JOHN WAYNE AIRPORT
ORANGE COUNTY

NOISE ABATEMENT PROGRAM
QUARTERLY REPORT

For the period:
January 1, 2023 through March 31, 2023

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:

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

INTRODUCTION

This is the 201st 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, 2022 - March 31, 2023). 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

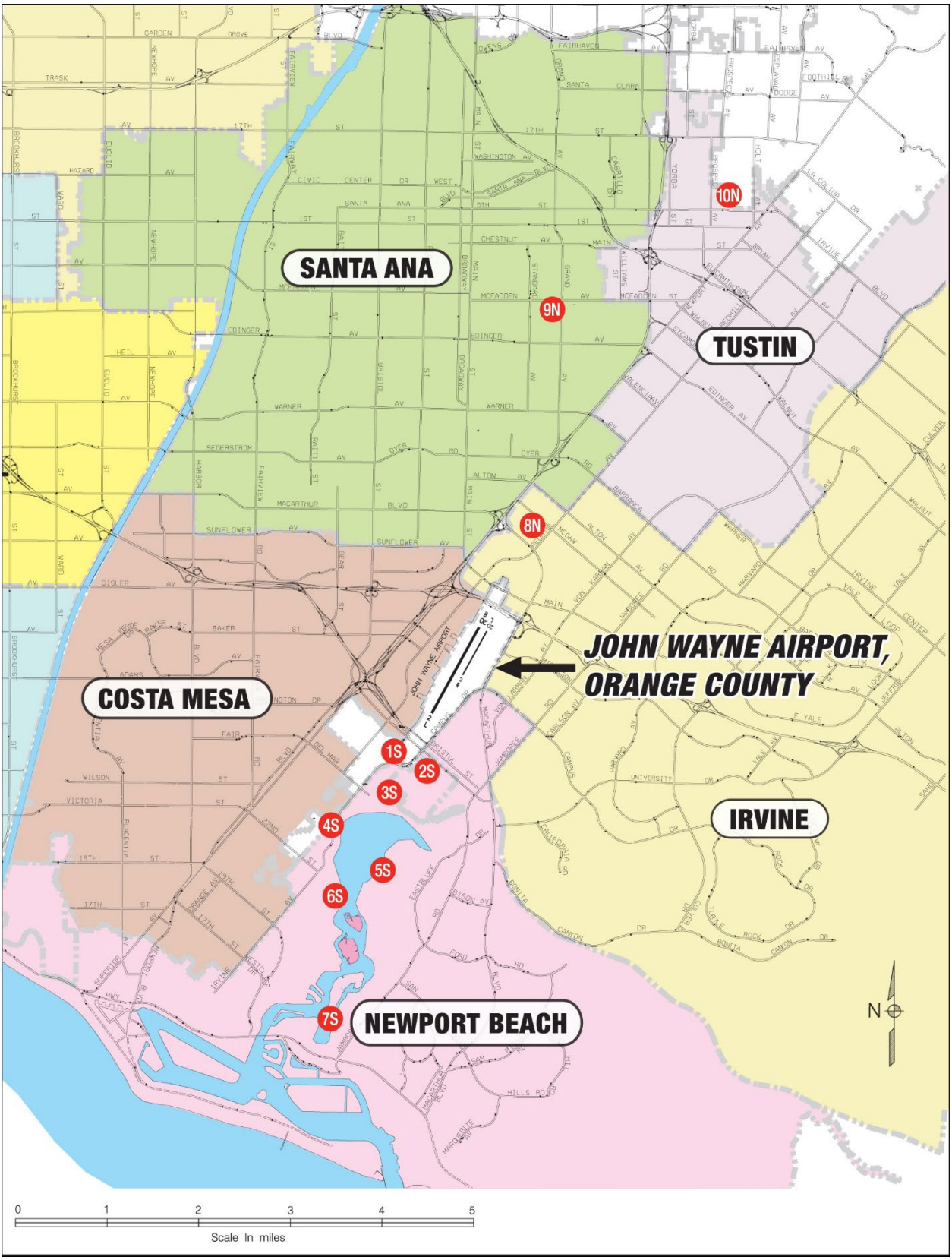
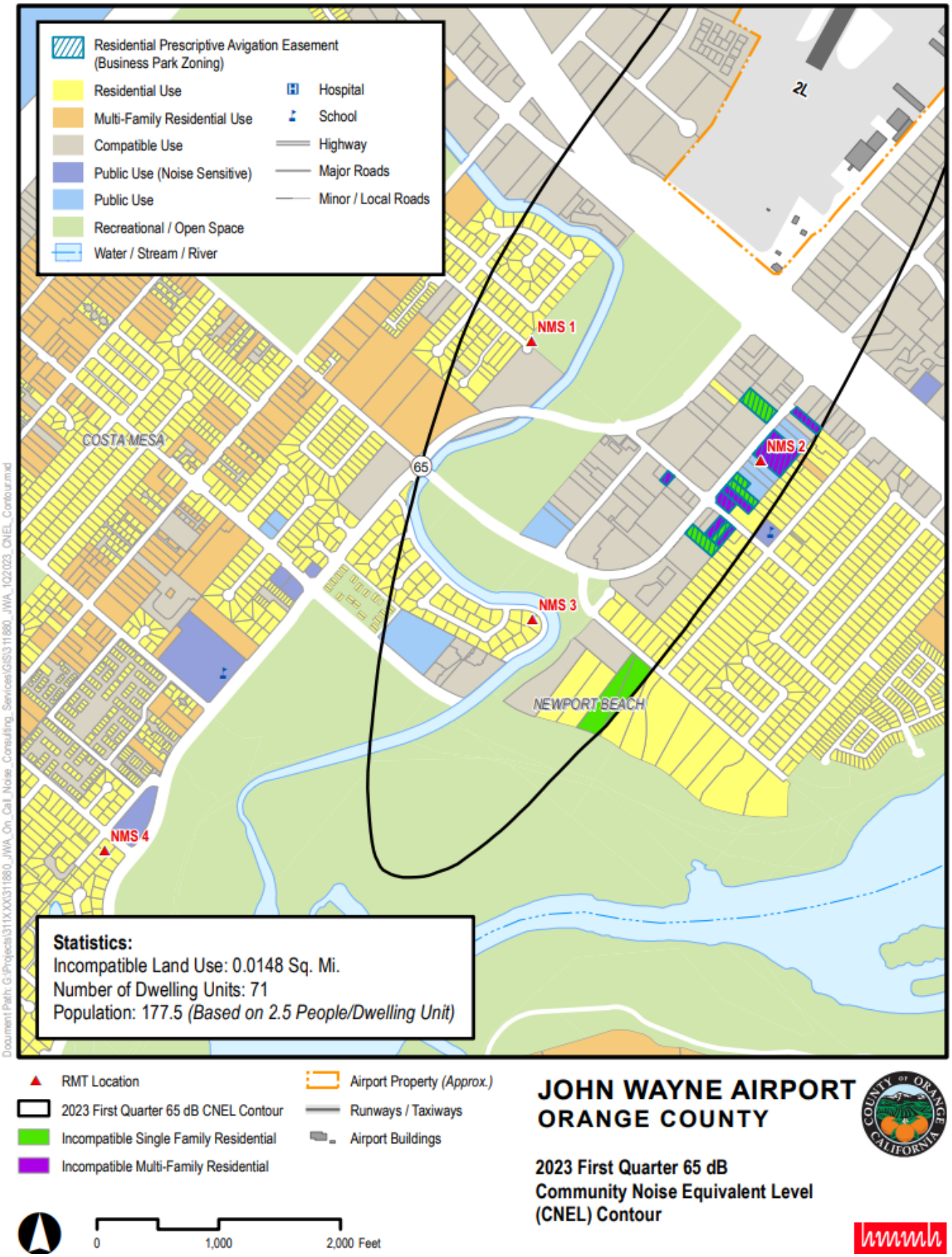


FIGURE 2
2023 FIRST QUARTER



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 2023

Period	Carriers		GA Jet (1)	Total	Average Daily
	Jet	Prop		Operations (2)	Jet Operations
January	8,138	0	3,211	20,413	366
February	7,400	0	3,444	19,166	387
March	8,412	0	3,854	21,118	396
First Quarter	23,950	0	10,509	60,697	383
Twelve Months 04/01/22 - 03/31/23	101,840	0	46,293	291,496	406

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

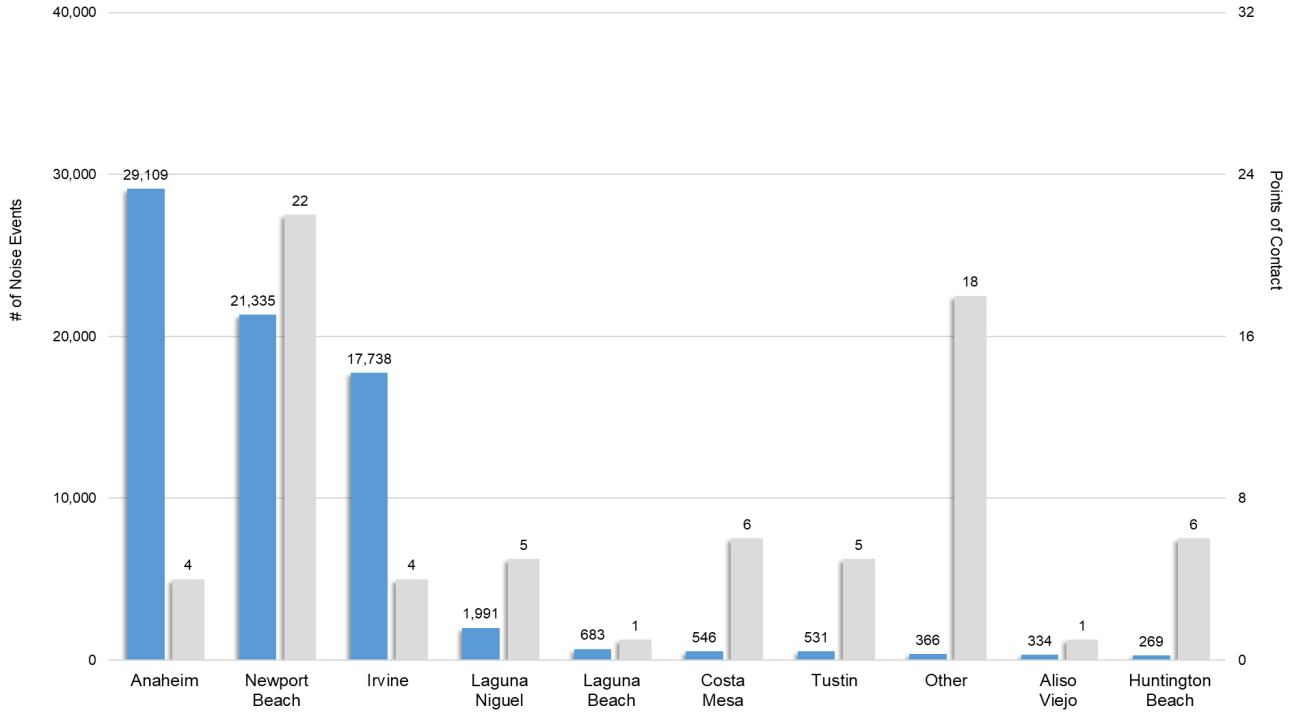
Four hundred eighteen residences in the Santa Ana Heights area have been sound attenuated and an avigation easement reserved through the County's Acoustical Insulation Program, which closed in December 2009. The County has also acquired 46 residences as part of the Purchase Assurance Program, many of 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. Seventy-one dwelling units in Santa Ana Heights remain in the "Noise Impacted Area" (within 65 dB CNEL contour).

COMPLAINT TOTALS (January 1, 2023 - March 31, 2023)

The Airport's Access and Noise Office receives and investigates noise complaints (noise events) from local citizens and all other sources. Figures 3.1, 3.2, and 3.3 illustrate the distribution of reported noise events from local communities, the nature of disturbance, and the method of how the noise events were reported to the Airport.

FIGURE 3.1
REPORTED NOISE EVENTS

72,902 Noise Events | 72 Points of Contact
January 1, 2023 to March 31, 2023



NOTE: The 72,902 Noise Events was a 31.5% decrease for the 106,481 Noise Events from last quarter, and a 17.2% decrease from the 88,075 Noise Events from the same quarter last year.

FIGURE 3.2
NATURE OF DISTURBANCES

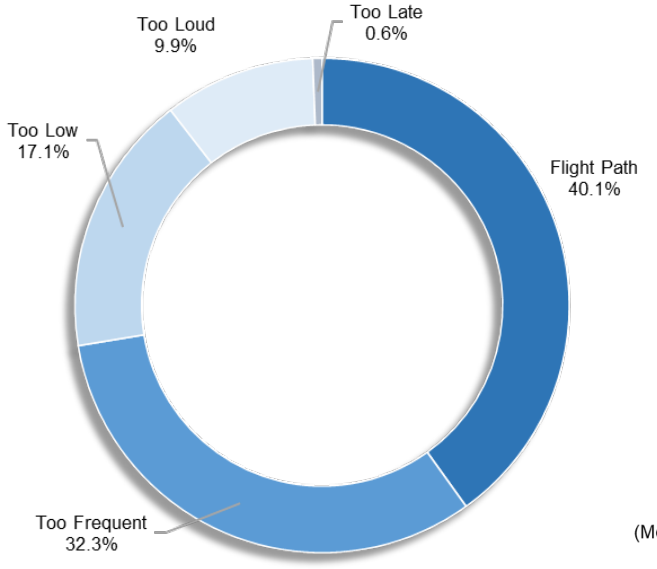


FIGURE 3.3
ENQUIRY METHOD

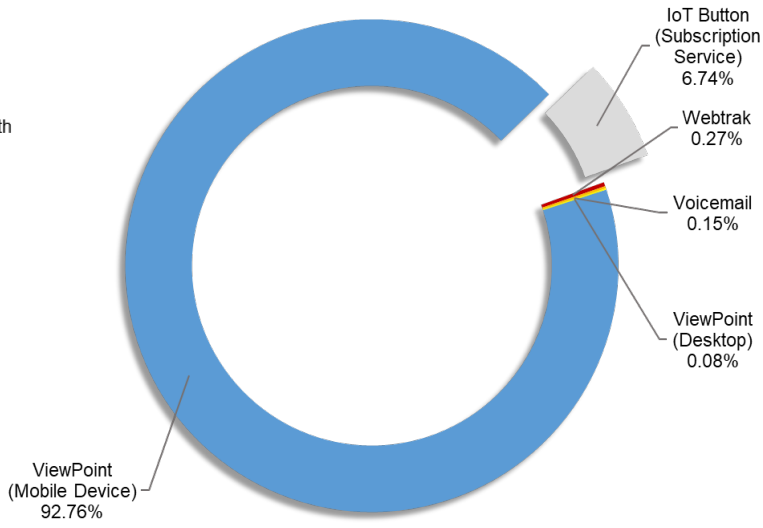


TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 04/01/22 through 03/31/23
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Apr 2022	67.6	66.3	66.8	59.8	59.4	60.1	56.7	68.1	42.8	57.5
# Days	30	30	30	30	30	30	30	29	25	30
May 2022	68.0	66.5	67.1	60.5	59.6	60.2	57.1	68.3	41.9	57.9
# Days	31	31	31	31	31	31	31	31	23	31
Jun 2022	68.1	66.8	67.3	60.0	58.9	60.0	56.2	68.8	40.8	57.5
# Days	30	28	30	30	30	30	30	30	21	30
Q-2 2022	**67.9**	**66.5**	**67.1**	**60.1**	**59.3**	**60.1**	**56.7**	**68.4**	**42.0**	**57.7**
# Days	**91**	**89**	**91**	**91**	**91**	**91**	**91**	**90**	**69**	**91**
Jul 2022	68.0	66.7	67.1	60.1	59.3	60.4	56.1	68.7	41.9	57.4
# Days	31	31	31	31	31	31	31	30	26	31
Aug 2022	68.0	66.9	67.2	59.8	59.2	60.2	56.0	68.3	41.5	57.2
# Days	31	31	31	26	31	31	31	31	26	31
Sep 2022	67.9	66.9	67.1	59.2	59.0	60.2	56.3	68.4	43.1	57.2
# Days	30	30	30	30	30	30	30	27	21	30
Q-3 2022	**68.0**	**66.8**	**67.1**	**59.7**	**59.2**	**60.3**	**56.1**	**68.5**	**42.2**	**57.3**
# Days	**92**	**92**	**92**	**87**	**92**	**92**	**92**	**88**	**73**	**92**
Oct 2022	68.4	67.6	67.4	60.0	59.7	60.7	56.6	68.5	44.3	57.8
# Days	31	31	31	31	31	31	31	31	24	31
Nov 2022	67.7	66.6	66.8	59.8	58.4	60.6	56.5	68.2	41.7	57.7
# Days	30	30	30	29	27	30	29	29	26	28
Dec 2022	68.2	66.9	67.4	60.3	59.8	60.7	57.4	67.4	42.8	58.3
# Days	31	31	20	31	31	30	31	27	17	30
Q-4 2022	**68.1**	**67.1**	**67.2**	**60.1**	**59.4**	**60.6**	**56.9**	**68.1**	**43.1**	**57.9**
# Days	**92**	**92**	**81**	**91**	**89**	**91**	**91**	**87**	**67**	**89**
Jan 2023	67.7	66.0	66.8	59.9	59.2	61.0	57.2	67.4	#N/A	58.3
# Days	31	31	31	31	28	31	30	31	0	31
Feb 2023	67.6	66.1	66.4	59.8	59.0	59.9	56.6	68.0	#N/A	57.8
# Days	28	28	28	28	28	28	28	28	0	28
Mar 2023	68.6	66.9	67.3	60.8	60.3	61.0	58.2	68.7	44.4	58.7
# Days	31	31	31	31	31	31	31	31	15	31
Q-1 2023	**68.0**	**66.3**	**66.9**	**60.2**	**59.6**	**60.7**	**57.4**	**68.0**	**44.4**	**58.3**
# Days	**90**	**90**	**90**	**90**	**87**	**90**	**89**	**90**	**15**	**90**
Q-2 2022 thru Q-1 2023										
Total	**68.0**	**66.7**	**67.1**	**60.0**	**59.4**	**60.4**	**56.8**	**68.3**	**42.6**	**57.8**
# Days	**365**	**363**	**354**	**359**	**359**	**364**	**363**	**355**	**224**	**362**
Q-1 2022 thru Q-4 2022 (Previous 4 Quarters)										
Total	**67.8**	**66.6**	**66.9**	**59.8**	**59.2**	**60.3**	**56.5**	**68.0**	**42.6**	**57.4**
# Days	**365**	**363**	**354**	**358**	**362**	**364**	**362**	**355**	**279**	**360**
Change from Previous 4 Quarters										
	0.2	**0.1**	**0.2**	**0.2**	**0.2**	**0.1**	**0.3**	**0.3**	**0.0**	**0.4**

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
January 2023

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.9	67.3	66.6	58.8	#N/A	60.6	56.4	68.7	#N/A	60.5
2	69.1	67.3	67.8	61.6	#N/A	61.6	59.3	69.4	#N/A	62.8
3	69.0	66.4	67.3	61.2	#N/A	60.5	58.1	68.8	#N/A	61.6
4	68.2	66.2	66.4	60.5	56.7	60.1	58.0	69.2	#N/A	61.3
5	68.0	66.2	66.4	60.0	58.1	59.8	57.4	68.4	#N/A	60.2
6	68.4	67.2	67.1	60.8	60.5	61.0	57.8	67.6	#N/A	58.2
7	67.2	65.5	66.4	59.8	58.6	59.4	55.4	66.9	#N/A	56.5
8	68.6	67.2	67.1	60.6	59.6	60.4	56.7	67.5	#N/A	57.7
9	67.1	65.1	65.4	60.1	58.2	59.5	57.5	69.0	#N/A	59.7
10	68.2	66.2	66.5	59.9	60.1	60.2	57.4	67.6	#N/A	58.2
11	68.4	67.2	67.3	60.6	60.1	61.0	57.9	66.5	#N/A	57.5
12	68.0	66.0	67.2	60.6	59.7	60.5	57.2	66.8	#N/A	57.2
13	68.7	67.5	67.4	61.0	59.9	60.7	57.4	67.7	#N/A	58.1
14	67.2	64.7	65.5	59.6	58.6	58.9	56.6	66.5	#N/A	57.8
15	68.4	66.7	66.8	61.0	60.5	61.2	58.5	68.3	#N/A	59.6
16	68.6	67.9	66.8	60.5	61.9	61.7	59.5	68.6	#N/A	59.6
17	67.9	66.1	66.3	59.7	59.4	60.1	57.1	66.6	#N/A	57.2
18	67.8	66.0	66.5	60.3	60.0	60.5	57.5	66.6	#N/A	57.6
19	68.5	66.6	67.2	61.1	60.8	61.2	58.4	67.8	#N/A	58.6
20	66.9	64.8	66.8	58.9	58.9	61.5	55.8	66.4	#N/A	56.5
21	66.3	64.8	64.9	58.4	58.0	58.6	55.3	64.8	#N/A	55.2
22	69.0	66.8	69.4	61.2	60.5	64.5	58.2	65.4	#N/A	55.8
23	58.3	55.1	67.0	44.7	50.1	63.3	39.5	63.3	#N/A	42.7
24	66.7	65.6	65.5	58.4	58.6	58.6	55.9	66.4	#N/A	56.7
25	66.6	64.9	68.6	58.9	58.3	63.7	55.5	63.2	#N/A	51.1
26	60.4	58.2	65.8	51.1	50.8	61.3	48.9	65.9	#N/A	52.1
27	67.8	66.4	66.9	59.9	59.3	60.2	56.7	67.8	#N/A	57.1
28	66.9	64.9	65.3	60.2	58.9	59.7	56.6	67.0	#N/A	57.0
29	68.6	67.1	67.1	61.3	60.7	61.5	58.9	69.9	#N/A	60.1
30	69.2	67.0	67.6	61.5	60.6	61.8	58.9	67.6	#N/A	58.3
31	57.1	52.5	65.6	48.0	42.5	61.6	#N/A	62.2	#N/A	32.6
Days	31	31	31	31	28	31	30	31	0	31
En. Avg	67.7	66.0	66.8	59.9	59.2	61.0	57.2	67.4	#N/A	58.3

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

TABLE 4
DAILY CNEL VALUES AT EACH MONITOR STATION
February 2023

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.1	65.0	65.1	57.5	56.8	57.4	53.8	66.0	#N/A	53.3
2	67.6	66.1	66.6	59.3	58.3	58.9	55.6	67.6	#N/A	56.9
3	67.7	66.7	66.1	59.6	59.1	59.7	56.4	67.7	#N/A	57.1
4	66.6	65.6	65.3	59.1	58.3	59.0	55.7	66.2	#N/A	56.1
5	68.4	67.4	67.0	60.1	60.5	60.7	57.5	69.2	#N/A	59.3
6	68.0	66.6	67.0	59.7	59.5	60.4	57.2	67.1	#N/A	56.1
7	64.9	64.3	64.4	57.2	56.9	59.1	54.0	66.8	#N/A	54.8
8	67.4	66.4	66.2	59.4	58.9	59.1	55.9	67.2	#N/A	56.0
9	67.2	65.7	67.0	58.6	57.4	60.5	55.5	66.4	#N/A	52.4
10	65.9	65.2	65.1	56.7	56.7	58.3	53.4	66.5	#N/A	53.7
11	66.5	65.0	65.2	59.6	58.8	58.7	55.9	66.9	#N/A	56.8
12	68.0	66.7	66.6	60.3	59.9	60.5	57.6	68.6	#N/A	58.6
13	68.6	66.6	67.1	62.0	60.3	61.4	58.5	69.0	#N/A	58.7
14	66.5	65.9	65.1	59.1	59.3	59.8	57.3	67.2	#N/A	56.8
15	64.8	63.0	65.5	56.2	55.9	60.0	52.5	66.8	#N/A	55.2
16	65.6	64.6	65.2	56.5	56.3	58.7	53.4	66.7	#N/A	53.9
17	67.1	65.9	65.8	57.9	57.5	58.8	55.5	67.0	#N/A	53.9
18	66.4	64.8	64.8	58.3	57.2	57.2	54.0	66.0	#N/A	57.2
19	67.8	66.2	66.4	60.2	58.8	59.7	57.1	68.1	#N/A	57.3
20	68.9	67.3	67.6	60.1	59.7	60.4	57.2	67.9	#N/A	57.4
21	68.8	66.8	67.5	61.5	59.7	61.1	57.1	69.3	#N/A	60.2
22	66.8	66.0	65.8	58.4	57.3	59.0	54.0	69.1	#N/A	59.2
23	68.7	67.1	67.4	61.5	61.3	61.4	59.2	69.6	#N/A	60.4
24	69.3	66.3	67.0	61.3	59.3	59.6	56.0	69.8	#N/A	62.0
25	68.0	65.4	66.7	61.3	59.8	61.3	57.5	68.0	#N/A	58.5
26	69.0	67.1	67.6	61.3	60.8	61.1	58.8	69.3	#N/A	59.3
27	69.2	66.7	67.4	61.6	61.0	61.5	59.3	69.2	#N/A	59.9
28	68.0	66.3	66.9	60.6	60.6	60.6	58.8	68.9	#N/A	59.3
Days	28	28	28	28	28	28	28	28	0	28
En. Avg	67.6	66.1	66.4	59.8	59.0	59.9	56.6	68.0	#N/A	57.8

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

TABLE 5
DAILY CNEL VALUES AT EACH MONITOR STATION
March 2023

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.2	65.2	68.4	57.2	57.2	63.6	52.9	65.4	#N/A	55.2
2	68.3	66.3	67.1	61.2	60.1	60.8	58.0	68.3	#N/A	58.4
3	68.7	66.7	67.3	61.2	60.7	61.5	58.1	68.5	#N/A	58.8
4	67.6	65.6	66.1	60.5	59.6	60.4	57.7	67.2	#N/A	57.3
5	68.7	66.9	67.2	61.3	60.5	61.4	58.8	69.6	#N/A	60.1
6	68.0	66.7	67.0	60.7	60.6	61.0	57.7	68.9	#N/A	58.7
7	67.6	65.8	66.1	60.3	59.5	60.4	57.7	68.2	#N/A	58.3
8	67.9	66.0	66.6	61.0	60.2	61.0	58.0	68.8	#N/A	59.1
9	68.9	67.4	67.9	61.1	60.8	61.6	57.5	68.7	#N/A	58.6
10	70.3	67.5	68.6	62.6	60.8	62.2	59.7	69.9	#N/A	59.8
11	68.4	66.3	66.9	60.5	59.6	60.3	57.8	68.7	#N/A	58.1
12	69.1	67.3	67.9	60.2	60.7	61.8	58.6	70.1	#N/A	58.6
13	68.7	66.8	67.4	60.7	60.7	60.6	58.2	68.9	#N/A	58.5
14	68.9	66.4	67.4	61.6	60.1	59.8	58.3	68.7	#N/A	59.6
15	68.6	66.9	67.3	60.7	60.4	60.5	58.0	69.5	#N/A	59.1
16	69.1	67.4	67.9	62.0	61.1	61.4	59.4	68.4	30.9	58.2
17	68.9	67.7	67.9	60.8	60.8	61.2	58.4	68.3	47.5	58.2
18	67.3	66.1	66.2	59.6	58.3	58.7	55.9	66.8	35.5	55.7
19	69.5	67.2	67.9	61.7	59.8	61.4	58.4	69.0	37.5	59.4
20	69.2	67.4	67.8	61.6	61.2	61.1	59.0	68.8	#N/A	59.0
21	68.0	66.2	66.0	60.6	60.0	58.9	57.9	69.8	48.3	60.6
22	68.3	66.5	67.0	61.2	60.5	60.8	58.5	68.5	36.7	59.1
23	68.8	67.5	67.6	61.0	61.8	61.4	59.5	69.2	47.9	59.3
24	69.1	67.2	67.8	60.7	60.9	61.0	58.6	69.0	48.1	59.1
25	67.7	66.3	66.1	59.9	59.4	59.9	57.3	67.9	48.0	57.7
26	68.5	67.3	67.2	60.5	60.3	60.8	57.9	69.1	39.3	58.8
27	68.2	67.1	67.0	59.9	59.4	59.8	57.0	67.6	41.8	57.1
28	68.2	67.1	66.5	58.7	59.4	59.9	56.9	68.2	38.4	58.1
29	68.4	67.1	67.0	61.0	61.0	61.2	58.4	68.8	28.8	59.5
30	69.2	67.5	67.8	61.3	61.0	61.8	59.0	69.0	45.4	59.3
31	69.6	68.3	68.6	61.4	61.5	61.9	59.3	68.1	43.4	57.9
Days	31	31	31	31	31	31	31	31	15	31
En. Avg	68.6	66.9	67.3	60.8	60.3	61.0	58.2	68.7	44.4	58.7

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

TABLE 6
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class A
January - March 2023

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	B38M	90	Average	92.4	91.1	92.1	85.0	84.0	84.6	81.2	85.1	#N/A	#N/A
			Count	(82)	(80)	(84)	(85)	(79)	(74)	(65)	(3)	(0)	(0)
Alaska	A320	35	Average	96.4	94.7	95.5	88.5	86.4	87.6	85.8	#N/A	#N/A	#N/A
			Count	(35)	(34)	(35)	(33)	(19)	(35)	(33)	(0)	(0)	(0)
	B737	23	Average	95.2	93.7	94.1	88.7	88.5	89.0	85.5	#N/A	#N/A	#N/A
			Count	(23)	(21)	(23)	(23)	(22)	(22)	(22)	(0)	(0)	(0)
	B738	794	Average	98.2	96.3	95.7	89.7	89.5	90.3	87.4	92.2	94.7	83.7
			Count	(722)	(675)	(721)	(717)	(693)	(677)	(698)	(51)	(1)	(14)
Allegiant	A319	50	Average	94.1	92.1	92.7	87.7	86.4	87.3	83.5	#N/A	#N/A	#N/A
			Count	(50)	(46)	(49)	(47)	(42)	(45)	(42)	(0)	(0)	(0)
	A320	179	Average	95.3	93.8	92.6	87.7	86.5	87.6	83.9	88.5	#N/A	78.0
			Count	(166)	(164)	(162)	(162)	(153)	(155)	(158)	(9)	(0)	(1)
American	A21N	27	Average	90.9	90.0	90.0	83.6	81.7	82.1	80.0	87.1	#N/A	#N/A
			Count	(22)	(21)	(22)	(20)	(20)	(22)	(5)	(5)	(0)	(0)
	A319	166	Average	94.7	93.0	93.8	87.6	86.2	86.4	82.6	89.8	85.0	#N/A
			Count	(155)	(141)	(151)	(148)	(148)	(144)	(141)	(11)	(1)	(0)
	A320	147	Average	95.3	94.0	94.0	86.9	85.6	86.0	82.7	90.1	#N/A	#N/A
			Count	(139)	(131)	(137)	(132)	(132)	(126)	(131)	(6)	(0)	(0)
	A321	152	Average	99.2	98.2	98.4	91.3	89.3	88.9	85.2	92.7	#N/A	#N/A
			Count	(136)	(122)	(139)	(127)	(126)	(123)	(131)	(8)	(0)	(0)
	B38M	268	Average	92.8	91.5	91.8	85.1	84.7	85.7	82.2	86.9	#N/A	#N/A
			Count	(252)	(240)	(251)	(244)	(233)	(231)	(210)	(14)	(0)	(0)
	B738	886	Average	98.9	97.3	97.2	90.5	90.1	90.7	87.9	93.6	90.2	82.4
			Count	(788)	(733)	(801)	(766)	(739)	(706)	(751)	(57)	(3)	(23)
Breeze	A223	81	Average	89.0	88.3	87.6	82.4	81.7	82.5	79.0	83.2	#N/A	#N/A
			Count	(78)	(73)	(79)	(74)	(73)	(65)	(38)	(2)	(0)	(0)
	E195	5	Average	92.5	91.7	91.8	85.3	86.7	89.3	86.5	#N/A	#N/A	#N/A
			Count	(5)	(5)	(5)	(5)	(5)	(4)	(5)	(0)	(0)	(0)
Delta	A220	110	Average	88.9	88.3	88.1	81.3	79.8	80.6	77.9	84.6	#N/A	#N/A
			Count	(106)	(104)	(107)	(99)	(66)	(84)	(16)	(3)	(0)	(0)
	A223	210	Average	89.6	89.2	88.5	81.6	80.7	81.3	78.4	84.8	#N/A	#N/A
			Count	(193)	(186)	(193)	(174)	(154)	(153)	(52)	(11)	(0)	(0)
	A319	43	Average	96.3	94.5	95.2	89.4	87.6	88.1	83.9	88.5	#N/A	#N/A
			Count	(37)	(38)	(39)	(37)	(30)	(36)	(33)	(3)	(0)	(0)
	A320	6	Average	97.4	96.2	96.0	89.7	88.6	88.8	84.9	#N/A	#N/A	#N/A
			Count	(6)	(5)	(6)	(6)	(4)	(6)	(4)	(0)	(0)	(0)
	B738	6	Average	99.1	97.3	97.7	89.4	88.8	89.6	88.1	#N/A	#N/A	#N/A
			Count	(6)	(6)	(6)	(6)	(2)	(6)	(5)	(0)	(0)	(0)
	B752	304	Average	96.1	95.0	95.4	88.7	87.8	88.0	84.4	92.2	#N/A	83.1
			Count	(270)	(261)	(271)	(258)	(256)	(246)	(252)	(23)	(0)	(7)
FedEx	A306	59	Average	97.8	96.6	94.8	88.9	88.5	89.5	86.1	91.1	#N/A	80.9
			Count	(54)	(54)	(52)	(51)	(52)	(53)	(53)	(5)	(0)	(1)
Frontier	A20N	319	Average	88.7	87.7	87.6	82.0	80.3	82.3	79.7	82.5	#N/A	#N/A
			Count	(296)	(277)	(297)	(263)	(180)	(251)	(110)	(18)	(0)	(0)
	A320	27	Average	94.4	93.1	91.7	86.7	85.1	86.7	84.4	86.4	#N/A	#N/A
			Count	(25)	(23)	(25)	(25)	(22)	(25)	(23)	(2)	(0)	(0)
Horizon	E175	88	Average	94.1	92.4	91.1	85.8	85.6	87.2	84.6	90.3	#N/A	#N/A
			Count	(86)	(84)	(86)	(82)	(80)	(78)	(83)	(2)	(0)	(0)
Southwest	B38M	34	Average	89.6	88.2	88.0	82.3	81.0	83.3	81.5	#N/A	#N/A	#N/A
			Count	(33)	(33)	(32)	(29)	(8)	(32)	(28)	(0)	(0)	(0)
	B737	1764	Average	93.7	92.4	91.3	86.1	86.1	86.9	85.0	91.0	#N/A	80.1
			Count	(1599)	(1524)	(1578)	(1577)	(1544)	(1497)	(1470)	(116)	(0)	(10)
	B738	4	Average	94.9	92.1	91.4	85.2	#N/A	87.1	85.3	#N/A	#N/A	#N/A
			Count	(4)	(3)	(4)	(4)	(0)	(4)	(4)	(0)	(0)	(0)
Spirit	A20N	171	Average	88.9	87.6	88.2	83.5	81.5	83.6	80.0	84.5	#N/A	#N/A
			Count	(158)	(154)	(163)	(156)	(139)	(143)	(126)	(4)	(0)	(0)
	A319	1	Average	91.1	#N/A	89.6	87.0	84.7	#N/A	81.1	#N/A	#N/A	#N/A
			Count	(1)	(0)	(1)	(1)	(1)	(0)	(1)	(0)	(0)	(0)
	A320	177	Average	92.7	92.0	90.5	85.9	84.5	85.7	82.4	85.1	#N/A	#N/A
			Count	(158)	(145)	(160)	(144)	(144)	(146)	(146)	(15)	(0)	(0)
United	A319	31	Average	95.0	93.1	93.7	87.4	86.3	86.8	83.2	#N/A	#N/A	#N/A
			Count	(31)	(29)	(31)	(30)	(23)	(28)	(30)	(0)	(0)	(0)
	A320	121	Average	95.5	93.9	94.0	87.5	85.8	86.5	83.3	88.5	89.2	76.9
			Count	(96)	(91)	(105)	(102)	(95)	(90)	(99)	(11)	(1)	(1)
	B737	344	Average	97.4	95.2	97.0	90.9	90.7	91.1	87.6	93.1	#N/A	79.8
			Count	(313)	(305)	(322)	(317)	(298)	(282)	(297)	(14)	(0)	(1)
	B738	1010	Average	99.0	97.1	98.0	90.5	90.1	90.6	88.0	93.2	88.3	82.8
			Count	(906)	(842)	(912)	(881)	(834)	(775)	(836)	(78)	(2)	(23)
UPS	B752	51	Average	94.8	93.8	93.0	86.5	86.3	86.5	82.3	86.9	#N/A	#N/A
			Count	(46)	(46)	(46)	(46)	(44)	(46)	(42)	(5)	(0)	(0)
WestJet	B737	89	Average	96.2	94.7	95.4	90.1	89.8	90.5	86.0	90.5	#N/A	79.1
			Count	(84)	(81)	(83)	(82)	(77)	(75)	(73)	(4)	(0)	(1)

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
January - March 2023

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delta	A220	107	Average	88.9	87.9	88.2	81.6	79.8	80.8	80.7	84.4	#N/A	84.0
			Count	(92)	(91)	(94)	(88)	(63)	(73)	(16)	(11)	(0)	(1)
	A223	276	Average	89.9	89.3	89.1	82.1	80.7	81.4	78.3	85.6	82.1	#N/A
			Count	(244)	(233)	(246)	(228)	(212)	(197)	(89)	(21)	(1)	(0)
SkyWest Coml.	E175	781	Average	91.5	90.4	89.7	85.4	84.8	86.3	84.1	88.9	#N/A	80.0
			Count	(722)	(685)	(712)	(706)	(678)	(675)	(688)	(43)	(0)	(3)
Southwest	B38M	6	Average	88.0	86.8	86.5	80.6	81.1	81.8	81.2	#N/A	#N/A	#N/A
			Count	(6)	(6)	(6)	(5)	(2)	(6)	(1)	(0)	(0)	(0)
	B737	2196	Average	92.2	91.3	90.1	85.4	85.2	85.9	84.4	90.3	#N/A	80.7
			Count	(2017)	(1891)	(1973)	(1990)	(1866)	(1872)	(1856)	(133)	(0)	(8)
	B738	4	Average	91.6	90.7	89.2	84.4	84.7	84.9	84.7	#N/A	#N/A	#N/A
			Count	(4)	(3)	(4)	(4)	(3)	(4)	(4)	(0)	(0)	(0)

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
January - March 2023

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	324	Average	85.9	85.3	86.8	80.2	79.1	80.5	76.9	82.5	#N/A	#N/A
			Count	(298)	(285)	(298)	(256)	(106)	(250)	(14)	(21)	(0)	(0)
	E145	269	Average	87.3	86.8	88.0	80.6	79.3	80.9	77.7	83.3	#N/A	#N/A
			Count	(258)	(250)	(253)	(211)	(103)	(219)	(14)	(9)	(0)	(0)
SkyWest	CRJ7	83	Average	88.4	87.9	87.5	81.4	81.5	82.6	81.2	88.3	#N/A	#N/A
			Count	(78)	(77)	(78)	(43)	(63)	(65)	(69)	(4)	(0)	(0)
	E175	7	Average	90.5	90.0	89.1	84.2	84.3	85.7	83.7	#N/A	#N/A	#N/A
			Count	(6)	(6)	(6)	(6)	(6)	(6)	(5)	(0)	(0)	(0)

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
January - March 2023

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5004	Average	88.3	87.3	89.0	82.8	82.5	83.5	81.9	85.7	83.0	81.7
			Count	(4556)	(4255)	(4514)	(2850)	(2087)	(2915)	(1314)	(232)	(2)	(6)

TABLE 9
AIR CARRIER OPERATIONAL HISTORY

Carrier		AC Type	Year				
			2019	2020	2021	2022	2023
Air Canada	AC	A223			102	192	
		B38M			6	494	180
Alaska	AS	A319	244	314			
		A320	3,403	1,733	4,038	3,888	70
		B737	160	14	24	116	46
		B738	5,247	767	1,327	2,728	1,594
Allegiant	G4	A319			1,076	676	100
		A320			488	1,399	367
American	AA	A21N	2	2	88	51	54
		A319	432	474	220	498	332
		A320	634	488	783	478	294
		A321	214	571	1,035	1,099	304
		B38M			17	1,755	536
		B738	10,972	5,201	8,144	8,517	1,777
		B752	36				
Breeze	MX	A223					172
		E195					10
Compass	CP	E175	3,150	656			
Delta	DL	A220	851	1,954	4,036	3,048	436
		A223			4	1,934	976
		A319	1,987	828	952	2,071	84
		A320	11	8	3	532	12
		B712	2,495				
		B737	8	24			
		B738	40	2	12	58	12
		B752	2,889	1,065	1,423	2,010	612
FedEx	FM	A306	510	512	502	498	118
Frontier	F9	A20N	900	550	1,363	1,818	642
		A319	100	2	88		
		A320	428	392	361	310	54
Horizon	QX	DH8D	12				
		E175	4,257	2,986	3,293	1,256	178
SkyWest Coml.	SC	CRJ9		2			
		E175	7,686	3,535	3,711	5,446	1,566
Southwest	WN	B38M	10		683	4,038	78
		B737	29,360	14,268	22,212	31,166	7,939
		B738	134	3,780	7,738	1,720	18
Spirit	NK	A20N		180	1,735	2,220	345
		A319			250	158	2
		A320		19	346	1,132	354
Sun Country	SY	B737			238	8	
		B738			24	2	
United	UA	A319	1,216	590	819	1,047	61
		A320	3,151	1,227	1,020	2,054	242
		B737	2,816	999	2,622	4,116	688
		B738	5,627	2,645	2,946	5,685	2,022
		B752			2		
UPS	5X	A306	12	18	18	48	
		B752	404	404	392	362	102
WestJet	WS	B736	58	34			
		B737	618	126	112	632	178
Total			90,074	46,370	74,253	95,260	22,555

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2019	2020	2021	2022	2023
A20N	900	730	3,098	4,038	987
A21N	2	2	88	51	54
A220	851	1,954	4,036	3,048	436
A223			106	2,126	1,148
A306	522	530	520	546	118
A319	3,979	2,208	3,405	4,450	579
A320	7,627	3,867	7,039	9,793	1,393
A321	214	571	1,035	1,099	304
B38M	10		706	6,287	794
B712	2,495				
B736	58	34			
B737	32,962	15,431	25,208	36,038	8,851
B738	22,020	12,395	20,191	18,710	5,423
B752	3,329	1,469	1,817	2,372	714
CRJ9		2			
DH8D	12				
E175	15,093	7,177	7,004	6,702	1,744
E195					10
Total	90,074	46,370	74,253	95,260	22,555

TABLE 11
AIRCRAFT TYPE DESIGNATORS

AC Type	Manufacturer	Model/Series	AC Type	Manufacturer	Model/Series
A20N	Airbus	320-200 Neo	B737	Boeing	737-700
A21N	Airbus	320-100 Neo	B738	Boeing	737-800
A220	Airbus	220-100	B752	Boeing	757-200
A223	Airbus	220-300	CRJ7	Canadair Regional Jet	700
A306	Airbus	300-600	CRJ9	Canadair Regional Jet	900
A319	Airbus	319	DH8D	Bombardier	Dash 8
A320	Airbus	320	E135	Embraer	135
A321	Airbus	321	E145	Embraer	145
B38M	Boeing	737-800 Max	E175	Embraer	175
B712	Boeing	717-200	E195	Embraer	195
B736	Boeing	737-600			

TABLE 12
AIR CARRIER AVERAGE DAILY DEPARTURE HISTORY

Carrier		AC Type	Year				
			2019	2020	2021	2022	2023
Air Canada	AC	A223			.140	.263	
		B38M			.008	.677	.247
Alaska	AS	A319	.334	.432			
		A320	4.660	2.363	5.534	5.326	.096
		B737	.219	.022	.033	.159	.063
		B738	7.189	1.046	1.816	3.734	2.186
Allegiant	G4	A319			1.474	.926	.137
		A320			.668	1.915	.504
American	AA	A21N	.003	.003	.121	.068	.074
		A319	.592	.648	.296	.682	.455
		A320	.868	.664	1.082	.655	.403
		A321	.293	.779	1.414	1.507	.416
		B38M			.022	2.403	.740
		B738	15.030	7.107	11.156	11.666	2.430
		B752	.049				
Breeze	MX	A223					.236
		E195					.014
Compass	CP	E175	4.315	.896			
Delta	DL	A220	1.164	2.667	5.529	4.175	.597
		A223			.005	2.649	1.334
		A319	2.723	1.131	1.304	2.836	.118
		A320	.014	.014	.003	.729	.016
		B712	3.419				
		B737	.011	.033			
		B738	.055	.003	.016	.079	.016
		B752	3.956	1.454	1.948	2.753	.841
FedEx	FM	A306	.699	.699	.688	.682	.162
Frontier	F9	A20N	1.233	.751	1.866	2.490	.879
		A319	.137	.003	.121		
		A320	.586	.536	.496	.425	.074
Horizon	QX	DH8D	.016				
		E175	5.830	4.079	4.512	1.721	.244
SkyWest Coml.	SC	CRJ9		.003			
		E175	10.529	4.833	5.085	7.460	2.142
Southwest	WN	B38M	.014		.937	5.532	.110
		B737	40.216	19.497	30.416	42.693	10.874
		B738	.184	5.161	10.605	2.353	.025
Spirit	NK	A20N		.246	2.381	3.041	.471
		A319			.342	.216	.003
		A320		.025	.471	1.551	.485
Sun Country	SY	B737			.326	.011	
		B738			.033	.003	
United	UA	A319	1.666	.806	1.123	1.433	.085
		A320	4.315	1.675	1.397	2.814	.332
		B737	3.855	1.366	3.589	5.644	.942
		B738	7.712	3.612	4.036	7.786	2.767
		B752			.003		
UPS	5X	A306	.016	.025	.025	.066	
		B752	.553	.552	.537	.496	.140
WestJet	WS	B736	.079	.046			
		B737	.847	.172	.153	.866	.244
Total			123.384	63.347	101.712	130.485	30.901

QUARTERLY NOISE MEETING

Date: March 28, 2023
Time: 2:00 pm
Place: Virtual (Zoom)

ITEMS DISCUSSED

A summary of the John Wayne Airport (JWA) December 2022 Airport statistics was provided by Ms. Beatrice Siercke, Access and Noise Office (ANO) Specialist. Ms. Siercke also provided a general overview of the Airport's Quarterly Noise Report for Q4 2022.

Newport Beach resident, Mr. Dennis Bress, asked if noise increased or decreased when comparing Q4 2022 to Q3 2022 values. Mr. Nikolas Gaskins, Access and Noise Manager, replied that the Long Term Measured Levels on Page 6 of the report indicate a slight increase at some noise monitoring stations (NMS) when comparing the two quarters.

Newport Beach resident, Dr. Jim Mosher, asked if there was a reason NMS 3S and NMS 9N were not functioning for several days in December. Mr. Gaskins explained that JWA's current contract for the noise monitoring system provides one spare microphone (mic). Mr. Gaskins added that the spare is utilized when a mic goes down, and the broken mic is sent to Denmark for repairs. Mr. Gaskins went on to say that two NMS locations went down during December, so the spare mic was used at NMS 3S, and the mic at NMS 9N was used to replace the nonfunctioning mic at NMS 8N since the daily generated noise levels at NMS 9N is limited. Mr. Gaskins mentioned the Airport's current mic is no longer manufactured and sold by the vendor. Still, the Airport obtained three additional mics from other airports, in the rare case multiple mics malfunction simultaneously in the future. When asked by Dr. Mosher about reciprocity between the new and old mics, Mr. Gaskins explained that side-by-side noise testing of NMS locations in 2015 was a result of the Airport installing an entirely new airport noise monitoring system, whereas, currently, the Airport had replaced two mics that are the same model as original mics.

Dr. Mosher asked about the timeliness of providing the January 2023 and February 2023 Airport statistics to the public and the cause of the delay. Mr. Gaskins explained several factors, including the two NMS locations being inoperable for an extended time and an issue with the Federal Aviation Administration's (FAA) radar data that resulted in a delay for the ANO.

Mr. Gaskins mentioned that the Fly Friendly Program data on the Airport's website shows January 2022 through November 2022. Mr. Gaskins stated that the Airport was awaiting direction from Fifth District on the announcement of 2022 Fly Friendly Program winners before publishing December 2022 Fly Friendly data.

Mr. Bress asked if the JWA Quarterly Report was in compliance. Mr. Gaskins confirmed the report was in compliance. Mr. Bress said he did not see the "excluded noise events" in the report and wanted to know the total number of noise events not included in the Quarterly Noise Report. Mr. Gaskins stated the State of California does not mandate it. Mr. Gaskins added that the ANO had brought Mr. Bress' request to JWA's Executive Management. Mr. Bress expressed that the JWA Quarterly Report is inaccurate because it does not contain "all" noise events and affects FAA's decision on noise abatement departure procedures at JWA. Mr. Gaskins reiterated that the FAA and the State of California have standards for reporting, and JWA abides by those standards. Mr. Bress disagreed that JWA was compliant and suggested the ANO be audited.

Mr. Joe August informed our office that at NMS 5S, during the curfew hours of 3 am and 5 am, the NMS appears to be registering 10 decibels (dB) less than other NMS. Mr. August stated he could send our office screenshots to show NMS 5S is registering at 35 dB while other NMS along the departure corridor are registering in the mid-40 dB range. Mr. August is concerned that this issue could affect the 24-hour Community Noise Equivalent Level (CNEL) average at NMS 5S. Mr. Gaskins stated the ANO was unaware of any issue and requested Mr. August send his information to the ANO.

Mr. Gaskins discussed the aircraft noise qualification test for Breeze Airway's (Breeze) Airbus A220-300 for Class A operations. In addition, Mr. Gaskins added that Breeze recently completed a successful noise test for the Embraer E195 for Class A operations and are waiting for further analysis to determine an administrative qualification for Class E operations.

Mr. Gaskins informed the group that JWA will begin the Airport's annual capacity allocation process for Plan Year 2024 on April 7, 2023, with an Airport Commission date in June and a tentative Board date in July. Mr. Gaskins emphasized that we are beginning the process early this year to give the ANO and airlines more time to work through requests and address any issues that may arise.

Mr. Gaskins mentioned that the Airport submitted the Fly Friendly Report final draft to Fifth District and plans to meet with Supervisor Foley later this month to address any questions she might have regarding the report.

When asked by Dr. Mosher when Breeze conducted their aircraft noise test for the E195, Mr. Gaskins stated it was on March 13, 2023. Dr. Mosher assumed any high noise readings for the Breeze A223 noise test were due to being fully loaded. Dr. Mosher asked how Breeze tends to operate the A223 as Class E. Mr. Gaskins explained Breeze's noise test was conducted at maximum projected gross takeoff weight (GTOW) for their long-haul routes. However, Breeze's GTOW for short-haul flights is comparable to the Delta Air Lines' A223 aircraft with similar GTOWs.

Dr. Mosher asked if the Airport receives GTOW data for general aviation (GA) jets. Mr. Gaskins stated we do not receive GA GTOW data. Dr. Mosher also asked if the GA GTOW data is reported to the FAA. Mr. Gaskins noted that the Fixed Base Operators (FBO) might have that information but could not confirm if GA GTOW data was reported to the FAA. Dr. Mosher asked why some GA jet operators, such as Regency Air, operate at lower dB levels during the curfew hours relative to daytime operations. Mr. Gaskins presumed it was probably due to different weights and departure procedures utilized by the pilots.

Mr. Bress asked if the ANO knows the metrics associated with the noise from Alaska Airlines departures. Mr. Bress said he has publicly stated that "Alaska is bad" and "Alaska is not a good neighbor" and that Alaska typically operates faster, lower, and registers four decibels louder than the other airlines. Mr. Bress added that in previous discussions with Airport Director, Ms. Charlene Reynolds, she stated there would be some opportunities to contact Alaska to discuss the issue. Mr. Gaskins stated the ANO is currently working on an analysis comparing the year-to-year altitudes of each of the carriers. Mr. Gaskins added that over the past several weeks, the ANO has met with corporate executives from each airline at JWA to present an Access Plan overview. However, the Airport does not have the authority to demand a carrier to fly a particular aircraft or how to fly a specific departure procedure. Mr. Gaskins emphasized that the Airport can only recommend those items, which the Airport has previously done numerous times.

Airport Commissioner, Ms. Sue Dvorak, asked if the Fly Friendly program can determine if GA jet operators are flying quieter in the nighttime hours and apply those metrics to the program for other GA operators. Mr. Gaskins stated point values had already been determined for the program but added it is something the Airport may look at in the future since some GA jet operators appear to operate differently between the daytime/nighttime hours.

Mr. Gaskins introduced Mr. Kyle Gorny, JWA's new ANO Specialist, and briefly discussed his qualifications and previous experience.

Dr. Mosher asked about the flight data on the City of Newport Beach's dashboard. Dr. Mosher questioned whether the delay was an Airport or City issue. Mr. Gaskins explained the Airport typically sends the information to the City of Newport Beach three weeks after the end of the month reported. However, the recent delay was due to the issues mentioned earlier.

Mr. Bress expressed that the Airport continues to have non-compliant departures with FAA 14 CFR 91.117(a) & 14 CFR 91.117(b) and that JWA is Class C airspace. Mr. Bress also inquired if JWA has made any progress on his previous requests to post information to pilots on JWA's website stating the Airport is in Class C airspace, as well as include a reference to what that means in regards to being compliant with FAA 14 CFR 91.117(a) & 14 CFR 91.117(b). Mr. Gaskins mentioned that pilots use other resources to obtain FAA FAR information, so the Airport does not intend to post FAA FARs on the website. Mr. Gaskins stated he would bring the request to the Airport Director for direction.

Mr. Bress also expressed that in the Zoom meeting hosted by the Airport Director, the FAA said they do not want any non-compliance with FAA 14 CFR 91.117(a) & 14 CFR 91.117(b). Mr. Bress said he has screenshots of non-compliance and wanted to know if the Airport would agree in general that a departure that was "faster and thrusting" and in non-compliance with FAA 14 CFR 91.117(a) & 14 CFR 91.117(b) would be louder than one that was compliant. Mr. Gaskins stated it would depend on certain variables and would like to see how Mr. Bress came to that conclusion. Mr. Gaskins reiterated what the FAA said in the previously mentioned FAA Community Workshop webinar, which was that airspeed values on public websites are based on the "ground speed" of the aircraft and not the criteria used for enforcement, which is "indicated airspeed."

Mr. Bress asked who oversaw the Airport's social media posts and if that person was receiving notifications, specifically on Twitter and Facebook. Mr. Bress stated he forwarded communication through those platforms and wanted to ensure JWA had seen those posts. Mr. Gaskins confirmed JWA has a dedicated person who monitors all social media platforms and responds accordingly.

QUARTERLY NOISE MEETING ROSTER
March 28, 2023

NAME	ORGANIZATION
Joe August	Resident – Newport Beach
Jim Mosher	Resident – Newport Beach
Dennis Bress	Resident – Newport Beach
Sue Dvorak	Airport Commissioner, Fifth District
Tara Finnigan	City of Newport Beach
Kristen Hauptli	City of San Juan Capistrano
John Criezis	Unknown
Unknown Caller	Unknown
Nikolas Gaskins	John Wayne Airport
Anthony Cangey	John Wayne Airport
Beatrice Siercke	John Wayne Airport
Cristina Magaña	John Wayne Airport
Cassandra Linares	John Wayne Airport
Kyle Gorny	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):

   0.0148 Sq. Mi.

2. Estimated Number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:

   71

3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:

   177.5 (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:

   Gulfstream 3 – 2 (Arrivals + Departures)

5. Total number of aircraft operations during the calendar quarter:

   60,697

6. Number of Air Carrier operations during the calendar quarter:
   (Not mandatory)

   23,950

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)

   36,654

9. Estimated number of operations by Military aircraft during the calendar quarter:
   (Not mandatory)

   93