

**JOHN WAYNE AIRPORT  
ORANGE COUNTY**



# **NOISE ABATEMENT PROGRAM QUARTERLY REPORT**

**For the period:  
July 1, 2023, through September 30, 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 203<sup>rd</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 (October 1, 2022 - September 30, 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

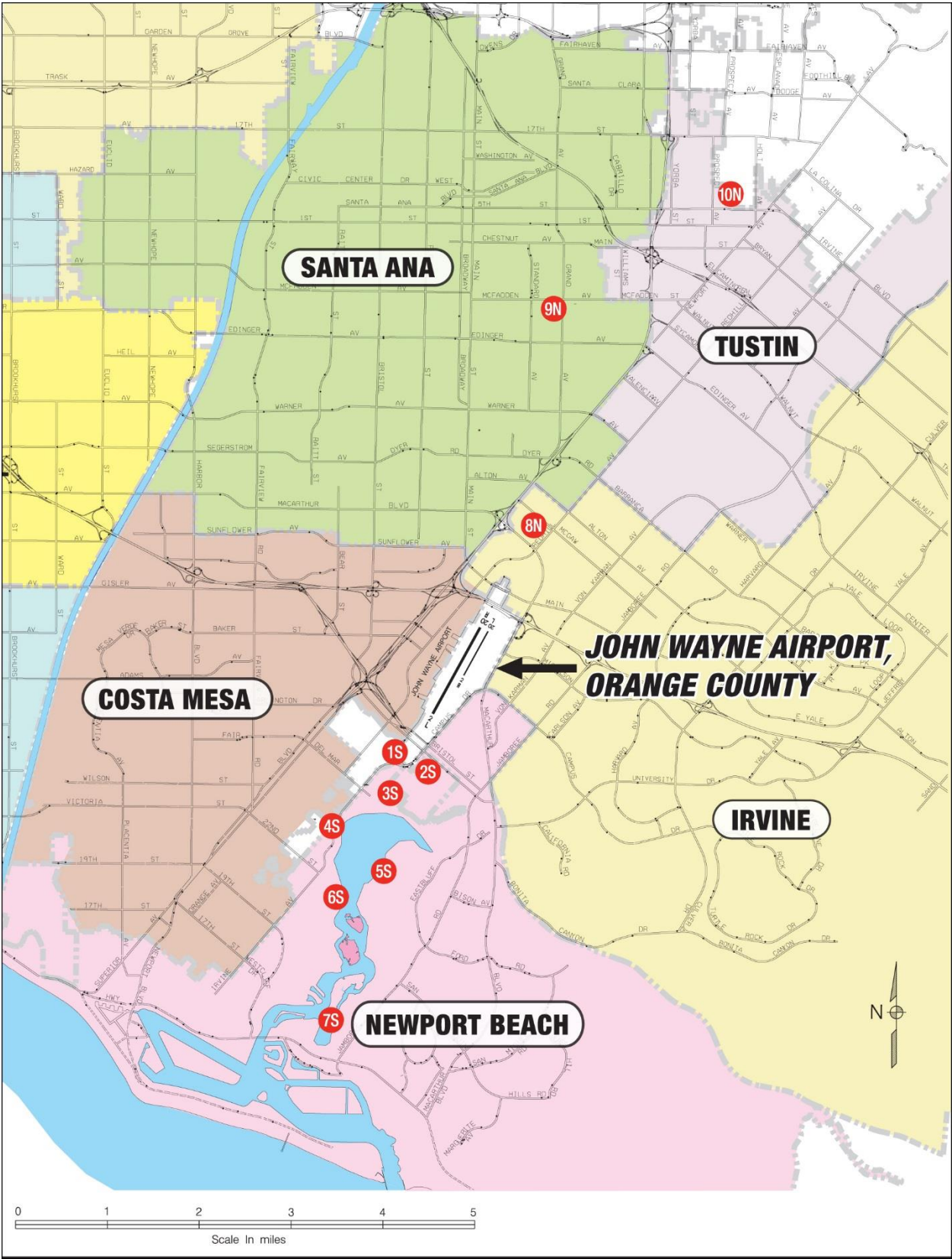
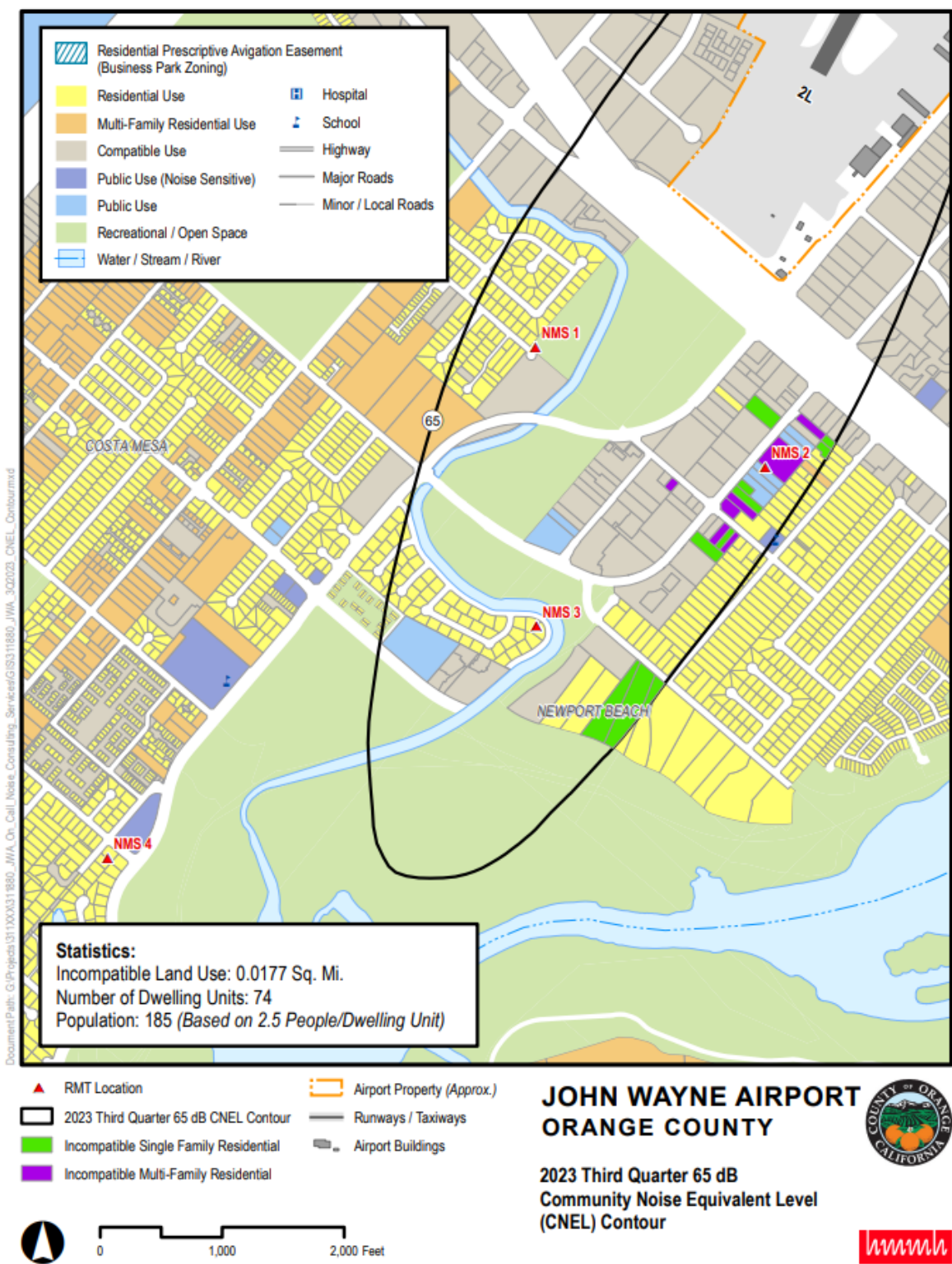


FIGURE 2  
NOISE IMPACT AREA MAP





**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 2023

Period	Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
July	8,850	0	4,078	24,421	417
August	8,711	0	4,131	25,978	414
September	8,331	0	4,009	24,371	411
Third Quarter	25,892	0	12,218	74,770	414
Twelve Months 10/01/22 - 09/30/23	101,398	0	44,886	274,670	401

**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 contaminated data and/or 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.

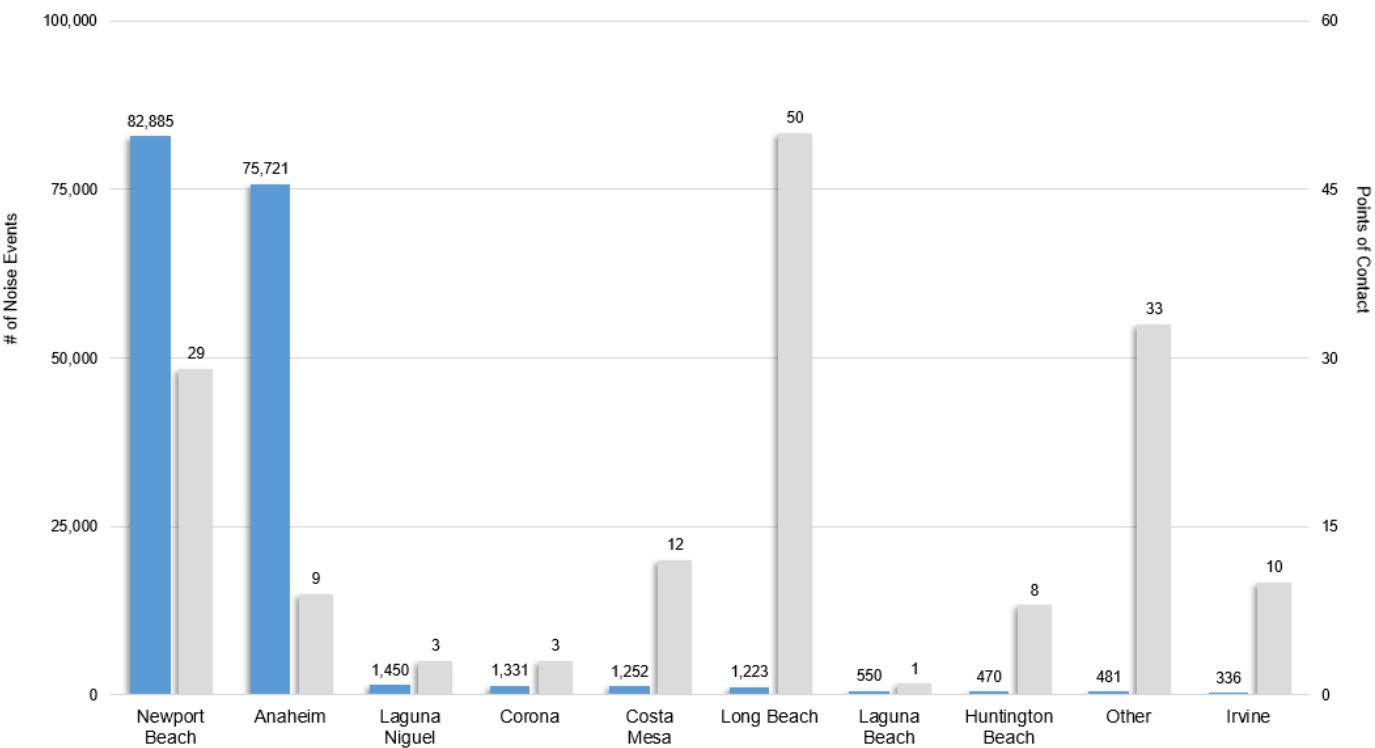
**ACOUSTICAL INSULATION PROGRAM**

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

**COMPLAINT TOTALS (July 1, 2023 - September 30, 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  
165,699 Noise Events | 158 Points of Contact  
July 1, 2023 to September 30, 2023



NOTE: The 165,699 Noise Events was a 23.5% increase for the 134,074 Noise Events from last quarter, and a 98.9% increase from the 83,266 Noise Events from the same quarter last year.

FIGURE 3.2  
NATURE OF DISTURBANCES

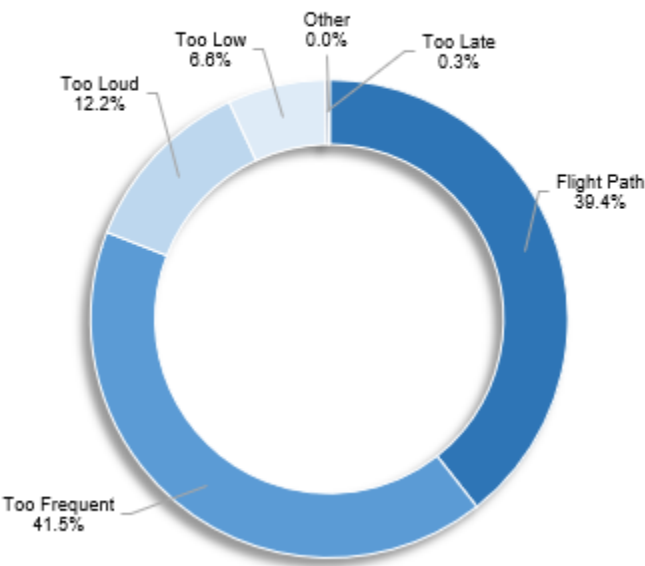


FIGURE 3.3  
ENQUIRY METHOD

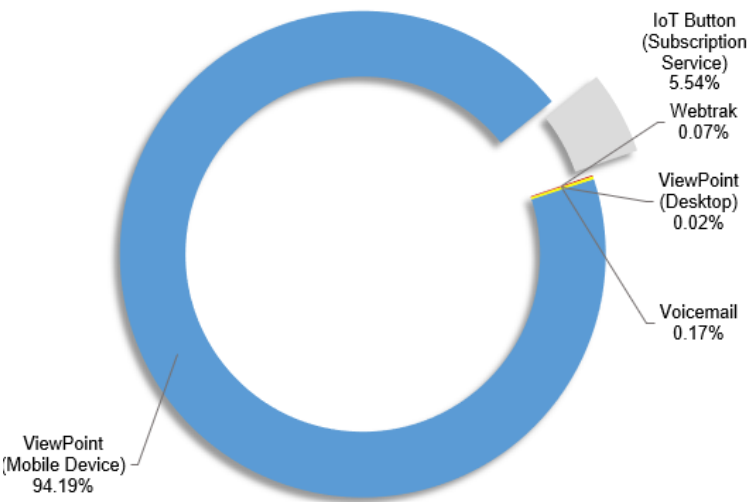


TABLE 2  
LONG TERM MEASURED LEVELS  
Aircraft CNEL from 10/01/22 through 09/30/23  
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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
<b>Q-4 2022</b>	<b>68.1</b>	<b>67.1</b>	<b>67.2</b>	<b>60.1</b>	<b>59.4</b>	<b>60.6</b>	<b>56.9</b>	<b>68.1</b>	<b>43.1</b>	<b>57.9</b>
<b># Days</b>	<b>92</b>	<b>92</b>	<b>81</b>	<b>91</b>	<b>89</b>	<b>91</b>	<b>91</b>	<b>87</b>	<b>67</b>	<b>89</b>
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
<b>Q-1 2023</b>	<b>68.0</b>	<b>66.3</b>	<b>66.9</b>	<b>60.2</b>	<b>59.6</b>	<b>60.7</b>	<b>57.4</b>	<b>68.0</b>	<b>44.4</b>	<b>58.3</b>
<b># Days</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>90</b>	<b>87</b>	<b>90</b>	<b>89</b>	<b>90</b>	<b>15</b>	<b>90</b>
Apr 2023	68.2	67.1	67.1	60.3	59.5	60.4	57.1	68.4	41.0	57.9
# Days	30	30	30	30	30	30	30	30	22	28
May 2023	68.4	67.2	67.3	60.6	59.6	60.8	57.6	68.7	43.3	58.4
# Days	31	31	31	31	31	31	31	31	25	31
Jun 2023	68.6	67.7	67.7	61.0	60.1	61.1	57.8	69.0	43.1	58.0
# Days	30	30	30	30	30	30	30	30	25	30
<b>Q-2 2023</b>	<b>68.4</b>	<b>67.3</b>	<b>67.4</b>	<b>60.7</b>	<b>59.8</b>	<b>60.8</b>	<b>57.5</b>	<b>68.7</b>	<b>42.7</b>	<b>58.1</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>72</b>	<b>89</b>
Jul 2023	68.4	67.5	67.4	60.3	59.2	60.4	56.2	68.5	40.5	57.2
# Days	31	31	31	31	31	31	31	31	24	31
Aug 2023	68.4	67.5	67.5	60.2	59.3	60.5	56.4	68.4	41.2	57.1
# Days	31	31	31	31	31	31	31	31	24	31
Sep 2023	68.4	67.4	67.3	60.7	59.7	60.8	57.0	68.5	44.0	57.7
# Days	30	30	30	30	30	30	30	30	24	30
<b>Q-3 2023</b>	<b>68.4</b>	<b>67.5</b>	<b>67.4</b>	<b>60.4</b>	<b>59.4</b>	<b>60.6</b>	<b>56.5</b>	<b>68.5</b>	<b>42.2</b>	<b>57.3</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>72</b>	<b>92</b>
<b>Q-4 2022 thru Q-3 2023</b>										
<b>Total</b>	<b>68.2</b>	<b>67.1</b>	<b>67.2</b>	<b>60.3</b>	<b>59.5</b>	<b>60.7</b>	<b>57.1</b>	<b>68.4</b>	<b>42.8</b>	<b>57.9</b>
<b># Days</b>	<b>365</b>	<b>365</b>	<b>354</b>	<b>364</b>	<b>359</b>	<b>364</b>	<b>363</b>	<b>360</b>	<b>226</b>	<b>360</b>
<b>Q-3 2022 thru Q-2 2023 (Previous 4 Quarters)</b>										
<b>Total</b>	<b>68.1</b>	<b>66.9</b>	<b>67.1</b>	<b>60.2</b>	<b>59.5</b>	<b>60.6</b>	<b>57.0</b>	<b>68.3</b>	<b>42.8</b>	<b>57.9</b>
<b># Days</b>	<b>365</b>	<b>365</b>	<b>354</b>	<b>359</b>	<b>359</b>	<b>364</b>	<b>363</b>	<b>356</b>	<b>227</b>	<b>360</b>
<b>Change from Previous 4 Quarters</b>										
	<b>0.1</b>	<b>0.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>

TABLE 3  
DAILY CNEL VALUES AT EACH MONITOR STATION  
July 2023

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.2	67.0	67.2	60.1	59.2	60.2	56.0	68.4	39.6	55.8
2	67.9	67.1	66.7	59.3	58.5	59.9	56.0	68.6	*#N/A	57.5
3	67.2	66.5	65.9	58.8	58.2	59.5	55.3	67.5	40.0	56.8
4	66.8	65.9	65.7	58.7	57.5	58.3	54.3	65.3	36.5	56.6
5	68.5	67.2	67.5	60.6	59.4	60.3	55.5	68.1	*#N/A	56.9
6	68.7	68.0	67.7	61.2	60.0	61.5	57.2	69.1	41.3	58.3
7	68.6	67.7	67.6	61.4	60.0	61.6	57.3	68.9	*#N/A	57.9
8	68.3	67.5	67.4	60.8	59.6	60.8	57.4	68.6	42.8	57.7
9	68.7	67.8	67.7	60.6	59.9	61.3	57.4	68.4	*#N/A	57.2
10	69.2	68.3	68.3	61.3	60.0	61.4	56.9	69.2	42.0	57.6
11	68.2	67.1	67.1	59.7	58.6	59.5	54.5	68.0	30.5	57.0
12	67.7	67.1	66.7	58.8	57.7	58.7	54.5	67.2	37.7	55.7
13	68.6	67.9	67.5	59.6	58.7	59.5	54.6	69.1	41.5	57.4
14	68.9	68.1	67.8	60.3	59.2	60.6	56.7	68.9	*#N/A	57.0
15	67.8	66.7	66.8	59.8	58.5	59.8	55.6	68.2	37.0	56.2
16	68.6	67.9	67.7	61.1	59.8	60.9	56.2	69.6	34.4	58.0
17	68.6	67.8	67.8	61.1	59.6	60.7	56.5	69.0	47.2	57.8
18	68.2	67.4	67.0	60.0	58.9	59.4	55.9	68.4	42.8	57.3
19	68.3	67.6	67.5	59.9	59.1	60.1	55.8	68.3	39.7	56.6
20	68.8	68.2	67.6	59.5	58.5	59.1	54.7	68.4	39.6	56.6
21	69.1	67.9	68.1	61.1	59.2	59.9	55.1	69.4	33.8	57.6
22	67.8	66.7	66.7	59.0	57.8	58.9	54.7	67.5	46.7	55.9
23	68.9	67.8	67.8	60.8	59.6	61.1	57.1	69.2	37.7	58.3
24	68.9	68.1	67.8	60.8	59.9	61.1	57.2	68.8	*#N/A	57.5
25	67.5	66.6	66.4	58.9	58.1	59.4	55.5	67.7	*#N/A	54.8
26	68.2	67.5	67.4	59.7	58.9	60.3	56.4	68.7	36.8	57.1
27	68.9	68.1	68.2	61.3	59.7	61.3	57.2	69.2	34.8	58.0
28	69.1	68.0	68.1	61.1	60.1	61.5	57.5	69.4	37.5	58.0
29	68.3	67.3	67.2	60.4	59.0	60.6	56.6	67.5	36.2	55.6
30	68.8	67.9	67.6	60.4	58.6	60.6	56.6	69.2	34.5	57.5
31	69.0	67.9	68.2	61.4	60.0	61.4	57.4	68.9	35.1	58.2
Days	31	31	31	31	31	31	31	31	24	31
En. Avg	68.4	67.5	67.4	60.3	59.2	60.4	56.2	68.5	40.5	57.2

#N/A indicates insufficient data.

\*#N/A indicates contaminated data and/or no aircraft-related noise events.



TABLE 4  
DAILY CNEL VALUES AT EACH MONITOR STATION  
August 2023

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.3	67.4	67.3	60.3	59.4	60.5	56.7	67.9	29.9	56.6
2	68.5	67.7	67.6	60.2	58.9	59.7	54.9	68.2	37.2	56.8
3	68.6	68.0	67.7	60.7	60.1	61.2	56.8	69.4	33.9	57.7
4	68.8	68.1	67.9	61.1	60.3	61.5	57.8	69.5	41.4	58.6
5	68.0	67.2	67.0	59.7	58.9	60.2	56.5	68.2	36.4	56.8
6	68.9	68.3	68.2	61.3	60.2	61.4	56.8	69.3	*#N/A	58.3
7	68.8	67.6	67.3	60.3	57.9	59.6	54.8	69.9	42.1	59.4
8	68.4	66.9	67.2	61.0	58.9	60.5	56.7	68.8	41.6	57.7
9	68.6	67.7	67.6	60.6	59.2	60.9	56.8	68.7	31.7	57.0
10	69.1	68.1	68.0	61.2	60.2	61.6	57.9	69.1	38.1	57.9
11	69.1	68.2	68.5	61.3	60.4	62.2	57.8	68.8	31.1	57.8
12	68.0	66.9	67.3	59.9	59.2	60.5	56.9	67.6	30.6	56.6
13	68.8	68.0	67.8	60.8	60.0	61.0	57.6	69.0	44.8	57.4
14	68.3	67.7	67.5	60.0	59.5	60.6	56.4	68.3	34.9	57.1
15	68.3	67.1	67.3	59.5	58.9	59.9	55.6	67.2	*#N/A	55.3
16	68.1	67.1	67.5	59.9	59.1	60.2	55.9	67.4	43.8	56.2
17	69.1	68.4	68.3	60.8	60.0	61.0	56.7	69.1	*#N/A	58.4
18	68.8	68.0	67.5	60.2	59.2	60.3	55.7	68.6	33.7	57.6
19	68.4	67.3	67.3	60.3	59.0	60.6	55.8	67.6	33.2	56.4
20	61.7	59.5	65.0	51.7	53.0	55.8	48.5	67.7	42.3	54.6
21	68.7	67.7	67.7	61.2	60.5	61.6	58.0	69.4	*#N/A	58.2
22	68.5	67.6	67.6	60.1	60.2	60.4	57.3	67.4	47.3	56.1
23	68.4	67.1	67.5	60.1	59.6	60.4	56.9	67.7	*#N/A	56.2
24	69.0	67.3	68.0	60.4	60.2	60.9	57.0	69.2	35.8	57.5
25	68.9	67.3	68.0	60.6	60.4	61.2	57.2	68.9	48.4	57.5
26	67.5	66.7	66.5	58.7	58.7	58.9	54.6	66.5	31.8	54.5
27	69.1	68.6	67.9	58.8	58.7	59.1	53.9	68.1	38.3	55.2
28	68.6	67.1	67.6	59.8	58.7	59.4	54.9	67.8	*#N/A	55.5
29	67.4	66.3	66.6	58.3	57.7	58.5	54.3	66.7	44.1	54.9
30	68.1	66.9	67.6	59.7	58.2	60.1	55.7	67.7	39.6	56.1
31	69.0	68.0	67.9	61.5	59.5	60.9	56.3	69.2	*#N/A	58.3
Days	31	31	31	31	31	31	31	31	24	31
En. Avg	68.4	67.5	67.5	60.2	59.3	60.5	56.4	68.4	41.2	57.1

#N/A indicates insufficient data.

\*#N/A indicates contaminated data and/or no aircraft-related noise events.

TABLE 5  
DAILY CNEL VALUES AT EACH MONITOR STATION  
September 2023

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	69.1	67.4	67.7	61.8	59.5	60.9	56.0	69.8	34.4	58.4
2	67.3	66.2	66.1	59.5	58.1	59.4	55.6	66.8	44.5	55.3
3	67.1	66.8	65.9	59.2	59.3	60.1	57.2	68.0	30.3	56.1
4	69.0	68.1	68.0	61.4	60.6	61.8	58.4	68.9	47.6	58.0
5	68.2	67.1	67.1	60.5	59.4	60.2	56.2	67.6	45.0	56.6
6	67.8	66.8	66.7	60.2	59.5	60.6	56.9	67.3	*#N/A	55.7
7	68.1	67.3	67.2	60.5	59.5	60.6	55.6	68.7	32.9	57.4
8	68.3	67.5	67.3	59.8	58.7	59.7	55.4	68.2	33.5	56.7
9	67.5	66.4	66.3	58.7	58.0	59.1	55.4	66.7	35.5	54.8
10	68.7	67.9	67.7	59.9	59.3	60.7	57.0	68.7	41.4	57.2
11	68.6	67.4	67.1	60.0	58.9	59.9	56.0	68.8	40.1	57.2
12	67.7	66.5	67.0	60.7	59.4	60.7	56.7	68.5	37.2	57.6
13	68.3	67.1	67.3	61.0	59.6	61.2	56.5	68.6	*#N/A	57.8
14	69.3	68.3	68.2	61.7	60.9	62.1	58.4	69.6	*#N/A	59.0
15	69.0	67.9	68.2	61.4	60.8	61.8	57.4	68.9	31.7	59.0
16	67.5	66.8	66.4	59.7	58.9	59.7	54.5	67.1	43.0	56.5
17	68.9	68.1	67.7	61.1	60.3	61.4	57.8	69.3	*#N/A	58.8
18	68.6	67.9	67.6	61.1	60.3	61.3	57.8	68.7	*#N/A	58.4
19	67.9	66.8	66.8	60.8	59.7	60.5	57.2	68.0	44.3	57.5
20	67.9	67.0	66.8	60.6	59.3	60.7	57.2	68.9	44.7	58.3
21	68.9	68.2	68.3	61.5	60.9	61.9	58.3	69.4	32.3	59.2
22	69.1	68.3	68.1	61.4	60.5	61.8	57.6	68.9	38.7	58.1
23	67.4	66.6	66.6	59.9	59.1	60.4	56.6	66.7	*#N/A	55.8
24	69.3	68.6	68.4	61.4	60.8	61.7	56.9	69.3	43.1	58.6
25	68.8	68.0	68.0	60.5	59.9	60.8	56.1	68.9	53.0	58.4
26	67.7	66.9	66.8	60.0	59.4	60.0	56.5	68.0	41.2	57.6
27	68.0	67.0	67.2	60.4	59.5	59.6	56.8	67.3	29.2	57.5
28	68.8	67.9	67.7	61.5	60.1	60.6	57.9	69.3	43.3	59.0
29	68.8	67.4	67.8	61.8	60.0	61.5	57.8	69.8	49.3	59.4
30	67.9	66.8	66.8	60.8	59.5	61.0	58.3	67.6	43.8	57.0
Days	30	30	30	30	30	30	30	30	24	30
En. Avg	68.4	67.4	67.3	60.7	59.7	60.8	57.0	68.5	44.0	57.7

#N/A indicates insufficient data.

\*#N/A indicates contaminated data and/or no aircraft-related noise events.

TABLE 6  
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS  
Commercial Class A  
July - September 2023

Carrier	AC Type	# Dps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	B38M	91	Average Count	92.3 (89)	91.3 (85)	92.3 (91)	84.7 (90)	83.3 (89)	84.1 (83)	79.9 (57)	#N/A (0)	#N/A (0)	#N/A (0)
Alaska	B737	27	Average Count	95.2 (26)	94.6 (25)	94.4 (26)	88.7 (26)	88.0 (25)	89.1 (25)	84.8 (27)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	1019	Average Count	97.8 (995)	96.6 (963)	95.4 (1000)	88.9 (996)	88.5 (994)	89.8 (977)	86.4 (994)	93.9 (10)	84.7 (4)	80.3 (6)
Allegiant	A319	49	Average Count	94.1 (48)	92.8 (43)	93.2 (48)	87.3 (48)	85.6 (48)	87.3 (48)	82.2 (47)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	184	Average Count	95.1 (180)	94.4 (177)	92.8 (182)	87.2 (180)	85.7 (182)	87.3 (174)	83.0 (180)	90.9 (1)	#N/A (0)	#N/A (0)
American	A21N	233	Average Count	91.8 (227)	91.0 (221)	91.7 (225)	84.6 (224)	82.6 (206)	83.6 (215)	79.5 (105)	91.0 (4)	81.2 (2)	#N/A (0)
	A319	124	Average Count	94.5 (120)	93.5 (115)	94.0 (120)	87.5 (122)	85.7 (117)	86.3 (114)	81.7 (106)	91.4 (2)	#N/A (0)	#N/A (0)
	A320	77	Average Count	95.4 (75)	94.6 (72)	94.8 (77)	87.2 (73)	85.1 (77)	85.0 (72)	81.0 (63)	#N/A (0)	#N/A (0)	#N/A (0)
	A321	192	Average Count	99.1 (187)	98.3 (176)	98.7 (190)	91.3 (185)	88.9 (178)	88.1 (177)	83.8 (174)	96.4 (2)	#N/A (0)	#N/A (0)
	B38M	173	Average Count	93.1 (171)	92.4 (159)	93.4 (170)	85.4 (171)	84.5 (169)	85.2 (165)	80.9 (151)	90.0 (2)	#N/A (0)	#N/A (0)
	B738	875	Average Count	99.0 (850)	98.0 (806)	98.5 (851)	91.4 (857)	89.9 (850)	89.9 (818)	86.2 (824)	96.6 (13)	85.8 (8)	80.7 (10)
Breeze	A223	232	Average Count	89.3 (227)	89.5 (212)	87.7 (226)	81.6 (216)	80.9 (213)	82.4 (211)	78.7 (83)	85.9 (5)	78.1 (1)	#N/A (0)
	E190	2	Average Count	92.9 (2)	92.5 (2)	90.2 (2)	84.4 (2)	84.7 (2)	86.3 (2)	82.8 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	E195	37	Average Count	92.4 (37)	92.0 (37)	90.3 (37)	84.5 (36)	84.8 (37)	87.5 (37)	84.1 (36)	#N/A (0)	#N/A (0)	#N/A (0)
Delta	A220	356	Average Count	88.6 (348)	88.5 (339)	88.3 (349)	80.6 (317)	78.9 (205)	80.3 (280)	78.3 (14)	84.2 (3)	#N/A (0)	#N/A (0)
	A223	116	Average Count	90.1 (110)	89.8 (104)	89.9 (112)	81.3 (101)	80.2 (76)	81.1 (92)	78.4 (17)	87.7 (4)	78.3 (1)	#N/A (0)
	A319	40	Average Count	96.1 (33)	95.0 (32)	95.8 (33)	89.7 (33)	87.6 (33)	87.9 (32)	83.1 (29)	95.7 (7)	82.7 (6)	81.2 (2)
	A320	3	Average Count	95.8 (3)	94.8 (3)	95.3 (3)	88.4 (3)	86.3 (3)	85.9 (3)	82.2 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	14	Average Count	97.5 (14)	96.7 (14)	96.7 (14)	89.6 (14)	88.2 (13)	88.5 (12)	84.7 (14)	#N/A (0)	#N/A (0)	#N/A (0)
	B752	362	Average Count	96.3 (352)	95.8 (341)	96.0 (349)	88.4 (351)	87.5 (347)	87.4 (340)	83.6 (345)	94.4 (9)	85.0 (5)	#N/A (0)
FedEx	A306	63	Average Count	97.3 (63)	97.1 (62)	94.7 (63)	88.2 (63)	87.3 (63)	88.9 (63)	84.9 (60)	#N/A (0)	#N/A (0)	#N/A (0)
Frontier	A20N	325	Average Count	88.5 (322)	88.4 (314)	87.9 (323)	81.5 (298)	79.4 (201)	82.3 (279)	79.0 (115)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	21	Average Count	95.1 (21)	94.7 (20)	93.5 (21)	86.7 (21)	84.8 (21)	87.0 (20)	83.9 (21)	#N/A (0)	#N/A (0)	#N/A (0)
Horizon	E175	316	Average Count	93.6 (309)	92.7 (301)	90.6 (310)	84.4 (310)	83.9 (311)	86.7 (306)	83.0 (302)	91.3 (2)	#N/A (0)	#N/A (0)
Southwest	B38M	9	Average Count	89.4 (9)	88.8 (9)	87.6 (9)	81.3 (7)	81.3 (8)	83.1 (9)	80.0 (5)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	1791	Average Count	93.9 (1766)	93.2 (1696)	91.4 (1765)	85.4 (1764)	85.4 (1764)	86.7 (1721)	83.3 (1747)	93.8 (8)	78.7 (1)	78.7 (2)
	B738	7	Average Count	93.3 (5)	92.9 (6)	90.3 (5)	84.2 (6)	84.2 (6)	85.2 (6)	81.9 (6)	93.7 (1)	#N/A (0)	#N/A (0)
Spirit	A20N	199	Average Count	88.8 (198)	88.2 (185)	88.1 (198)	82.5 (194)	80.5 (157)	82.8 (189)	79.1 (100)	87.0 (1)	#N/A (0)	#N/A (0)
	A320	165	Average Count	92.8 (159)	92.5 (152)	90.5 (162)	85.0 (156)	83.3 (153)	84.9 (155)	81.3 (128)	90.1 (3)	#N/A (0)	#N/A (0)
United	A319	97	Average Count	94.2 (96)	93.5 (94)	93.3 (96)	86.3 (95)	84.8 (94)	85.8 (90)	81.7 (85)	92.1 (1)	#N/A (0)	#N/A (0)
	A320	164	Average Count	95.7 (164)	94.9 (154)	95.0 (164)	86.8 (162)	85.5 (163)	86.1 (160)	82.4 (151)	#N/A (0)	#N/A (0)	#N/A (0)
	B38M	24	Average Count	94.2 (24)	92.9 (22)	94.3 (24)	85.3 (24)	85.1 (24)	85.7 (23)	81.4 (20)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	361	Average Count	97.2 (351)	95.6 (334)	97.1 (355)	90.1 (352)	90.0 (347)	90.5 (342)	86.4 (348)	96.1 (5)	88.0 (4)	77.4 (2)
	B738	1024	Average Count	98.9 (986)	97.4 (955)	98.3 (991)	90.0 (988)	89.2 (987)	89.9 (953)	86.4 (951)	95.2 (20)	88.3 (8)	80.7 (10)
UPS	B752	49	Average Count	95.2 (49)	95.3 (49)	93.6 (49)	86.7 (49)	86.0 (49)	87.1 (49)	82.4 (46)	#N/A (0)	#N/A (0)	#N/A (0)
WestJet	B737	91	Average Count	95.6 (91)	94.5 (90)	95.1 (91)	89.2 (91)	88.6 (89)	89.9 (86)	84.5 (90)	#N/A (0)	#N/A (0)	#N/A (0)

**TABLE 7**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**Commercial Class E**  
**July - September 2023**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delta	A220	370	Average Count	88.4 (366)	88.6 (343)	87.9 (365)	80.5 (337)	78.8 (219)	80.4 (289)	77.7 (12)	85.5 (2)	#N/A (0)	#N/A (0)
	A223	30	Average Count	89.4 (29)	89.6 (27)	88.7 (29)	80.4 (29)	79.5 (18)	80.5 (21)	78.9 (2)	84.0 (1)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	1001	Average Count	91.1 (979)	90.7 (950)	89.3 (986)	84.4 (987)	83.5 (982)	85.9 (964)	82.1 (963)	90.8 (6)	#N/A (0)	80.0 (1)
Southwest	B737	2051	Average Count	91.5 (2021)	91.3 (1949)	89.4 (2023)	84.3 (2019)	83.9 (2010)	85.1 (1982)	81.7 (1949)	93.1 (9)	80.0 (1)	#N/A (0)

**TABLE 8**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**Commuter**  
**July - September 2023**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	304	Average Count	85.7 (297)	85.4 (281)	86.6 (297)	79.7 (234)	78.6 (26)	80.0 (211)	77.7 (3)	84.1 (2)	#N/A (0)	#N/A (0)
	E145	158	Average Count	86.5 (157)	86.5 (149)	87.5 (156)	79.7 (125)	78.9 (18)	80.0 (111)	77.9 (5)	83.6 (1)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	91	Average Count	88.6 (85)	88.0 (82)	87.1 (88)	80.5 (44)	79.8 (63)	82.1 (84)	80.1 (72)	91.0 (1)	#N/A (0)	#N/A (0)
	E175	1	Average Count	93.2 (1)	92.8 (1)	90.0 (1)	84.7 (1)	83.4 (1)	85.9 (1)	83.5 (1)	#N/A (0)	#N/A (0)	#N/A (0)

**TABLE 8-GA**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**General Aviation**  
**July - September 2023**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5818	Average Count	87.9 (5491)	87.4 (5299)	88.9 (5386)	82.1 (2988)	81.7 (2047)	83.1 (3155)	81.3 (1012)	85.8 (60)	83.0 (8)	82.1 (4)

TABLE 9  
AIR CARRIER OPERATIONAL HISTORY

Carrier		AC Type	Year				
			2019	2020	2021	2022	2023
Air Canada	AC	A223			102	192	
		B38M			6	494	546
Alaska	AS	A319	244	314			
		A320	3,403	1,733	4,038	3,888	70
		B737	160	14	24	116	166
		B738	5,247	767	1,327	2,728	5,501
Allegiant	G4	A319			1,076	676	286
		A320			488	1,399	1,149
American	AA	A21N	2	2	88	51	696
		A319	432	474	220	498	907
		A320	634	488	783	478	622
		A321	214	571	1,035	1,099	1,029
		B38M			17	1,755	1,417
		B738	10,972	5,201	8,144	8,517	5,368
		B752	36				
Breeze	MX	A223					1,144
		E190					58
		E195					120
Compass	CP	E175	3,150	656			
Delta	DL	A220	851	1,954	4,036	3,048	2,840
		A223			4	1,934	2,023
		A319	1,987	828	952	2,071	169
		A320	11	8	3	532	20
		B712	2,495				
		B737	8	24			
		B738	40	2	12	58	40
		B752	2,889	1,065	1,423	2,010	2,040
FedEx	FM	A306	510	512	502	498	370
Frontier	F9	A20N	900	550	1,363	1,818	1,924
		A319	100	2	88		
		A320	428	392	361	310	170
Horizon	QX	DH8D	12				
		E175	4,257	2,986	3,293	1,256	1,244
SkyWest Coml.	SC	CRJ9		2			
		E175	7,686	3,535	3,711	5,446	5,416
Southwest	WN	B38M	10		683	4,038	106
		B737	29,360	14,268	22,212	31,166	23,605
		B738	134	3,780	7,738	1,720	34
Spirit	NK	A20N		180	1,735	2,220	1,132
		A319			250	158	2
		A320		19	346	1,132	1,013
Sun Country	SY	B737			238	8	
		B738			24	2	
United	UA	A319	1,216	590	819	1,047	509
		A320	3,151	1,227	1,020	2,054	932
		B38M					44
		B737	2,816	999	2,622	4,116	1,952
		B738	5,627	2,645	2,946	5,685	6,081
		B752			2		
UPS	5X	A306	12	18	18	48	
		B752	404	404	392	362	302
WestJet	WS	B736	58	34			
		B737	618	126	112	632	542
Total			90,074	46,370	74,253	95,260	71,589



TABLE 10  
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2019	2020	2021	2022	2023
A20N	900	730	3,098	4,038	3,056
A21N	2	2	88	51	696
A220	851	1,954	4,036	3,048	2,840
A223			106	2,126	3,167
A306	522	530	520	546	370
A319	3,979	2,208	3,405	4,450	1,873
A320	7,627	3,867	7,039	9,793	3,976
A321	214	571	1,035	1,099	1,029
B38M	10		706	6,287	2,113
B712	2,495				
B736	58	34			
B737	32,962	15,431	25,208	36,038	26,265
B738	22,020	12,395	20,191	18,710	17,024
B752	3,329	1,469	1,817	2,372	2,342
CRJ9		2			
DH8D	12				
E175	15,093	7,177	7,004	6,702	6,660
E190					58
E195					120
Total	90,074	46,370	74,253	95,260	71,589

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-MAX 8	E175	Embraer	175
B712	Boeing	717-200	E190	Embraer	190
B736	Boeing	737-600	E195	Embraer	195

**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	.748
Alaska AS	A319	.334	.432			
	A320	4.660	2.363	5.534	5.326	.096
	B737	.219	.022	.033	.159	.227
	B738	7.189	1.046	1.816	3.734	7.537
Allegiant G4	A319			1.474	.926	.392
	A320			.668	1.915	1.575
American AA	A21N	.003	.003	.121	.068	.948
	A319	.592	.648	.296	.682	1.241
	A320	.868	.664	1.082	.655	.852
	A321	.293	.779	1.414	1.507	1.414
	B38M			.022	2.403	1.945
	B738	15.030	7.107	11.156	11.666	7.353
	B752	.049				
Breeze MX	A223					1.567
	E190					.079
	E195					.164
Compass CP	E175	4.315	.896			
Delta DL	A220	1.164	2.667	5.529	4.175	3.888
	A223			.005	2.649	2.773
	A319	2.723	1.131	1.304	2.836	.233
	A320	.014	.014	.003	.729	.027
	B712	3.419				
	B737	.011	.033			
	B738	.055	.003	.016	.079	.055
	B752	3.956	1.454	1.948	2.753	2.797
FedEx FM	A306	.699	.699	.688	.682	.507
Frontier F9	A20N	1.233	.751	1.866	2.490	2.636
	A319	.137	.003	.121		
	A320	.586	.536	.496	.425	.233
Horizon QX	DH8D	.016				
	E175	5.830	4.079	4.512	1.721	1.704
SkyWest Coml. SC	CRJ9		.003			
	E175	10.529	4.833	5.085	7.460	7.416
Southwest WN	B38M	.014		.937	5.532	.148
	B737	40.216	19.497	30.416	42.693	32.334
	B738	.184	5.161	10.605	2.353	.047
Spirit NK	A20N		.246	2.381	3.041	1.545
	A319			.342	.216	.003
	A320		.025	.471	1.551	1.392
Sun Country SY	B737			.326	.011	
	B738			.033	.003	
United UA	A319	1.666	.806	1.123	1.433	.699
	A320	4.315	1.675	1.397	2.814	1.277
	B38M					.066
	B737	3.855	1.366	3.589	5.644	2.674
	B738	7.712	3.612	4.036	7.786	8.323
	B752			.003		
UPS 5X	A306	.016	.025	.025	.066	
	B752	.553	.552	.537	.496	.414
WestJet WS	B736	.079	.046			
	B737	.847	.172	.153	.866	.742
Total		123.384	63.347	101.712	130.485	98.071

## **QUARTERLY NOISE MEETING**

Date: September 26, 2023

Time: 2:00 pm

Place: Virtual (Zoom)

### **ITEMS DISCUSSED**

Newport Beach resident Dr. Jim Mosher stated that the Access and Noise webpage does not display contact information for staff or a generic email for residents to send communications. Mr. Anthony Cangey, Airport Access/Noise Specialist at John Wayne Airport (“JWA” or “Airport”), said the Access and Noise Office (ANO) would discuss this recommendation with Airport management.

Dr. Mosher asked why the quarterly noise meetings were moved to an online format and if they could be switched to partially in-person. Mr. Cangey explained that we switched to an online format to accommodate community members who are unable to attend in-person meetings. Mr. Cangey said the ANO would discuss with Airport management.

Dr. Mosher asked for an update regarding the way the Airport reports General Aviation Noise Ordinance (GANO) violations. Dr. Mosher asked if the Airport could post the GANO violations in a spreadsheet on the Airport’s website for transparency, as we do for commercial curfew violations. Mr. Cangey said the ANO would follow up with Airport management.

Dr. Mosher asked if the ANO could post an agenda of topics to be discussed on the Airport’s website prior to the quarterly noise meetings. Dr. Mosher stated that having an agenda may encourage more attendees if topics are disclosed in advance. Mr. Cangey said the ANO would discuss this recommendation with Airport management.

Dr. Mosher asked if the Fly Friendly program collects noise data for commercial air carriers that register lower than the 65 dB threshold set at each noise monitoring station, and if that data can be made available for informational purposes. Mr. Cangey responded that the current Fly Friendly program includes General Aviation jet operations data.

Dr. Mosher commented that the California standard for noise is 55 dB and that the Airport claims to have a waiver to use the higher threshold of 65 dB. Dr. Mosher indicated he had provided the ANO with a link to the San Francisco Airport Noise Roundtable which included several reports from Harris Miller Miller & Hanson Inc. (HMMH), and another noise consultant, explaining the California standard 55 dB threshold. Mr. Cangey stated that HMMH addressed the 65 dB threshold at a previous quarterly meeting and explained that anything less than 65 dB would pick up excessive contamination. Mr. Cangey added that the ANO manually inspects every noise record, and lowering the threshold to 55 dB may result in a higher workload.

Dr. Mosher stated that on September 15, 2023, a General Aviation aircraft exceeded the GANO noise limits. Dr. Mosher stated that the aircraft, and its related noise events, are not linked on the Airport's public flight tracking system, WebTrak, and questioned how the ANO catches these types of noise violations. Mr. Cangey responded that the ANO manually inspects every noise record and checks for missing aircraft operations. Mr. Cangey added that the ANO manually enters aircraft information and correlates it to the appropriate noise record.

Dr. Mosher asked if the information reflected in the Detailed Noise Event Report (DNER) includes the noise profiles and aircraft operations that we manually add. Mr. Cangey responded that when the ANO makes updates in Envirosuite's Airport Noise and Operations Management System (ANOMS), those updates are reflected in the DNER. Mr. Cangey added that the DNER is typically published one month and one week after the ANO completes the monthly flight-matching process.

Dr. Mosher asked if JWA will formally submit comments on the Federal Aviation Administration's (FAA) Noise Policy Review (NPR). Mr. Cangey responded that the ANO has reviewed the information within the NPR and is unaware at this time if the Airport will be submitting comments. Mr. Cangey stated the ANO would discuss with Airport management.

Dr. Mosher commented on how JWA complaints are displayed in the quarterly report. Dr. Mosher said that when a single person submits thousands of complaints, the report data reflects that person's complaint type as the greatest concern. Dr. Mosher asked if the Airport could filter the complaint types to reflect one per person to make the report more accurate. Mr. Cangey responded that the ANO would discuss this recommendation with Airport management.

Dr. Mosher asked why our system only allows residents to select one complaint type when submitting a noise complaint. Mr. Cangey said that our system is currently set up to accept only one complaint type per submission, but will discuss Dr. Mosher's request with Airport management.

**QUARTERLY NOISE MEETING ROSTER**  
**September 26, 2023**

**NAME**

**ORGANIZATION**

Jim Mosher	Resident – Newport Beach
Melanie Franceschini	City of Newport Beach
Jason Herman	Air Line Pilots Association, International
Unknown Caller	Unknown
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):  
0.0177 Sq. Mi.
2. Estimated Number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:  
74 Units
3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:  
185 (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:  
Airbus A306 – 126 (Arrivals + Departures)
5. Total number of aircraft operations during the calendar quarter:  
74,770
6. Number of Air Carrier operations during the calendar quarter:  
(Not mandatory)  
25,892
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)  
48,841
9. Estimated number of operations by Military aircraft during the calendar quarter:  
(Not mandatory)  
37