

John Wayne Airport General Aviation Noise Abatement Guide



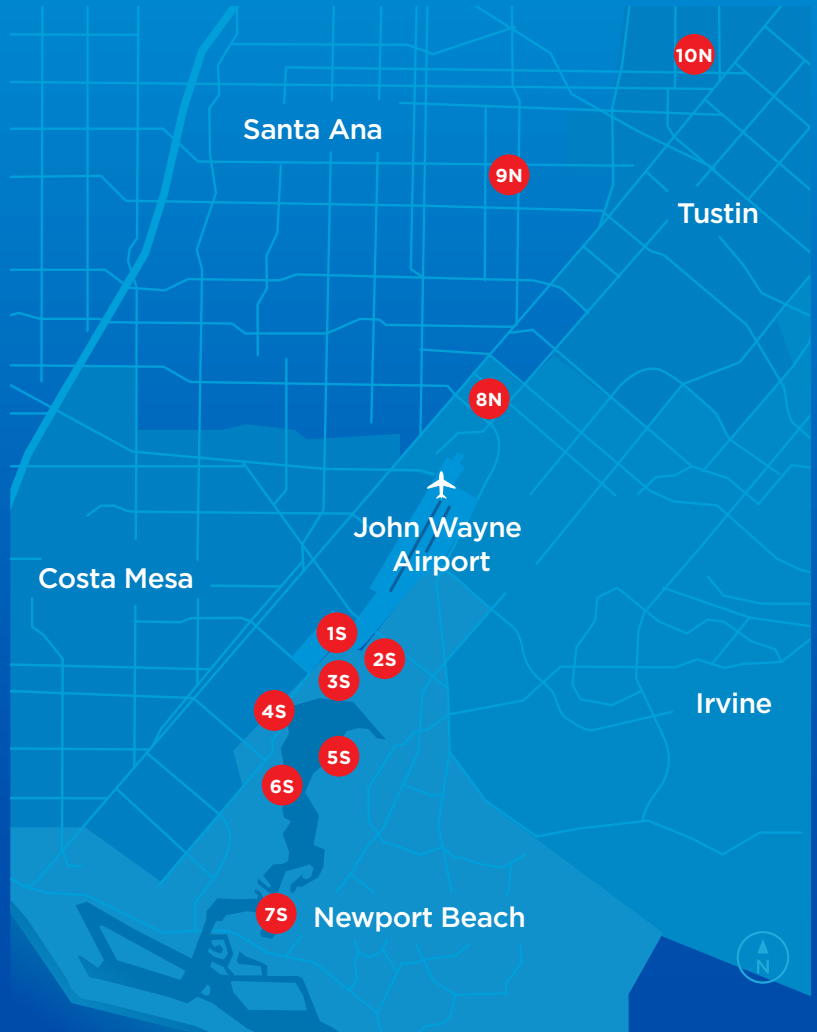
Being a Good Neighbor

John Wayne Airport (SNA) is a noise sensitive airport committed to being a good neighbor. The Airport is located in the center of Orange County, California close to nearby residential areas. To mitigate potential noise impacts from aircraft operations and to enhance compatibility with surrounding communities, the Airport maintains some of the most stringent noise regulations in the country.

The General Aviation Noise Ordinance (GANO)* has been adopted by the County of Orange to regulate the hours of operation and the maximum permitted noise levels associated with general aviation operations. The Airport recognizes that pilot sensitivity is a key component of a successful noise abatement program, and continued cooperation is greatly appreciated.

Noise Limits

The Airport maintains 10 permanent noise monitoring stations (NMS), see map. The GANO specifies noise limits at each NMS that vary by time of day.



General Aviation Noise Limits (dB SENEL)

Daytime Hours		Nighttime Hours
NMS 1S (102.5)		NMS 1S (87.5)
NMS 2S (101.8)		NMS 2S (87.6)
NMS 3S (101.1)		NMS 3S, 4S, 5S, 6S, 7S (86.7)
		NMS 8N, 9N, 10N (86.9)
Departures		Arrivals
Mon-Sat	0700 - 2200	0700 - 2300
Sun	0800 - 2200	0800 - 2300

Daytime Hours are (local time)
All other hours are considered **nighttime** hours.
Compliance is determined by the clock at each NMS.

DME Distance to Noise Monitors* (nm)

NMS 1S (0.4)	NMS 4S (1.3)	NMS 8N (2.1)
NMS 2S (0.4)	NMS 5S (1.3)	NMS 9N (4.2)
NMS 3S (0.7)	NMS 6S (1.8)	NMS 10N (5.8)
	NMS 7S (2.9)	

*Approximate DME distance measured from KSNA localizer, located south of Runway 20R

JOHN WAYNE AIRPORT
ORANGE COUNTY



Runway 20L VFR Traffic Pattern

Pilots flying KSNA's Runway 20L traffic pattern are encouraged to voluntarily turn left at or before Highway 73 to help minimize noise impacts over the Newport Back Bay communities.



Pilot Instructions:

- On Departure: Turn 15° left at departure end of runway to avoid the aircraft departing the larger runway.
- Once on the 15° offset up-wind, unless an aircraft has not reached 500' AGL, or received Air Traffic Control instructions to the contrary, turn left crosswind before reaching Highway 73 to avoid overflying residential area south of the highway (highlighted in orange).

This noise abatement procedure should be used only when consistent with the safe operation of aircraft

Departures

Runway 20R/2L are the preferred runways.
Avoid high power settings at low altitudes over noise sensitive areas

Arrivals

Pilots are encouraged to use minimum certificated landing flap setting in accordance with FAR 91.126c.

Fly Friendly Departure Procedure

Pilots are encouraged to utilize the National Business Aviation Association's Recommended Noise Abatement Departure Procedure. Pilot instructions available at www.ocair.com/FlyFriendly.

Safety permitting, pilots are encouraged to follow the aircraft manufacturer's recommended noise abatement procedures on all arrivals.

Warning

The following list of aircraft are presumed incapable of meeting noise limitations defined in the GANO and are not permitted to land, tie down, takeoff or be based at the Airport, except in an emergency:

As described in the GANO, any owner or operator of the listed aircraft will have the opportunity to furnish evidence to the reasonable satisfaction of the Airport Director that such aircraft can operate within acceptable noise levels.

FBO general aviation aprons are limited to aircraft with maximum certificated gross takeoff weight of 100,000 lbs. (dual gear) and with wingspans less than 100 feet. General aviation aircraft are prohibited from using any portion of the air carrier commercial ramp.

Aircraft Presumptively Incapable of:

Nighttime Departures	Nighttime Arrivals	Any Operation Any Time
Gulfstream II, IIB, III HS125-1A-600* Jetstar II Learjet 23, 24, 25, 28, 29 Piaggio P180 Shooting Star T33	Gulfstream II, IIB, III HS125-1A-600* Piaggio P180 Shooting Star T33	Jet Commander

*Rolls Royce Viper Engines

Note that manufacturers have developed noise abatement procedures for the Gulfstream II, IIB, III, and IV and Learjet 20 Series aircraft.

Sanctions

Notice of Violation

When an aircraft exceeds the noise limits at one or more locations, a "Notice of Violation" will be issued to the registered owner of the aircraft. The Notice of Violation applies to the aircraft owner, operator and aircraft. Notices remain in effect for three years after the violation date.

Denial of Use

When three violations occur within a three-year period, the aircraft owner, operator and aircraft are subject to denial of use of the Airport for a period of three years.

Airport Information

Airport Elevation	+56 ft. MSL
ATIS	714.546.2279
ATIS Frequency	126.0

Airport Contact

Access & Noise Office	M-F 0700-1600 949.252.5185
Airport Operations	M-Su 0600-2300 949.252.5256

Information about the Airport's access and noise program, along with the GANO visit: www.ocair.com/ANO.

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