

**JOHN WAYNE AIRPORT
ORANGE COUNTY**



NOISE ABATEMENT PROGRAM QUARTERLY REPORT

**For the period:
January 1, 2024 through March 31, 2024**

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:

DocuSigned by:

Komal Kumar

on behalf of

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Charlene V. Reynolds

Airport Director

John Wayne Airport, Orange County

INTRODUCTION

This is the 205th 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:

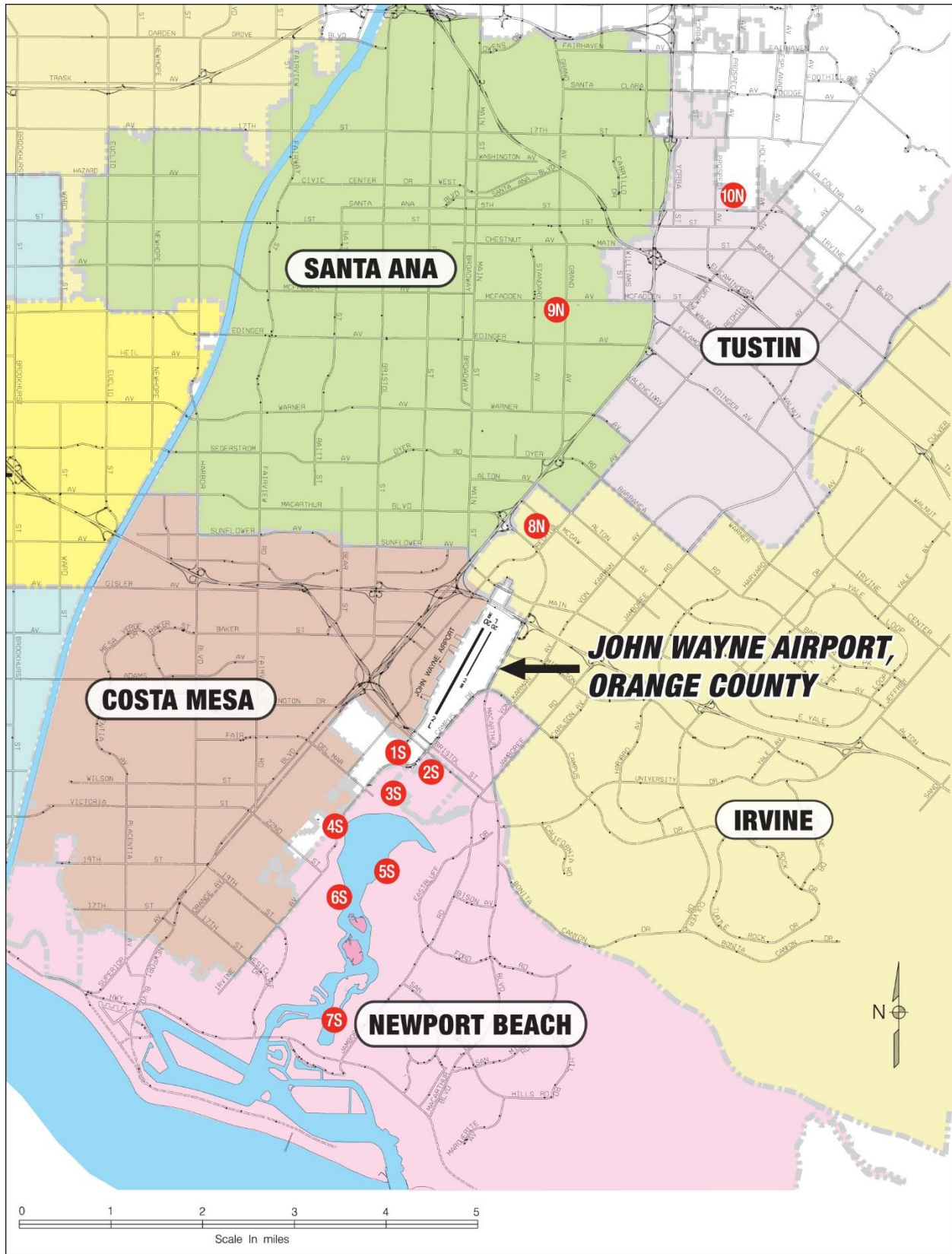
MONITOR STATIONS

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

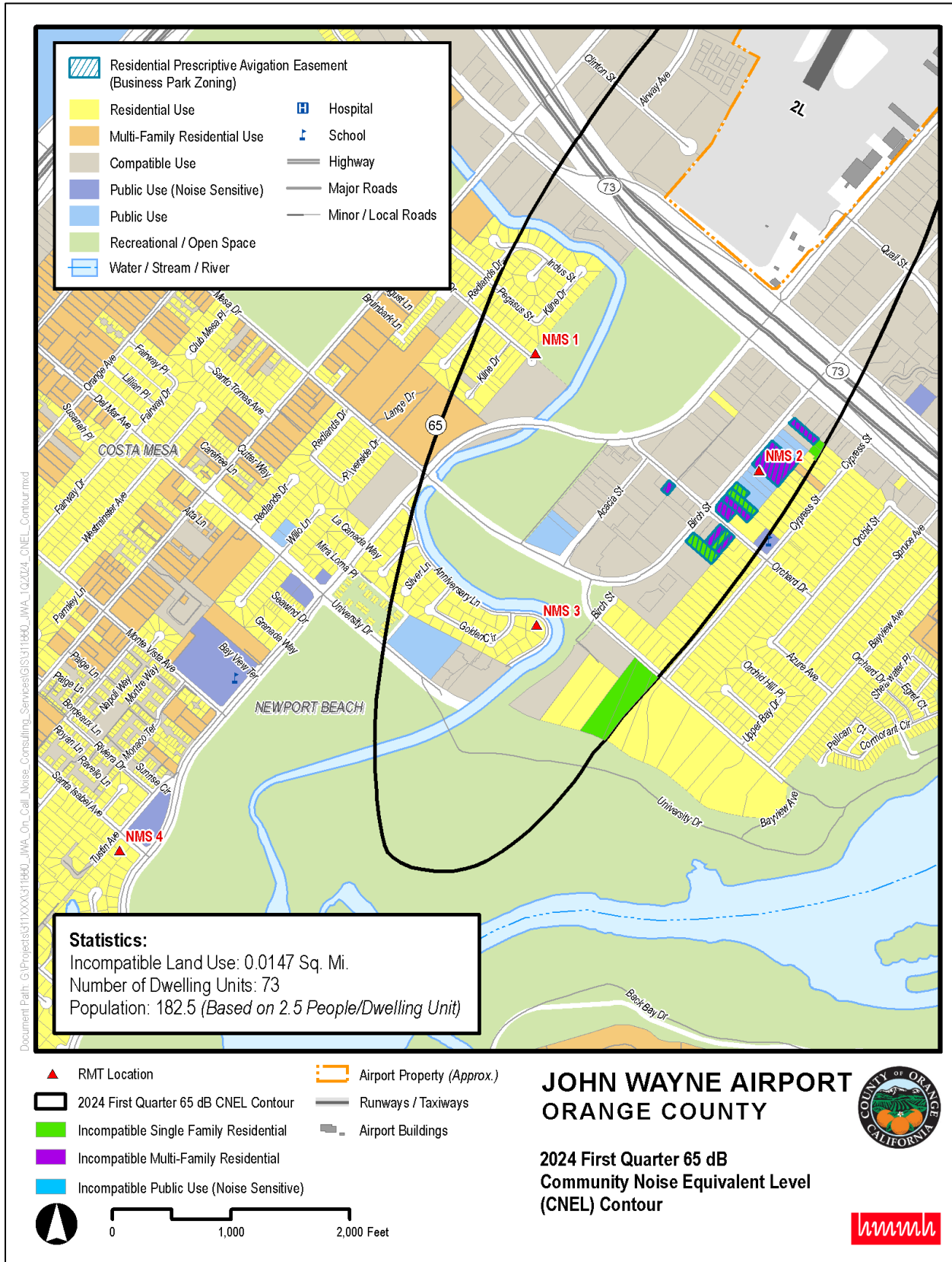
The map in Figure 1 shows the general location of each permanent remote monitor station.

Figure 2 shows the Airport’s “Noise Impact Area” for the previous year (April 1, 2023 – March 31, 2024). 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
 January - March 2024

Period	Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
January	8,098	0	3,410	24,587	371
February	7,652	0	3,610	20,748	388
March	8,524	0	3,614	24,690	392
First Quarter	24,274	0	10,634	70,025	384
Twelve Months 04/01/23 - 03/31/24	100,402	0	45,683	282,503	399

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

COMPLAINT TOTALS (January 1, 2024 - March 31, 2024)

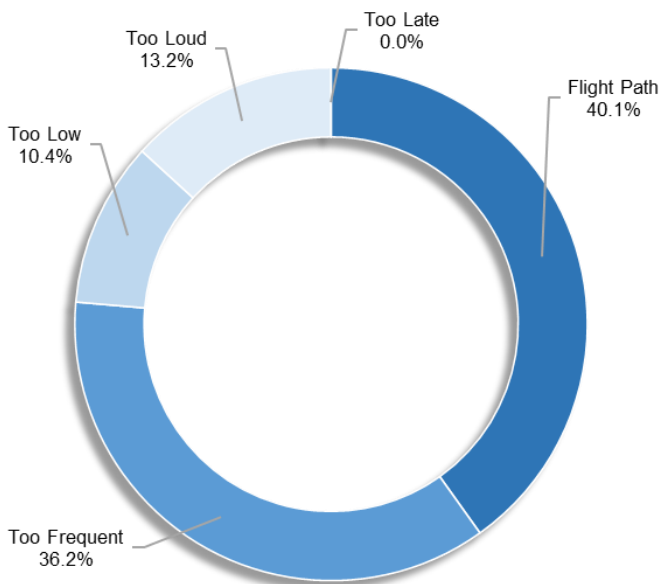
The Airport's Access and Noise Office receives and investigates noise complaints (noise events) from local citizens and all other sources. Figures 3.1, 3.2, and 3.3 illustrate the distribution of reported noise events from local communities, the nature of disturbance, and the method of how the noise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

**FIGURE 3.1
REPORTED NOISE EVENTS**
82,313 Noise Events | 87 Points of Contact
January 1, 2024 to March 31, 2024



NOTE: The 82,313 Noise Events was a 37.2% decrease for the 131,004 Noise Events from last quarter, and a 12.9% increase from the 72,902 Noise Events from the same quarter last year.

**FIGURE 3.2
NATURE OF DISTURBANCES**



**FIGURE 3.3
ENQUIRY METHOD**

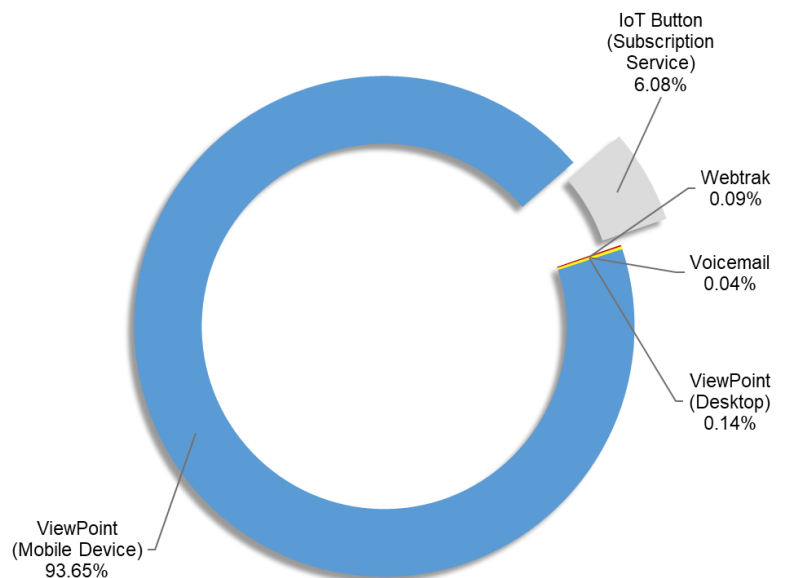


TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 04/01/23 through 03/31/24
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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
Q-2 2023	68.4	67.3	67.4	60.7	59.8	60.8	57.5	68.7	42.7	58.1
# Days	91	91	91	91	91	91	91	91	72	89
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
Q-3 2023	68.4	67.5	67.4	60.4	59.4	60.6	56.5	68.5	42.2	57.3
# Days	92	92	92	92	92	92	92	92	72	92
Oct 2023	68.2	67.2	67.5	60.1	59.4	60.8	57.1	68.1	43.5	57.4
# Days	31	31	31	31	31	31	29	31	22	31
Nov 2023	67.4	66.3	66.8	59.2	58.5	60.5	55.7	67.3	43.1	56.2
# Days	30	30	30	30	30	30	30	30	24	29
Dec 2023	67.5	66.4	66.6	60.0	59.3	60.1	54.8	67.7	43.1	57.3
# Days	31	31	31	31	31	31	30	31	25	30
Q-4 2023	67.7	66.7	67.0	59.8	59.1	60.5	56.0	67.7	43.3	57.0
# Days	92	92	92	92	92	92	89	92	71	90
Jan 2024	67.6	66.2	66.8	60.0	59.5	60.8	56.6	67.7	43.8	57.3
# Days	31	31	31	31	31	31	31	31	28	31
Feb 2024	68.3	66.8	67.0	60.6	60.2	59.8	57.5	68.3	42.4	58.4
# Days	29	29	29	29	29	29	29	29	20	29
Mar 2024	68.2	66.9	67.1	60.7	60.2	60.9	57.7	68.5	44.0	58.5
# Days	31	31	31	31	31	31	30	31	29	30
Q-1 2024	68.0	66.7	67.0	60.4	60.0	60.5	57.3	68.2	43.6	58.1
# Days	91	91	91	91	91	91	90	91	77	90
Q-2 2023 thru Q-1 2024										
Total	68.2	67.1	67.2	60.3	59.6	60.6	56.9	68.3	43.0	57.7
# Days	366	366	366	366	366	366	362	366	292	361
Q-1 2023 thru Q-4 2023 (Previous 4 Quarters)										
Total	68.1	67.0	67.2	60.3	59.5	60.6	56.9	68.3	42.9	57.7
# Days	365	365	365	365	362	365	361	365	230	361
Change from Previous 4 Quarters										
	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
January 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.7	66.7	66.7	60.0	59.8	60.0	55.0	67.6	44.6	57.1
2	69.0	67.2	67.8	61.3	60.7	61.2	58.3	68.7	43.5	59.1
3	68.0	67.1	67.0	59.8	60.9	60.3	58.0	68.2	40.3	58.2
4	67.7	66.4	66.7	60.2	59.7	60.2	56.9	67.4	45.0	57.3
5	67.9	66.5	66.8	60.4	60.1	60.6	56.9	68.0	44.3	57.9
6	67.6	66.5	66.0	60.0	59.4	59.9	56.3	68.1	39.0	58.2
7	58.9	54.2	67.7	45.1	52.6	64.6	33.4	64.4	43.0	36.5
8	65.6	64.1	65.8	57.0	57.2	59.8	54.1	66.1	37.6	54.3
9	66.4	65.7	65.7	59.8	58.9	59.3	55.6	67.7	42.1	57.5
10	67.7	66.3	66.8	60.4	60.0	61.9	57.8	68.2	43.4	58.3
11	66.4	64.9	65.5	58.2	57.9	60.2	54.9	68.2	43.0	57.0
12	68.2	67.3	67.4	60.7	60.1	60.7	56.9	68.7	42.8	58.3
13	66.7	65.6	65.7	59.0	58.7	59.2	55.4	66.0	39.1	56.1
14	68.6	67.1	67.4	61.1	60.4	61.6	58.1	68.3	*#N/A	58.4
15	69.0	67.9	67.9	61.3	60.9	61.4	58.3	69.0	49.1	58.5
16	67.8	66.4	66.9	59.7	59.9	60.5	56.9	67.7	45.3	57.5
17	67.8	66.2	66.7	60.4	59.6	60.4	56.5	67.6	41.1	57.4
18	68.5	66.9	67.6	61.2	60.7	61.2	57.5	68.6	39.3	58.5
19	68.7	67.1	67.5	60.9	60.2	61.0	57.3	68.3	40.3	58.1
20	66.8	64.9	65.5	59.8	58.6	59.3	55.8	67.0	47.9	57.3
21	69.0	67.5	67.6	61.5	60.7	61.5	58.5	68.8	42.6	58.9
22	66.2	64.3	67.5	57.8	58.4	62.8	54.9	68.7	47.5	57.1
23	67.6	65.8	66.3	60.3	59.8	60.0	56.6	67.1	30.8	57.4
24	67.7	65.9	66.7	60.7	59.7	60.5	57.2	67.4	45.7	57.3
25	68.7	67.5	67.6	61.2	60.6	61.4	58.4	68.3	*#N/A	58.5
26	68.0	66.4	67.7	60.0	59.9	61.6	56.6	67.9	44.3	56.2
27	65.7	64.3	65.4	57.8	56.9	59.0	53.9	64.9	43.7	52.2
28	68.3	66.9	67.1	60.1	59.2	59.9	56.5	67.0	42.8	55.5
29	67.8	66.4	66.9	59.4	59.4	59.5	56.3	66.5	*#N/A	55.8
30	66.6	65.5	65.5	59.2	58.2	58.5	55.1	66.5	44.3	56.0
31	67.2	65.8	66.7	60.3	58.8	60.0	56.3	67.8	42.6	57.4
Days	31	31	31	31	31	31	31	31	28	31
En. Avg	67.6	66.2	66.8	60.0	59.5	60.8	56.6	67.7	43.8	57.3

#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
 February 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.1	65.9	66.8	59.7	59.7	60.2	57.0	68.8	45.4	59.2
2	67.6	66.9	66.4	59.8	60.9	59.9	57.7	69.1	45.7	59.1
3	66.2	65.0	65.1	59.3	58.7	59.0	55.6	66.6	*#N/A	56.2
4	69.2	66.3	66.5	61.8	59.9	58.8	58.1	70.5	*#N/A	61.7
5	69.7	66.8	67.8	61.8	61.0	61.1	58.7	69.4	44.6	60.0
6	68.5	65.6	67.2	61.0	60.8	50.6	57.5	67.7	45.2	58.8
7	67.6	66.5	66.6	60.5	60.4	55.3	58.0	68.4	29.4	59.1
8	68.5	67.1	67.0	60.4	61.3	60.5	58.7	69.1	32.0	59.2
9	68.9	67.4	67.7	61.3	60.9	58.5	58.5	68.4	43.8	58.6
10	66.0	64.9	65.1	58.3	57.9	54.9	55.4	66.0	42.5	54.4
11	67.9	67.1	66.5	59.8	59.8	56.7	56.9	68.0	*#N/A	57.8
12	68.6	67.5	67.3	61.0	60.6	49.2	57.8	68.1	44.9	57.6
13	67.6	66.3	66.5	60.4	59.7	58.2	56.6	67.3	40.2	57.2
14	67.4	66.3	66.2	60.1	59.8	60.5	57.2	67.5	*#N/A	57.1
15	68.6	67.7	67.6	60.8	60.7	60.1	56.9	68.8	36.3	58.7
16	69.1	68.1	68.1	61.2	61.3	62.0	58.1	69.2	43.3	58.9
17	67.5	66.3	66.5	59.6	59.3	59.8	55.9	66.4	*#N/A	56.3
18	68.8	67.8	67.5	61.3	60.7	61.3	58.4	68.6	38.9	58.7
19	69.0	67.1	67.5	62.3	60.3	61.1	58.4	69.8	*#N/A	60.0
20	68.4	66.1	66.6	61.2	60.0	60.6	57.7	68.9	42.6	58.8
21	68.0	66.8	66.6	60.6	60.1	60.5	57.5	68.0	39.5	58.1
22	69.0	67.8	67.7	60.9	61.0	61.3	58.1	68.2	37.8	58.3
23	68.5	67.3	67.2	60.5	60.0	60.6	57.1	68.2	43.5	57.0
24	66.7	65.2	64.9	58.7	57.9	58.1	55.1	65.9	*#N/A	55.0
25	68.7	67.8	67.6	61.0	60.7	61.3	57.3	69.2	41.6	58.8
26	69.0	67.6	67.9	61.2	60.6	61.0	57.6	68.7	40.0	59.2
27	67.7	66.4	66.4	60.1	59.7	59.7	57.0	67.2	40.8	57.0
28	68.0	66.9	67.0	60.0	60.0	60.5	57.2	67.4	*#N/A	57.5
29	68.9	67.6	67.8	61.5	61.1	61.3	58.7	68.5	*#N/A	58.5
Days	29	29	29	29	29	29	29	29	20	29
En. Avg	68.3	66.8	67.0	60.6	60.2	59.8	57.5	68.3	42.4	58.4

#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
March 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.3	67.2	67.1	61.1	60.6	60.9	58.2	69.0	*#N/A	58.9
2	67.0	65.8	65.5	59.7	59.6	59.4	56.9	67.9	32.1	58.0
3	68.9	68.1	67.4	60.5	61.5	61.4	58.6	69.5	45.8	59.2
4	68.1	66.7	66.7	60.7	60.4	60.6	58.0	68.2	37.9	58.6
5	67.6	66.2	66.4	60.2	59.8	60.0	57.0	67.6	35.4	58.0
6	68.3	66.5	68.0	61.6	60.4	62.7	57.3	67.4	49.3	57.5
7	68.9	67.2	67.6	61.5	60.9	61.4	58.3	69.7	*#N/A	59.3
8	68.9	67.7	67.7	61.1	60.8	61.2	58.1	69.1	41.8	58.9
9	67.3	66.3	66.0	59.4	59.5	59.6	56.1	67.6	34.5	57.6
10	68.8	67.6	67.6	60.2	60.5	60.6	57.3	69.7	43.6	59.7
11	68.3	67.2	66.9	60.8	60.7	61.2	57.9	69.0	46.4	59.1
12	67.3	66.1	66.4	60.0	59.9	60.3	57.2	67.6	48.5	57.9
13	67.8	66.1	66.6	60.2	59.9	60.1	57.3	67.4	31.7	57.3
14	58.6	55.8	67.2	44.1	49.5	62.4	*#N/A	63.2	38.5	*#N/A
15	69.2	67.5	67.7	61.8	60.4	61.3	58.4	68.6	43.8	58.6
16	67.9	66.5	66.9	59.9	59.8	60.6	57.4	67.7	44.3	56.8
17	69.2	68.0	68.0	61.6	61.0	61.7	58.4	68.7	46.7	58.5
18	69.0	67.5	68.2	61.3	60.5	61.2	58.1	68.5	40.7	57.9
19	67.9	66.1	66.9	60.7	59.2	60.5	56.8	67.3	35.9	56.9
20	68.0	66.6	66.9	60.5	59.7	60.0	56.8	68.5	41.1	58.1
21	68.9	67.6	67.7	61.1	60.7	61.4	58.1	68.8	38.6	58.5
22	68.7	67.5	67.5	60.7	60.3	60.9	57.4	69.3	44.4	58.9
23	67.2	65.9	65.6	59.7	59.9	59.6	57.1	68.4	45.3	58.6
24	68.5	68.2	67.3	60.1	61.6	61.4	57.7	68.9	43.5	59.1
25	68.2	67.1	67.0	61.0	60.3	60.8	57.9	69.1	38.3	58.8
26	67.7	66.8	66.5	60.5	59.6	58.9	57.6	67.5	46.1	57.5
27	68.1	67.0	66.7	60.7	60.1	60.5	57.5	68.1	47.6	57.8
28	68.9	68.1	67.6	61.1	61.2	61.5	58.4	69.7	41.3	59.6
29	68.2	67.0	66.9	61.6	60.1	61.0	58.3	69.1	47.7	59.4
30	68.4	66.1	66.8	61.1	60.2	60.7	58.1	67.7	41.3	58.1
31	69.7	67.4	68.0	62.3	60.8	61.6	58.6	69.4	44.6	59.7
Days	31	31	31	31	31	31	30	31	29	30
En. Avg	68.2	66.9	67.1	60.7	60.2	60.9	57.7	68.5	44.0	58.5

#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
January - March 2024**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	B38M	90	Average Count	92.6 (85)	91.4 (79)	92.5 (86)	85.3 (86)	84.5 (87)	85.5 (76)	80.9 (77)	88.9 (3)	#N/A (0)	#N/A (0)
Alaska	B38M	6	Average Count	92.8 (6)	91.8 (6)	91.3 (6)	84.4 (6)	85.2 (6)	87.0 (6)	83.6 (6)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	12	Average Count	96.8 (11)	95.1 (9)	95.7 (11)	90.4 (10)	90.0 (10)	90.7 (9)	86.7 (9)	93.5 (1)	83.1 (1)	#N/A (0)
	B738	997	Average Count	98.2 (927)	96.6 (873)	95.7 (940)	89.8 (929)	89.7 (926)	90.4 (833)	87.3 (914)	93.5 (48)	87.2 (15)	82.6 (12)
Allegiant	A319	67	Average Count	94.4 (63)	93.0 (59)	93.2 (63)	88.3 (58)	87.0 (62)	87.9 (56)	83.8 (60)	90.7 (4)	#N/A (0)	#N/A (0)
	A320	213	Average Count	95.4 (201)	94.2 (182)	92.7 (201)	87.8 (198)	86.7 (197)	87.7 (180)	83.9 (197)	89.7 (10)	#N/A (0)	79.0 (2)
American	A21N	181	Average Count	92.7 (174)	90.8 (169)	92.1 (173)	85.7 (170)	83.9 (173)	85.0 (158)	80.9 (134)	88.7 (7)	80.8 (1)	#N/A (0)
	A319	51	Average Count	94.5 (45)	93.5 (41)	93.6 (43)	87.7 (45)	86.6 (46)	86.9 (39)	82.3 (45)	91.5 (5)	#N/A (0)	#N/A (0)
	A320	1	Average Count	94.2 (1)	93.2 (1)	92.8 (1)	85.2 (1)	84.1 (1)	83.6 (1)	77.5 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	A321	187	Average Count	98.9 (177)	98.2 (169)	97.7 (179)	90.3 (174)	89.1 (175)	88.7 (155)	85.5 (170)	95.9 (5)	87.5 (1)	83.8 (1)
	B38M	303	Average Count	93.3 (283)	92.3 (264)	93.0 (284)	85.9 (279)	85.1 (283)	86.0 (254)	81.7 (271)	89.7 (12)	83.1 (1)	#N/A (0)
	B738	809	Average Count	99.3 (739)	98.0 (680)	98.5 (754)	91.7 (719)	90.7 (742)	90.6 (622)	87.6 (718)	96.8 (38)	85.4 (17)	83.7 (14)
Breeze	A223	188	Average Count	87.5 (181)	87.7 (173)	86.4 (182)	82.0 (171)	81.2 (172)	81.7 (159)	77.9 (37)	83.6 (2)	#N/A (0)	#N/A (0)
	E190	33	Average Count	92.1 (27)	91.4 (25)	90.5 (27)	86.1 (26)	85.8 (26)	87.1 (24)	84.6 (25)	92.2 (6)	80.6 (1)	79.7 (1)
Delta	A220	260	Average Count	89.1 (246)	88.9 (229)	88.6 (247)	81.8 (228)	80.4 (217)	81.5 (211)	78.1 (57)	85.5 (13)	78.6 (1)	#N/A (0)
	A223	65	Average Count	90.0 (59)	90.0 (57)	89.2 (59)	82.3 (55)	81.0 (55)	82.5 (50)	78.3 (14)	84.2 (6)	#N/A (0)	#N/A (0)
	A319	42	Average Count	96.6 (35)	95.1 (31)	95.8 (37)	90.0 (35)	88.6 (35)	88.7 (31)	84.2 (37)	94.8 (4)	88.6 (1)	81.8 (3)
	B738	3	Average Count	99.0 (2)	97.7 (2)	98.4 (2)	90.9 (2)	89.5 (2)	89.2 (2)	86.2 (2)	96.5 (1)	#N/A (0)	#N/A (0)
	B752	279	Average Count	96.3 (259)	95.6 (250)	95.7 (263)	88.8 (260)	88.5 (255)	88.0 (219)	84.9 (251)	93.3 (12)	83.4 (4)	81.1 (4)
FedEx	A306	62	Average Count	97.7 (61)	96.8 (60)	94.9 (61)	89.1 (61)	88.6 (61)	89.7 (59)	86.2 (60)	93.3 (1)	#N/A (0)	#N/A (0)
Frontier	A20N	258	Average Count	88.8 (244)	88.3 (233)	87.8 (245)	82.2 (225)	80.3 (182)	82.6 (212)	79.2 (97)	86.5 (11)	#N/A (0)	#N/A (0)
	A320	18	Average Count	93.8 (16)	93.3 (17)	91.5 (17)	86.4 (15)	85.0 (17)	86.4 (14)	83.0 (17)	90.5 (1)	#N/A (0)	78.7 (1)
Horizon	E175	158	Average Count	94.0 (150)	92.8 (145)	91.1 (151)	85.5 (146)	85.6 (151)	87.3 (143)	84.5 (147)	90.4 (5)	#N/A (0)	#N/A (0)
Southwest	B38M	6	Average Count	88.3 (5)	88.0 (3)	87.2 (5)	81.5 (5)	81.5 (5)	83.1 (5)	79.9 (4)	86.3 (1)	#N/A (0)	#N/A (0)
	B737	1699	Average Count	93.9 (1598)	92.8 (1488)	91.4 (1604)	86.2 (1587)	86.3 (1611)	86.9 (1443)	84.7 (1517)	92.7 (64)	80.9 (12)	81.9 (10)
	B738	3	Average Count	91.9 (3)	92.0 (3)	89.6 (3)	84.8 (3)	85.4 (3)	86.1 (3)	83.5 (3)	#N/A (0)	#N/A (0)	#N/A (0)
Spirit	A20N	146	Average Count	89.3 (136)	88.1 (135)	88.6 (139)	83.7 (138)	81.8 (133)	83.9 (123)	79.9 (123)	86.1 (6)	#N/A (0)	#N/A (0)
	A320	133	Average Count	93.4 (125)	92.8 (114)	91.2 (124)	86.5 (122)	85.2 (125)	86.4 (109)	82.7 (118)	89.4 (5)	#N/A (0)	#N/A (0)
United	A319	121	Average Count	95.1 (113)	93.3 (107)	93.7 (113)	87.7 (108)	86.2 (112)	87.0 (99)	83.1 (107)	90.4 (3)	86.7 (1)	81.9 (1)
	A320	174	Average Count	95.7 (163)	94.6 (152)	94.4 (164)	87.5 (153)	86.6 (161)	87.0 (141)	83.8 (159)	91.0 (8)	83.8 (1)	#N/A (0)
	B38M	164	Average Count	93.0 (155)	91.5 (153)	93.1 (156)	85.3 (150)	85.5 (150)	86.3 (140)	82.2 (153)	89.1 (5)	87.1 (1)	#N/A (0)
	B737	459	Average Count	97.4 (421)	95.4 (394)	96.9 (426)	91.0 (415)	91.1 (409)	91.1 (321)	87.6 (382)	95.1 (23)	88.5 (9)	82.8 (8)
	B738	560	Average Count	99.3 (518)	97.4 (473)	98.3 (524)	90.6 (505)	90.6 (516)	90.5 (406)	88.1 (471)	94.9 (25)	87.9 (10)	83.1 (10)
UPS	A306	1	Average Count	97.1 (1)	96.0 (1)	96.0 (1)	91.3 (1)	89.8 (1)	91.4 (1)	89.0 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	B752	51	Average Count	95.2 (50)	94.7 (50)	93.6 (50)	87.2 (49)	87.0 (50)	87.8 (48)	83.5 (50)	88.4 (1)	#N/A (0)	#N/A (0)
WestJet	B38M	4	Average Count	92.5 (4)	91.1 (4)	92.5 (4)	85.3 (4)	85.0 (4)	86.5 (2)	82.8 (4)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	86	Average Count	96.6 (81)	95.2 (76)	95.7 (83)	90.6 (80)	90.3 (83)	91.0 (77)	86.2 (82)	93.5 (2)	#N/A (0)	#N/A (0)

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
January - March 2024

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American	A21N	165	Average Count	91.2 (153)	89.7 (151)	90.2 (156)	83.9 (157)	82.3 (154)	83.1 (144)	79.5 (55)	88.1 (7)	#N/A (0)	#N/A (0)
Delta	A220	385	Average Count	88.8 (360)	88.6 (344)	88.1 (370)	81.6 (351)	80.1 (311)	81.2 (312)	77.8 (52)	84.8 (14)	#N/A (0)	#N/A (0)
	A223	11	Average Count	89.6 (11)	89.9 (10)	88.5 (11)	81.9 (11)	80.9 (11)	81.2 (11)	77.3 (4)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	938	Average Count	91.7 (879)	91.1 (815)	89.9 (878)	85.7 (863)	85.1 (887)	86.4 (781)	83.9 (859)	90.8 (34)	78.2 (1)	78.3 (2)
Southwest	B737	2117	Average Count	92.2 (1993)	91.5 (1879)	90.0 (2006)	85.4 (1981)	85.3 (2014)	86.0 (1817)	83.9 (1894)	92.1 (84)	81.0 (9)	81.7 (7)

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
January - March 2024

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	247	Average Count	86.1 (231)	85.9 (225)	86.7 (232)	80.4 (209)	78.8 (91)	80.7 (196)	78.5 (6)	85.2 (10)	#N/A (0)	#N/A (0)
	E145	264	Average Count	86.8 (245)	86.9 (237)	87.4 (241)	80.3 (213)	79.1 (110)	80.9 (186)	79.4 (3)	84.9 (12)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	87	Average Count	88.5 (84)	87.5 (83)	87.5 (84)	80.7 (65)	81.1 (82)	82.4 (77)	81.2 (76)	89.5 (3)	#N/A (0)	#N/A (0)
	E175	1	Average Count	91.6 (1)	91.4 (1)	90.0 (1)	84.6 (1)	85.5 (1)	86.9 (1)	84.0 (1)	#N/A (0)	#N/A (0)	#N/A (0)

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
January - March 2024

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5064	Average Count	88.3 (4654)	87.7 (4312)	89.1 (4643)	82.9 (3160)	82.5 (2530)	83.8 (3157)	81.5 (1431)	86.4 (199)	82.8 (6)	80.8 (5)

TABLE 9
AIR CARRIER OPERATIONAL HISTORY

Carrier	AC Type	Year					
		2020	2021	2022	2023	2024	
Air Canada	AC	A223		102	192		
		B38M		6	494	730	180
Alaska	AS	A319	314				
		A320	1,733	4,038	3,888	70	
		B38M					12
		B737	14	24	116	784	24
		B738	767	1,327	2,728	7,088	1,999
Allegiant	G4	A319		1,076	676	418	136
		A320		488	1,399	1,591	427
American	AA	A21N	2	88	51	974	689
		A319	474	220	498	1,320	102
		A320	488	783	478	660	2
		A321	571	1,035	1,099	1,255	378
		B38M		17	1,755	1,834	606
		B738	5,201	8,144	8,517	7,049	1,617
Breeze	MX	A223				1,326	376
		E190				186	66
		E195				120	
Compass	CP	E175	656				
Delta	DL	A220	1,954	4,036	3,048	4,420	1,294
		A223		4	1,934	2,181	152
		A319	828	952	2,071	202	85
		A320	8	3	532	24	
		B737	24				
		B738	2	12	58	84	6
		B752	1,065	1,423	2,010	2,654	560
FedEx	FM	A306	512	502	498	496	124
Frontier	F9	A20N	550	1,363	1,818	2,600	518
		A319	2	88			
		A320	392	361	310	230	36
Horizon	QX	E175	2,986	3,293	1,256	1,648	318
SkyWest Coml.	SC	CRJ9	2				
		E175	3,535	3,711	5,446	7,168	1,888
Southwest	WN	B38M		683	4,038	116	12
		B737	14,268	22,212	31,166	31,486	7,654
		B738	3,780	7,738	1,720	41	6
Spirit	NK	A20N	180	1,735	2,220	1,492	292
		A319		250	158	2	
		A320	19	346	1,132	1,303	266
Sun Country	SY	B737		238	8		
		B738		24	2		
United	UA	A319	590	819	1,047	772	241
		A320	1,227	1,020	2,054	1,474	349
		B38M				210	329
		B737	999	2,622	4,116	2,721	917
		B738	2,645	2,946	5,685	7,377	1,119
		B752		2			
UPS	5X	A306	18	18	48	38	2
		B752	404	392	362	372	102
WestJet	WS	B38M					8
		B736	34				
		B737	126	112	632	704	172
Total			46,370	74,253	95,260	95,220	23,064

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2020	2021	2022	2023	2024
A20N	730	3,098	4,038	4,092	810
A21N	2	88	51	974	689
A220	1,954	4,036	3,048	4,420	1,294
A223		106	2,126	3,507	528
A306	530	520	546	534	126
A319	2,208	3,405	4,450	2,714	564
A320	3,867	7,039	9,793	5,352	1,080
A321	571	1,035	1,099	1,255	378
B38M		706	6,287	2,890	1,147
B736	34				
B737	15,431	25,208	36,038	35,695	8,767
B738	12,395	20,191	18,710	21,639	4,747
B752	1,469	1,817	2,372	3,026	662
CRJ9	2				
E175	7,177	7,004	6,702	8,816	2,206
E190				186	66
E195				120	
Total	46,370	74,253	95,260	95,220	23,064

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	E135	Embraer	135
A320	Airbus	320	E145	Embraer	145
A321	Airbus	321	E175	Embraer	175
B38M	Boeing	737-MAX 8	E190	Embraer	190
B736	Boeing	737-600	E195	Embraer	195

TABLE 12
AIR CARRIER AVERAGE DAILY DEPARTURE HISTORY

Carrier		AC Type	Year				
			2020	2021	2022	2023	2024
Air Canada	AC	A223		.140	.263		
		B38M		.008	.677	1.000	.246
Alaska	AS	A319	.432				
		A320	2.363	5.534	5.326	.096	
		B38M					.016
		B737	.022	.033	.159	1.074	.033
		B738	1.046	1.816	3.734	9.707	2.732
Allegiant	G4	A319		1.474	.926	.573	.186
		A320		.668	1.915	2.181	.582
American	AA	A21N	.003	.121	.068	1.332	.945
		A319	.648	.296	.682	1.808	.139
		A320	.664	1.082	.655	.904	.003
		A321	.779	1.414	1.507	1.721	.511
		B38M		.022	2.403	2.518	.828
		B738	7.107	11.156	11.666	9.655	2.210
Breeze	MX	A223				1.816	.514
		E190				.255	.090
		E195				.164	
Compass	CP	E175	.896				
Delta	DL	A220	2.667	5.529	4.175	6.052	1.768
		A223		.005	2.649	2.986	.210
		A319	1.131	1.304	2.836	.279	.115
		A320	.014	.003	.729	.033	
		B737	.033				
		B738	.003	.016	.079	.115	.008
		B752	1.454	1.948	2.753	3.638	.765
FedEx	FM	A306	.699	.688	.682	.679	.169
Frontier	F9	A20N	.751	1.866	2.490	3.562	.708
		A319	.003	.121			
		A320	.536	.496	.425	.315	.049
Horizon	QX	E175	4.079	4.512	1.721	2.258	.434
SkyWest Coml.	SC	CRJ9	.003				
		E175	4.833	5.085	7.460	9.816	2.579
Southwest	WN	B38M		.937	5.532	.162	.016
		B737	19.497	30.416	42.693	43.132	10.456
		B738	5.161	10.605	2.353	.055	.008
Spirit	NK	A20N	.246	2.381	3.041	2.038	.399
		A319		.342	.216	.003	
		A320	.025	.471	1.551	1.789	.363
Sun Country	SY	B737		.326	.011		
		B738		.033	.003		
United	UA	A319	.806	1.123	1.433	1.058	.331
		A320	1.675	1.397	2.814	2.019	.475
		B38M				.293	.448
		B737	1.366	3.589	5.644	3.726	1.254
		B738	3.612	4.036	7.786	10.099	1.530
		B752		.003			
UPS	5X	A306	.025	.025	.066	.052	.003
		B752	.552	.537	.496	.510	.139
WestJet	WS	B38M					.011
		B736	.046				
		B737	.172	.153	.866	.964	.235
Total			63.347	101.712	130.485	130.436	31.511

QUARTERLY NOISE MEETING

Date: March 26, 2024

Time: 2:00 PM

Place: Virtual (Zoom)

ITEMS DISCUSSED

A summary of the John Wayne Airport (JWA or Airport) February 2024 Airport Statistics was provided by Ms. Cassandra Linares, Access and Noise Office (ANO) Specialist. Ms. Linares also provided a general overview of the Airport's quarterly noise report for Q4 2023.

Newport Beach resident Dr. Jim Mosher noted that in 2023, the Airport implemented mandatory seat block withdrawals. Dr. Mosher also mentioned that for January and February 2024, the Airport has served more passengers compared to the same months in 2023.

Dr. Mosher asked if the Airport would need to implement mandatory seat block withdrawals for the 2024 Plan Year. Mr. Nikolas Gaskins, Access and Noise Manager, explained that the load factor utilized during the Plan Year 2024 allocation process, which took place in July 2023, was projected slightly lower than the 2023 year-end airport-wide load factor. Therefore, discussions with airlines representatives occurred in late January 2024 to discuss voluntary returns of seat capacity, in an effort to avoid any possible mandatory withdrawals of seat capacity for Plan Year 2024.

Dr. Mosher asked if the noise event concerns submitted by the seventy people in Long Beach were in fact related to JWA operations. Mr. Gaskins explained that because some of these complainants reside between both Long Beach Airport and JWA, they may contact both airports regarding the flights overhead. He also mentioned that the Airport accepts all noise complaints.

Mr. Gaskins discussed the upcoming 2025 Plan Year capacity allocation process, noting that the timeline was modified, beginning in March. Mr. Gaskins stated that airline requests are due April 26, 2024. In addition, Mr. Gaskins stated that the Airport's recommendations for Plan Year 2025 capacity allocations will be presented to the Airport Commission and the Orange County Board of Supervisors (Board of Supervisors) sometime in July.

Mr. Gaskins provided an update on the Fly Friendly program. Mr. Gaskins mentioned that the 2022 program winners were announced in December 2023, and the 2023 program winners were currently being finalized and are anticipated to be announced in May. Mr. Gaskins noted that December 2023 data would be published after the announcement of 2023 program winners. Mr. Gaskins highlighted the updated features and enhancements of the Fly Friendly scoring report, noting that one can filter, and compare, monthly and yearly data.

Newport Beach resident Mr. Joe August expressed the need for additional bird spikes at Noise Monitoring Station (NMS) 6S. Mr. August asked if there was a report displaying a count on how many noise events were disassociated due to contamination caused by birds. Mr. Gaskins clarified that no such report exists and any information the ANO has provided in the past on the matter was provided upon special request. Mr. Gaskins stated they would continue to explore the possibility of integrating additional bird spikes at NMS 6S.

Dr. Mosher asked if the Fly Friendly winner announcements could be expected every May, moving forward. Mr. Gaskins stated it is expected that announcement of winners would take place sometime in March or April of each year.

Dr. Mosher inquired why there has not been an update on the Newport Beach flight information dashboard since June 2023. Mr. Gaskins indicated that due to the MAP limitation issues the Airport was experiencing during the last half of 2023, the Airport was unable to provide monthly updates to the City of Newport Beach. Mr. Gaskins went on to state that Newport Beach's Assistant City Manager, Ms. Tara Finnigan, was aware of the circumstances.

Dr. Mosher referenced additional mitigation measures that are necessary to achieve an increase in the million annual passengers (MAP) limitation and asked if there was progress on the matter. Mr. Gaskins explained that Airport staff was meeting regularly on this issue, but no updates were available at this time.

Dr. Mosher than inquired if the Quarterly Noise Meetings would return to an in-person format. Mr. Gaskins responded that it would be very unlikely. Mr. Gaskins further explained how the community had strongly advocated for the meeting to be virtual and since it has been, there has been higher attendance.

Dr. Mosher asked Mr. Jason Herman, representing Air Line Pilots Association, International, about Regency Air's flight procedures in and out of JWA. Dr. Mosher suspected that general aviation operator, Regency Air, flies with an increased thrust from NMS 1S to 3S then initiates a cutback until they reach the shoreline to comply with the nighttime noise limits. Dr. Mosher asked why Regency Air, and other operators, do not implement a similar procedure during daytime hours. Mr. Herman stressed that he could not speak on behalf of Regency or any other operators. Mr. Gaskins stated that general aviation operators are not required to execute specific noise abatement departure procedures at JWA, however, it is ultimately the operator's decision on how they achieve compliance with the noise limits set forth in the General Aviation Noise Ordinance.

Mr. Gaskins asked if there were any other questions or concerns. No attendees responded, and Mr. Gaskins concluded the meeting.

QUARTERLY NOISE MEETING ROSTER
March 26, 2024

<u>NAME</u>	<u>ORGANIZATION</u>
Jim Mosher	Resident – Newport Beach
Joe August	Resident – Newport Beach
Jason Herman	Air Line Pilots Association, International
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):
0.0147 Sq. Mi.
2. Estimated Number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:
73 Units
3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:
182.5 (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:
B738 – 4,747 (Arrivals + Departures)
5. Total number of aircraft operations during the calendar quarter:
70,025
6. Number of Air Carrier operations during the calendar quarter:
(Not mandatory)
24,274
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)
45,683
9. Estimated number of operations by Military aircraft during the calendar quarter:
(Not mandatory)
68