3 (118)	86.2 (119)	81.9 (102)	86.7 (10)	#N/A (0)	#N/A (0)
	A320	116	Average Count	93.5 (102)	92.5 (98)	91.9 (102)	86.2 (100)	85.4 (102)	85.9 (95)	81.9 (97)	87.1 (7)	#N/A (0)	#N/A (0)
American	A21N	1	Average Count	89.7 (1)	89.1 (1)	89.2 (1)	81.0 (1)	79.7 (1)	80.3 (1)	#N/A (0)	#N/A (0)	#N/A (0)	#N/A (0)
	A319	3	Average Count	94.2 (3)	93.2 (3)	93.5 (3)	87.0 (3)	86.3 (3)	87.6 (2)	83.9 (3)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	39	Average Count	94.8 (35)	94.0 (29)	93.6 (35)	86.1 (34)	85.1 (33)	84.9 (32)	81.7 (30)	88.7 (3)	#N/A (0)	#N/A (0)
	A321	88	Average Count	99.2 (78)	97.8 (79)	98.9 (79)	91.0 (80)	89.2 (78)	88.8 (77)	84.8 (80)	92.6 (7)	#N/A (0)	#N/A (0)
	B738	1308	Average Count	97.8 (1129)	96.7 (1056)	96.3 (1141)	89.6 (1118)	89.2 (1109)	89.7 (1060)	86.7 (1087)	92.2 (89)	87.2 (10)	81.0 (14)
Delta	A220	300	Average Count	87.9 (263)	87.5 (247)	87.3 (265)	80.1 (194)	79.2 (148)	80.3 (146)	78.4 (16)	80.7 (23)	#N/A (0)	#N/A (0)
	A223	22	Average Count	89.5 (21)	89.1 (21)	88.8 (21)	80.9 (18)	80.4 (18)	80.5 (18)	77.2 (3)	82.3 (1)	#N/A (0)	#N/A (0)
	A319	257	Average Count	95.2 (222)	94.3 (205)	94.7 (225)	88.2 (213)	87.0 (211)	87.0 (204)	82.8 (216)	90.8 (25)	85.4 (4)	83.3 (1)
	A320	1	Average Count	94.9 (1)	94.4 (1)	94.8 (1)	90.5 (1)	89.4 (1)	89.2 (1)	85.4 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	8	Average Count	97.8 (6)	96.0 (6)	97.2 (6)	91.0 (6)	89.6 (6)	90.0 (6)	86.0 (6)	88.7 (2)	#N/A (0)	#N/A (0)
	B752	169	Average Count	96.0 (143)	94.9 (136)	95.6 (147)	88.6 (145)	87.7 (145)	87.8 (133)	84.1 (137)	91.0 (13)	87.7 (2)	82.2 (1)
FedEx	A306	59	Average Count	96.8 (52)	96.0 (53)	94.3 (52)	88.3 (53)	88.2 (52)	89.0 (52)	85.6 (52)	93.3 (5)	#N/A (0)	81.2 (3)
Frontier	A20N	215	Average Count	87.5 (189)	86.8 (184)	86.9 (188)	81.0 (139)	79.7 (102)	81.5 (128)	79.0 (32)	82.5 (20)	#N/A (0)	#N/A (0)
	A320	37	Average Count	93.6 (34)	93.0 (33)	91.3 (33)	85.6 (34)	84.4 (34)	85.8 (33)	83.1 (33)	87.0 (3)	#N/A (0)	#N/A (0)
Horizon	E175	160	Average Count	91.6 (152)	90.8 (137)	89.7 (150)	84.5 (145)	84.5 (149)	86.0 (141)	83.2 (144)	89.2 (7)	#N/A (0)	#N/A (0)
Southwest	B38M	59	Average Count	89.6 (48)	88.4 (45)	87.9 (49)	81.1 (35)	81.6 (43)	82.7 (42)	79.8 (36)	85.3 (8)	77.9 (1)	#N/A (0)
	B737	1412	Average Count	92.9 (1214)	91.9 (1154)	90.8 (1224)	85.2 (1232)	85.2 (1217)	86.0 (1165)	83.5 (1158)	90.2 (113)	#N/A (0)	83.1 (1)
	B738	342	Average Count	94.0 (292)	93.0 (278)	91.2 (292)	85.1 (297)	85.6 (298)	86.3 (280)	84.1 (284)	90.7 (29)	88.4 (2)	#N/A (0)
Spirit	A20N	268	Average Count	87.6 (248)	87.2 (234)	87.3 (248)	81.6 (229)	80.8 (192)	82.1 (225)	79.4 (124)	82.7 (14)	#N/A (0)	#N/A (0)
	A319	78	Average Count	90.2 (66)	90.0 (62)	88.6 (65)	83.3 (63)	82.2 (58)	83.2 (61)	80.2 (35)	84.7 (7)	82.4 (1)	#N/A (0)
	A320	60	Average Count	91.8 (50)	91.3 (49)	89.4 (51)	84.0 (51)	83.1 (50)	83.9 (51)	80.8 (38)	85.3 (4)	#N/A (0)	#N/A (0)

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Sun Country	B737	4	Average Count	95.1 (4)	93.6 (4)	95.2 (4)	89.2 (4)	88.9 (4)	89.1 (4)	85.7 (4)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	1	Average Count	97.3 (1)	#N/A (0)	95.9 (1)	89.2 (1)	88.0 (1)	88.3 (1)	84.5 (1)	#N/A (0)	#N/A (0)	#N/A (0)
United	A319	146	Average Count	93.1 (127)	92.2 (119)	91.8 (126)	85.3 (119)	84.4 (125)	85.1 (122)	81.3 (106)	86.6 (14)	#N/A (0)	75.8 (1)
	A320	347	Average Count	94.5 (307)	93.7 (302)	93.2 (310)	85.9 (288)	84.9 (300)	85.4 (299)	82.2 (288)	87.2 (27)	84.7 (1)	#N/A (0)
	B737	523	Average Count	96.3 (451)	94.5 (413)	96.3 (451)	90.4 (452)	90.1 (441)	90.5 (403)	86.6 (424)	92.1 (52)	83.9 (9)	81.3 (1)
	B738	475	Average Count	97.9 (407)	96.2 (373)	97.3 (412)	90.0 (410)	89.6 (399)	90.1 (366)	87.1 (386)	91.8 (38)	87.0 (4)	80.0 (3)
UPS	B752	51	Average Count	94.5 (47)	93.8 (46)	93.1 (47)	86.4 (47)	86.3 (47)	86.7 (47)	82.1 (47)	88.7 (4)	#N/A (0)	#N/A (0)
WestJet	B737	55	Average Count	94.7 (51)	93.5 (48)	94.3 (51)	89.0 (49)	88.7 (50)	89.6 (51)	85.1 (47)	88.7 (3)	#N/A (0)	#N/A (0)



**TABLE 7**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**Commercial Class E**  
**January - March 2022**

Carrier	AC Type	# Dps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delta	A220	191	Average Count	88.0 (163)	87.5 (153)	87.4 (161)	80.4 (119)	79.3 (86)	80.4 (95)	78.9 (12)	81.6 (12)	#N/A (0)	#N/A (0)
	A223	44	Average Count	89.3 (41)	89.1 (39)	88.5 (42)	80.8 (34)	80.4 (32)	80.9 (29)	78.6 (4)	79.5 (1)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	517	Average Count	90.4 (447)	89.6 (427)	89.1 (447)	84.5 (444)	83.8 (451)	85.1 (438)	82.7 (426)	88.1 (39)	80.1 (1)	88.2 (1)
Southwest	B38M	5	Average Count	87.4 (4)	86.8 (4)	85.8 (4)	78.7 (1)	82.3 (2)	81.2 (2)	79.3 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	2543	Average Count	91.0 (2262)	90.5 (2127)	89.2 (2234)	84.3 (2257)	84.1 (2258)	84.7 (2189)	82.6 (2115)	89.3 (201)	82.1 (2)	81.5 (3)
	B738	2	Average Count	87.4 (2)	88.1 (2)	85.3 (2)	80.6 (2)	80.6 (2)	81.0 (2)	78.4 (2)	#N/A (0)	#N/A (0)	#N/A (0)

**TABLE 8**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**Commuter**  
**January - March 2022**

Carrier	AC Type	# Dps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	585	Average Count	85.1 (514)	84.8 (506)	86.0 (514)	79.2 (330)	78.6 (121)	79.8 (313)	79.3 (9)	82.3 (44)	#N/A (0)	#N/A (0)
	E145	15	Average Count	85.5 (13)	85.5 (14)	86.5 (14)	79.0 (7)	78.6 (6)	79.7 (7)	#N/A (0)	84.4 (1)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	80	Average Count	85.9 (71)	85.9 (69)	85.8 (71)	79.8 (28)	80.8 (53)	80.7 (54)	79.7 (52)	86.3 (7)	#N/A (0)	#N/A (0)
	E175	21	Average Count	90.0 (15)	89.1 (16)	88.5 (16)	84.9 (15)	83.7 (16)	85.0 (16)	82.7 (16)	86.1 (4)	#N/A (0)	#N/A (0)

**TABLE 8-GA**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**General Aviation**  
**January - March 2022**

Carrier	AC Type	# Dps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5386	Average Count	87.7 (4642)	86.8 (4250)	88.7 (4547)	82.5 (2387)	82.4 (1872)	83.3 (2550)	81.9 (954)	84.8 (331)	83.5 (12)	81.5 (4)

**TABLE 9**  
**AIR CARRIER OPERATIONAL HISTORY**

Carrier		AC Type	Year				
			2018	2019	2020	2021	2022
Air Canada	AC	A223				102	134
		B38M				6	6
Alaska	AS	A319	64	244	314		
		A320	262	3,403	1,733	4,038	684
		B737	384	160	14	24	84
		B738	8,260	5,247	767	1,327	810
Allegiant	G4	A319				1,076	276
		A320				488	232
American	AA	A21N		2	2	88	2
		A319	722	432	474	220	6
		A320	78	634	488	783	78
		A321	4	214	571	1,035	176
		B38M				17	
		B738	11,457	10,972	5,201	8,144	2,620
		B752	4	36			
Compass	CP	E175	3,188	3,150	656		
Delta	DL	A220		851	1,954	4,036	984
		A223				4	133
		A319	1,979	1,987	828	952	516
		A320	12	11	8	3	2
		B712	3,379	2,495			
		B737	188	8	24		
		B738	18	40	2	12	16
		B739	2				
		B752	2,889	2,889	1,065	1,423	342
MD90	2						
FedEx	FM	A306	508	510	512	502	118
Frontier	F9	A20N	600	900	550	1,363	430
		A319	190	100	2	88	
		A320	654	428	392	361	74
Horizon	QX	DH8D	728	12			
		E175	2,716	4,257	2,986	3,293	322
SkyWest Coml.	SC	CRJ9	6		2		
		E175	6,960	7,686	3,535	3,711	1,034
Southwest	WN	B38M	14	10		683	128
		B737	32,380	29,360	14,268	22,212	7,910
		B738	64	134	3,780	7,738	689
Spirit	NK	A20N			180	1,735	537
		A319				250	158
		A320			19	346	122
Sun Country	SY	B737				238	8
		B738				24	2
United	UA	A319	999	1,216	590	819	292
		A320	3,927	3,151	1,227	1,020	695
		B737	2,987	2,816	999	2,622	1,045
		B738	5,154	5,627	2,645	2,946	955
UPS	5X	B752	4			2	
		A306	22	12	18	18	
WestJet	WS	B752	394	404	404	392	102
		B736	10	58	34		
		B737	666	618	126	112	110
Total			91,875	90,074	46,370	74,253	21,832

TABLE 10  
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2018	2019	2020	2021	2022
A20N	600	900	730	3,098	967
A21N		2	2	88	2
A220		851	1,954	4,036	984
A223				106	267
A306	530	522	530	520	118
A319	3,954	3,979	2,208	3,405	1,248
A320	4,933	7,627	3,867	7,039	1,887
A321	4	214	571	1,035	176
B38M	14	10		706	134
B712	3,379	2,495			
B736	10	58	34		
B737	36,605	32,962	15,431	25,208	9,157
B738	24,953	22,020	12,395	20,191	5,092
B739	2				
B752	3,291	3,329	1,469	1,817	444
CRJ9	6		2		
DH8D	728	12			
E175	12,864	15,093	7,177	7,004	1,356
MD90	2				
Total	91,875	90,074	46,370	74,253	21,832

**TABLE 11**  
**AIR CARRIER AVERAGE DAILY DEPARTURE HISTORY**

Carrier		AC Type	Year				
			2018	2019	2020	2021	2022
Air Canada	AC	A223				.140	.184
		B38M				.008	.008
Alaska	AS	A319	.088	.334	.432		
		A320	.359	4.660	2.363	5.534	.934
		B737	.526	.219	.022	.033	.115
		B738	11.315	7.189	1.046	1.816	1.110
Allegiant	G4	A319				1.474	.378
		A320				.668	.318
American	AA	A21N		.003	.003	.121	.003
		A319	.989	.592	.648	.296	.008
		A320	.107	.868	.664	1.082	.107
		A321	.005	.293	.779	1.414	.241
		B38M				.022	
		B738	15.696	15.030	7.107	11.156	3.589
		B752	.005	.049			
Compass	CP	E175	4.367	4.315	.896		
Delta	DL	A220		1.164	2.667	5.529	1.351
		A223				.005	.181
		A319	2.712	2.723	1.131	1.304	.707
		A320	.016	.014	.014	.003	.003
		B712	4.627	3.419			
		B737	.258	.011	.033		
		B738	.025	.055	.003	.016	.022
		B739	.003				
		B752	3.959	3.956	1.454	1.948	.468
MD90	.003						
FedEx	FM	A306	.696	.699	.699	.688	.162
Frontier	F9	A20N	.822	1.233	.751	1.866	.589
		A319	.260	.137	.003	.121	
		A320	.896	.586	.536	.496	.101
Horizon	QX	DH8D	.997	.016			
		E175	3.721	5.830	4.079	4.512	.441
SkyWest Coml.	SC	CRJ9	.008		.003		
		E175	9.534	10.529	4.833	5.085	1.416
Southwest	WN	B38M	.019	.014		.937	.175
		B737	44.351	40.216	19.497	30.416	10.838
		B738	.088	.184	5.161	10.605	.942
Spirit	NK	A20N			.246	2.381	.734
		A319				.342	.216
		A320			.025	.471	.167
Sun Country	SY	B737				.326	.011
		B738				.033	.003
United	UA	A319	1.373	1.666	.806	1.123	.400
		A320	5.375	4.315	1.675	1.397	.951
		B737	4.093	3.855	1.366	3.589	1.433
		B738	7.058	7.712	3.612	4.036	1.307
		B752	.005			.003	
UPS	5X	A306	.030	.016	.025	.025	
		B752	.540	.553	.552	.537	.140
WestJet	WS	B736	.014	.079	.046		
		B737	.912	.847	.172	.153	.151
Total			125.852	123.384	63.347	101.712	29.904



TABLE 12  
AIRCRAFT Glossary

AC Type	Make	Model/Series
A20N	Airbus	320-200 Neo
A220	Airbus	220-100
A223	Airbus	220-300
A306	Airbus	300-600
A319	Airbus	319
A320	Airbus	320
B38M	Boeing	737-800 Max
A321	Airbus	321
A21N	Airbus	321 Neo
B712	Boeing	717-200
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
E175	Embraer	175
MD90	McDonnell Douglas	90

## **QUARTERLY NOISE MEETING**

Date: March 22, 2022

Time: 2:00 PM

Place: Airport Commission Room

### ITEMS DISCUSSED

Nikolas Gaskins, Access and Noise Manager, informed the attendees that there were no current items to discuss as the majority of staff time has been devoted to the Fly Friendly Program and regular daily tasks of the Access and Noise Office (ANO).

Newport Beach resident Joe August asked if the ANO is currently understaffed. Mr. Gaskins informed him that the ANO is fully staffed but the requests for data have increased.

Mr. Gaskins provided a summary of the John Wayne Airport (JWA) statistics for February 2022. Mr. Gaskins mentioned the increase in recent passengers is most likely due to COVID-19 travel restrictions being lessened and/or lifted.

Mr. August asked when the Q4 2021 quarterly report would be available. Mr. Gaskins explained that HMMH was researching land use parcels within the 65 dB CNEL contour and needed additional time for their review. Mr. Gaskins stated the report will be available in the next couple of weeks.

Mr. August had a question as to why many operations are not being included in the quarterly report. Mr. August stated he understands operations are removed due to noise contamination and others are not included due to length of noise duration. Mr. August added that the Newport Beach community would like to see a summary report of the operations not included and the reason (e.g., lawnmowers, birds chirping, dogs barking, etc.). Mr. Gaskins explained that Anthony Cangey, ANO Specialist, presented on this topic at Supervisor Foley's JWA Advisory Team meeting. Mr. Gaskins stated that for the ANO to incorporate Mr. August's reporting request, it would involve asking the noise monitoring system vendor, Envirosuite, to possibly rebuild the system software. Mr. Gaskins mentioned that the Fly Friendly program software will identify quieter operators.

Second District Airport Commissioner and Newport Beach resident, Sue Dvorak, asked if the Fly Friendly software would be similar to Envirosuite's ANEEM features. Mr. Gaskins explained the software is being designed similarly.

Mr. August stated the ANO is not taking into consideration the number of complaints that are not being submitted by Newport Beach residents. Beatrice Siercke, ANO Specialist, explained we cannot address complaints that are not being submitted to the ANO. Mr. August continued to say that residents are complaining about the noise but do not know which number to call or who to contact regarding noise complaints. Mr. Gaskins explained that on numerous occasions, the Airport has provided presentations on how to contact the ANO, submit a noise complaint via Viewpoint, and utilize the public flight tracking system known as WebTrak. Mr. Gaskins also mentioned that the ANO's contact information can be found on JWA's website.

Mr. Mosher asked about the Fly Friendly program and the pending item regarding the review of the JWA-Modified National Business Aviation Association's (NBAA) Noise Abatement Departure Procedure (NADP). Mr. Gaskins explained there has been a lot of research completed and that the NBAA standard departure is the recommended departure, however, minor adjustments were made to accommodate JWA-specific concerns brought up by the Fly Friendly working group. NBAA requested that the proposed modified procedure be reviewed by FAA. This was done to avoid any potential issues that may arise moving forward, such as air traffic impacts and safety concerns. Mr. Gaskins stated that the standard procedure did not give the full benefits that the community was hoping to obtain in the Fly Friendly program.

Mr. August was asked to leave the meeting due to unmannerly behavior.

Mr. Mosher had a question regarding NADP-1 (Close-In) and NADP-2 (Distant) for commercial airlines. Mr. Gaskins mentioned that Mel Beale, President of Airport Working Group (AWG), has been working closely with JWA commercial airlines and the City of Newport Beach regarding commercial airline NADPs, and suggested Mr. Beale speak on this topic during the next Newport Beach Aviation Committee meeting.

Mr. Mosher asked if Automatic Dependent Surveillance-Broadcast (ADS-B) can be utilized in Webtrak for better accuracy. Mr. Gaskins stated the Airport will discuss this with Envirosuite at a later date.

Mr. Mosher asked how the weather data provided in the noise monitoring system was collected. Mr. Gaskins explained the source is located on the airfield through a sensor that collects the data.

Santa Ana resident Jon Katzenstein had concerns about air traffic separation due to the implementation of the Southern California Metroplex Project. Mr. Gaskins explained that Metroplex was intended to provide more streamlined and precise arrivals & departures. Mr. Gaskins further explained most complaints regarding Metroplex are due to the concentration of operations that occurred after its implementation, which was expected. Mr. Gaskins asked Cristina Magaña, ANO Specialist, to provide Flight Standards District Office contact information to Mr. Katzenstein.

Mr. Mosher had a question regarding Bridgenet's capability to correlate noise events at NMS 1S, 2S, and 3S aside from NMS 8N, 9N, and 10N for the occasional northerly departures since the jet blast is loud and can be considered reportable. Mr. Gaskins stated the ANO would look into this request.

**QUARTERLY NOISE MEETING ROSTER**

**March 22, 2022**

**NAME**

**ORGANIZATION**

Jim Mosher

Resident – Newport Beach

Joe August

Resident – Newport Beach

Jon Katzenstein

Resident – Santa Ana

Sue Dvorak

Resident – Newport Beach

Anthony Cangey

John Wayne Airport

Beatrice Siercke

John Wayne Airport

Cassandra Linares

John Wayne Airport

Cristina Magaña

John Wayne Airport

Jessica Good

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):  
0.0059 Sq. Mi.
2. Estimated Number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:  
68
3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:  
170 (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:  
B738 – 5,092 (Arrivals+Departures)
5. Total number of aircraft operations during the calendar quarter:  
73,171
6. Number of Air Carrier operations during the calendar quarter:  
(Not mandatory)  
23,248
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)  
49,761
9. Estimated number of operations by Military aircraft during the calendar quarter:  
(Not mandatory)  
162