

**JOHN WAYNE AIRPORT
ORANGE COUNTY**



NOISE ABATEMENT PROGRAM QUARTERLY REPORT

**For the period:
April 1, 2024 through June 30, 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:

Signed by:

A handwritten signature in cursive script that reads "Charlene Reynolds".

A1A526A921AF49F...

**Charlene V. Reynolds
Airport Director**

John Wayne Airport, Orange County

INTRODUCTION

This is the 206th 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:

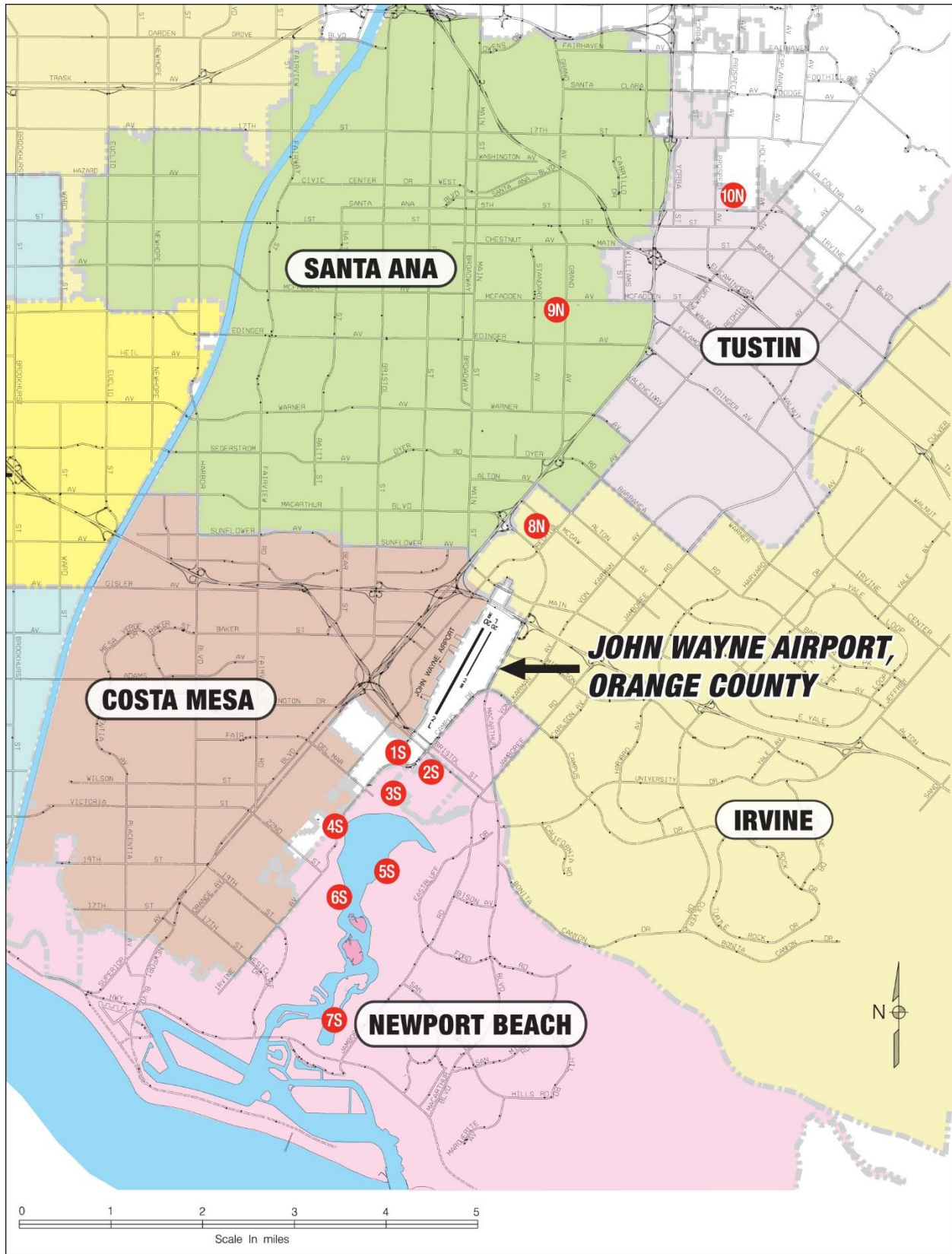
MONITOR STATIONS

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

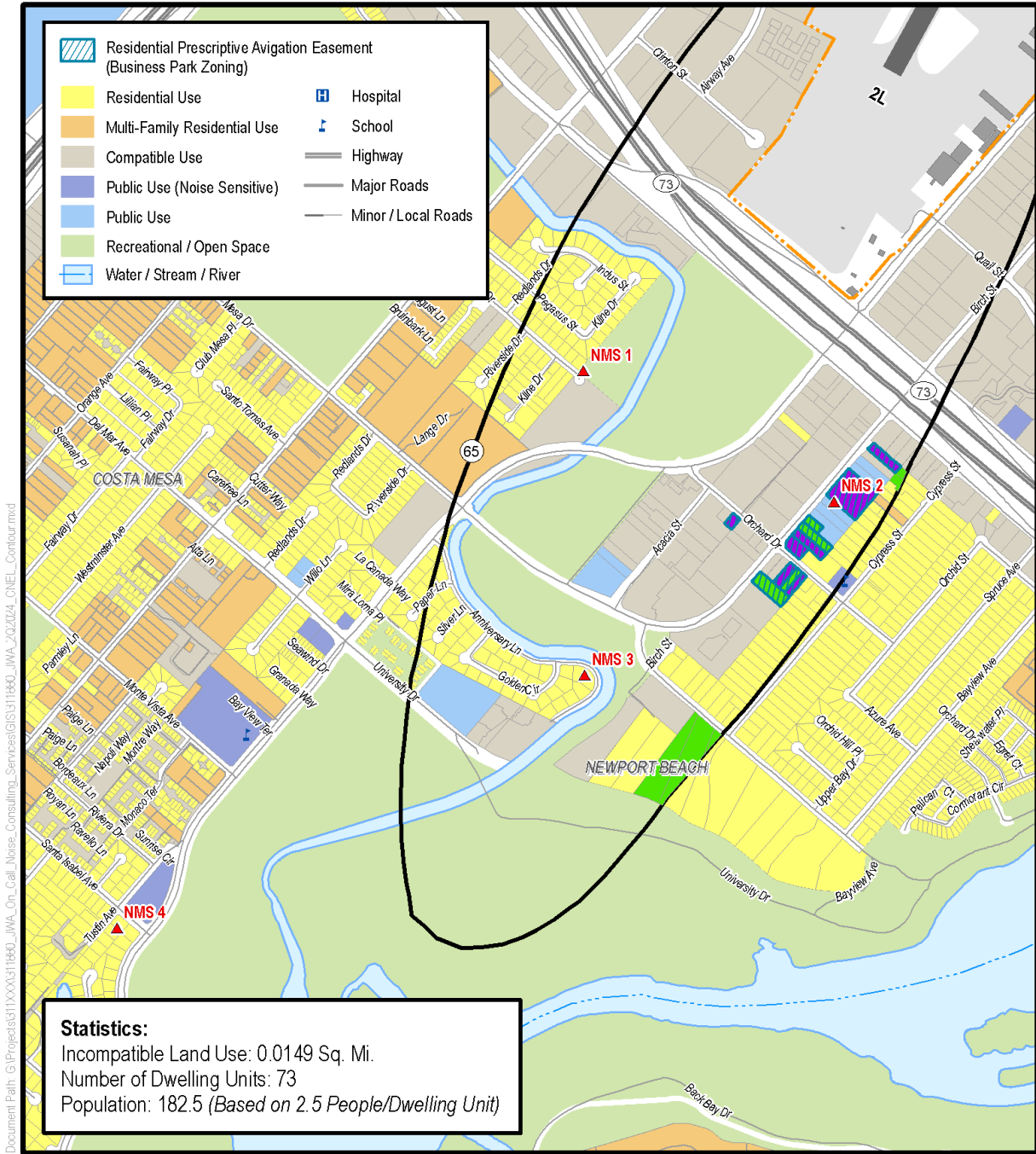
The map in Figure 1 shows the general location of each permanent remote monitor station.

Figure 2 shows the Airport's "Noise Impact Area" for the previous year (July 1, 2023 - June 30, 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**

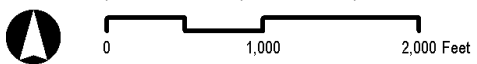


**FIGURE 2
NOISE IMPACT AREA MAP**



Document Path: G:\Projects\311XXXX\311880_JWA_On_Call_Noise_Consulting_Services\GIS\311880_JWA_Q2\2024_CNEL_Contour.mxd

- ▲ RMT Location
- 2024 Second Quarter 65 dB CNEL Contour
- Incompatible Single Family Residential
- Incompatible Multi-Family Residential
- Incompatible Public Use (Noise Sensitive)
- Airport Property (Approx.)
- Runways / Taxiways
- Airport Buildings



**JOHN WAYNE AIRPORT
ORANGE COUNTY**

**2024 Second Quarter 65 dB
Community Noise Equivalent Level
(CNEL) Contour**



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 & 12.

TABLE 1
 LANDING AND TAKEOFF OPERATIONS
 April - June 2024

Period	Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
April	8,107	0	3,425	23,177	384
May	8,282	0	3,576	25,061	383
June	8,091	0	3,589	24,878	389
Second Quarter	24,480	0	10,590	73,116	385
Twelve Months 07/01/23 - 06/30/24	99,344	0	45,269	288,340	395

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.

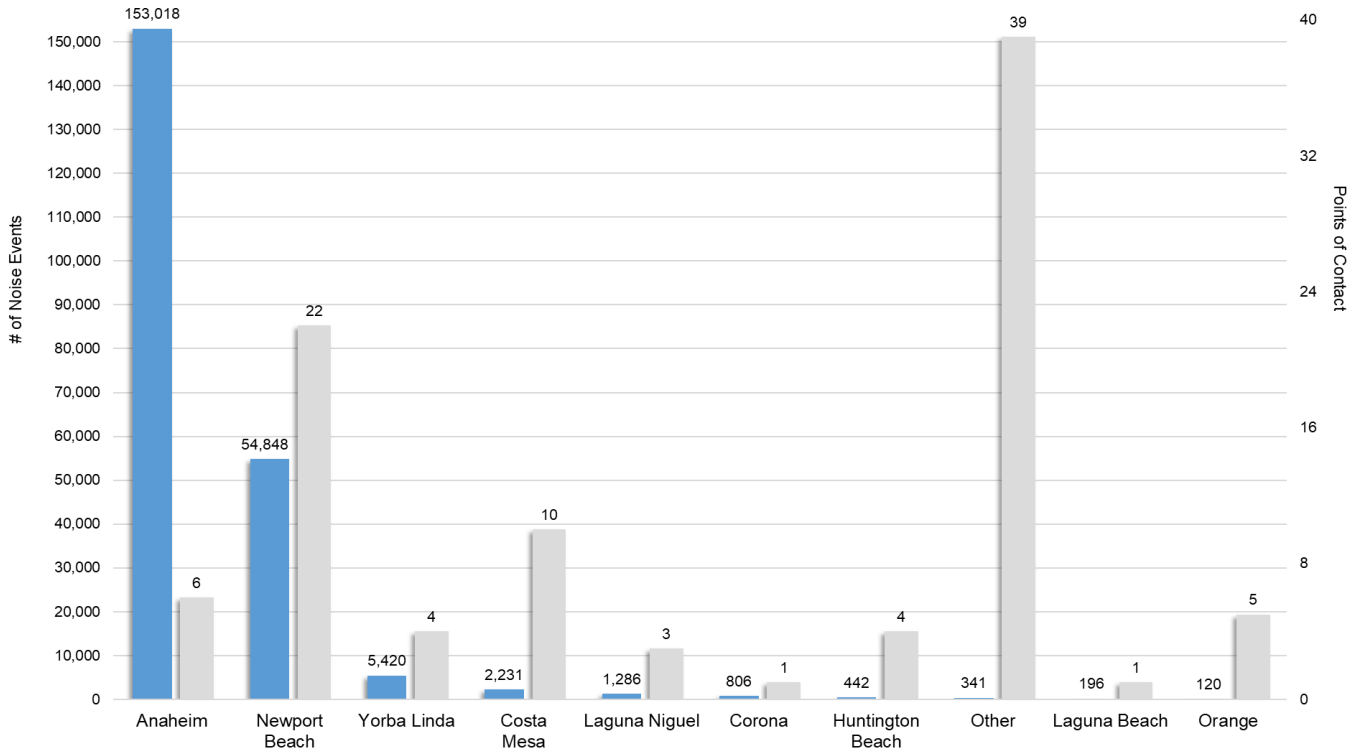
ACOUSTICAL INSULATION PROGRAM

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 (April 1, 2024 - June 30, 2024)

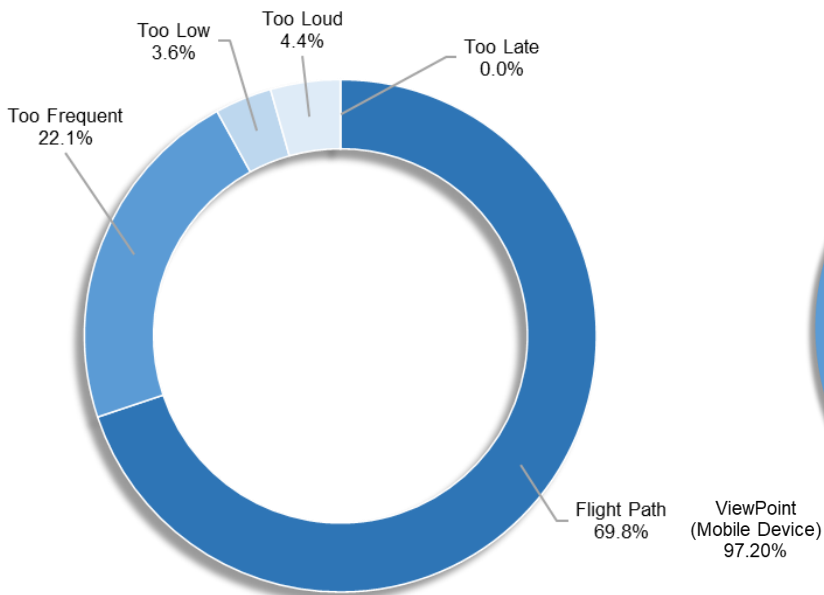
The Airport's Access and Noise Office receives and investigates noise complaints (noise events) from local citizens and all other sources. Figures 3.1, 3.2, and 3.3 illustrate the distribution of reported noise events from local communities, the nature of disturbance, and the method of how the noise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

**FIGURE 3.1
REPORTED NOISE EVENTS**
218,708 Noise Events | 95 Points of Contact
April 1, 2024 to June 30, 2024



NOTE: The 218,708 Noise Events was a 165.7% increase for the 82,313 Noise Events from last quarter, and a 63.1% increase from the 134,074 Noise Events from the same quarter last year.

**FIGURE 3.2
NATURE OF DISTURBANCES**



**FIGURE 3.3
ENQUIRY METHOD**

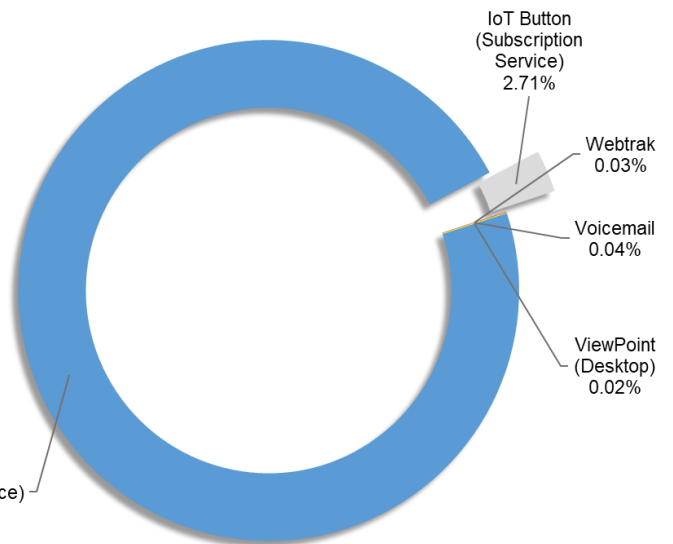


TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 07/01/23 through 06/30/24
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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	68.3	67.0	67.2	60.7	60.3	61.0	57.8	68.5	44.3	58.6
# Days	31	31	31	31	31	31	30	31	29	30
Q-1 2024	68.1	66.7	67.0	60.5	60.0	60.5	57.3	68.2	43.7	58.1
# Days	91	91	91	91	91	91	90	91	77	90
Apr 2024	68.0	66.9	66.8	60.4	59.9	60.4	57.1	68.4	43.9	58.1
# Days	30	30	30	30	30	30	30	30	26	30
May 2024	68.0	66.9	66.9	60.6	59.6	60.6	57.0	68.5	44.8	58.4
# Days	31	31	31	31	31	28	31	31	28	31
Jun 2024	68.2	67.0	67.0	60.2	59.1	60.2	56.3	68.3	43.1	57.8
# Days	30	27	30	27	30	30	30	30	23	27
Q-2 2024	68.0	66.9	66.9	60.4	59.5	60.4	56.8	68.4	44.0	58.1
# Days	91	88	91	88	91	88	91	91	77	88
Q-3 2023 thru Q-2 2024										
Total	68.1	67.0	67.1	60.3	59.5	60.5	56.7	68.2	43.4	57.7
# Days	366	363	366	363	366	363	362	366	297	360
Q-2 2023 thru Q-1 2024 (Previous 4 Quarters)										
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
Change from Previous 4 Quarters										
	-0.1	-0.1	-0.1	0.0	-0.1	-0.1	-0.2	-0.1	0.4	0.0

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
April 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	69.1	67.9	67.9	60.9	61.2	61.2	58.4	68.3	46.3	58.0
2	68.1	67.1	66.9	60.1	60.1	60.3	57.3	67.6	42.9	57.0
3	67.8	66.8	66.6	60.0	59.7	59.8	56.7	67.9	35.7	57.6
4	68.5	67.5	67.4	61.0	61.2	61.4	58.9	69.6	44.1	59.7
5	68.4	67.5	67.2	60.7	61.7	61.2	58.4	69.9	44.6	59.7
6	67.8	66.5	66.6	60.4	59.6	60.3	57.4	68.0	32.4	57.6
7	68.7	67.9	67.4	61.0	60.7	61.7	58.2	69.2	41.9	59.0
8	67.9	67.1	66.9	59.9	60.5	60.5	57.6	68.6	*#N/A	57.7
9	64.8	64.5	65.1	56.1	57.0	59.6	53.7	66.3	45.2	53.9
10	67.6	66.7	66.6	59.8	59.5	59.6	56.2	67.3	28.2	56.4
11	68.3	67.3	67.7	60.6	59.7	60.8	56.8	68.7	40.3	58.2
12	68.4	66.9	66.7	61.2	59.4	60.2	56.8	69.4	47.4	59.6
13	67.4	65.6	65.9	60.5	59.2	60.0	57.0	67.1	42.2	58.0
14	68.5	67.3	67.2	61.4	60.7	61.2	58.8	69.7	28.9	60.0
15	68.1	67.1	67.0	60.4	60.4	60.3	57.8	68.2	41.1	58.2
16	67.2	66.5	66.2	59.2	59.3	59.2	56.5	67.1	30.5	56.4
17	67.4	66.4	66.5	59.7	59.1	59.2	55.3	67.3	43.3	56.7
18	68.8	67.2	67.6	61.5	60.3	61.1	57.4	69.9	*#N/A	59.3
19	68.4	66.6	67.3	61.0	60.6	61.2	57.5	68.8	44.8	58.8
20	67.1	65.6	66.1	59.5	58.6	59.5	55.6	66.9	46.6	56.9
21	68.6	67.6	67.1	59.8	59.2	60.2	56.3	69.0	*#N/A	58.2
22	68.1	66.6	66.7	59.9	57.6	58.3	53.5	68.3	*#N/A	57.6
23	66.8	65.8	65.6	60.0	59.3	59.3	56.8	67.4	40.7	57.6
24	67.1	66.5	66.1	59.9	59.6	60.4	57.2	67.7	38.5	57.8
25	68.6	67.9	67.5	61.2	61.2	60.9	58.7	69.3	31.4	59.2
26	68.3	67.3	67.2	60.9	60.5	60.8	58.0	69.5	40.8	59.5
27	66.5	65.3	65.2	59.3	58.3	59.2	55.5	66.9	40.8	56.6
28	68.6	67.6	67.4	60.9	60.3	61.2	57.4	68.8	42.4	58.1
29	68.6	67.5	67.6	60.8	60.3	60.4	56.7	67.6	53.1	58.0
30	67.4	66.2	66.4	60.3	59.2	59.4	56.0	67.5	32.1	57.1
Days	30	30	30	30	30	30	30	30	26	30
En. Avg	68.0	66.9	66.8	60.4	59.9	60.4	57.1	68.4	43.9	58.1

#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
 May 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.2	66.9	67.0	60.8	59.8	59.6	57.3	67.7	43.2	57.8
2	68.7	67.4	67.6	61.0	60.0	60.4	56.6	69.0	45.9	59.0
3	68.3	67.3	67.0	60.8	59.8	60.6	57.7	69.2	44.8	59.2
4	66.3	65.1	65.0	58.6	57.8	58.8	55.0	67.1	47.4	57.3
5	68.1	67.4	66.6	60.6	60.2	61.0	57.7	69.8	*#N/A	59.7
6	68.3	67.5	67.2	60.7	60.4	61.2	57.4	68.7	41.6	57.9
7	67.7	66.6	66.3	60.2	59.2	59.7	56.5	67.0	53.6	56.9
8	68.5	67.2	67.4	61.4	60.0	51.6	57.7	67.8	45.8	58.2
9	68.8	67.6	67.9	61.8	60.8	63.8	57.8	69.2	38.9	59.1
10	68.4	67.6	67.3	60.8	60.3	61.2	57.3	68.8	39.2	58.6
11	66.7	65.8	65.1	58.9	57.7	59.1	54.8	67.1	45.0	56.9
12	68.2	67.2	67.1	60.4	59.4	#N/A	56.2	69.0	*#N/A	58.5
13	68.6	67.1	67.4	60.8	59.5	61.8	55.7	69.0	43.3	59.0
14	67.5	66.5	66.5	60.2	59.1	59.8	56.2	67.4	39.1	57.8
15	67.9	66.4	66.8	60.5	59.4	60.5	56.7	67.2	44.1	57.5
16	68.5	67.1	67.5	61.1	60.6	61.5	57.8	69.3	33.5	59.6
17	68.5	67.4	67.6	61.3	60.7	61.6	57.7	68.9	*#N/A	59.1
18	66.7	65.2	65.7	59.4	58.6	#N/A	56.3	66.8	38.9	56.8
19	68.5	67.5	67.3	61.3	60.5	#N/A	58.1	69.8	44.1	59.8
20	68.3	66.9	67.1	61.1	60.3	62.7	58.0	68.7	43.5	58.9
21	67.9	67.2	66.9	60.7	60.1	61.0	57.8	68.3	46.4	57.7
22	67.9	66.4	66.6	60.6	59.1	60.7	57.0	68.5	46.6	58.9
23	69.0	67.8	67.7	61.9	60.7	62.0	58.6	69.2	45.6	59.8
24	68.3	67.5	67.2	61.3	60.2	61.3	58.3	69.2	40.1	59.1
25	67.0	65.8	65.8	59.8	58.6	59.6	56.5	67.0	33.3	57.3
26	66.6	65.6	65.5	59.7	58.4	59.2	56.3	67.6	40.4	57.3
27	68.3	67.6	67.2	61.0	59.7	61.0	57.5	69.3	47.2	58.9
28	67.9	66.9	66.7	58.7	57.5	58.8	54.6	67.7	34.8	57.5
29	67.2	66.0	66.1	60.0	58.6	60.0	56.6	68.0	40.6	58.0
30	68.2	66.8	67.2	60.7	59.2	60.4	56.5	69.0	44.0	58.5
31	67.8	66.5	66.9	60.1	58.2	59.3	55.3	68.4	38.9	58.4
Days	31	31	31	31	31	28	31	31	28	31
En. Avg	68.0	66.9	66.9	60.6	59.6	60.6	57.0	68.5	44.8	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
June 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.8	65.8	65.8	59.1	57.7	58.5	54.5	67.5	45.8	57.1
2	68.7	67.4	67.5	61.3	59.7	61.6	57.7	68.9	37.7	59.0
3	68.5	67.4	67.3	61.1	59.7	60.8	57.0	68.1	*#N/A	58.1
4	67.8	66.6	66.7	60.4	58.9	60.1	56.1	67.7	43.4	57.8
5	67.7	66.7	66.6	59.4	58.7	59.7	55.1	67.8	44.8	57.0
6	68.1	67.0	67.0	59.7	58.3	60.1	55.6	68.6	38.0	57.6
7	68.4	67.2	66.9	60.4	58.5	60.0	56.1	69.3	36.6	58.4
8	66.7	65.5	65.6	59.2	57.8	58.7	54.4	67.4	*#N/A	57.3
9	68.3	67.3	67.3	60.7	60.0	60.9	57.1	69.0	*#N/A	58.9
10	68.5	67.5	67.4	60.7	60.2	60.9	57.0	67.8	44.2	57.6
11	67.9	66.5	66.4	59.1	57.3	58.1	54.0	67.7	44.8	57.1
12	67.9	66.9	66.7	59.9	59.0	59.5	55.9	67.8	45.7	57.1
13	68.5	67.6	67.4	60.9	59.9	60.7	56.9	69.3	29.1	58.9
14	68.8	68.0	68.0	61.2	60.0	60.0	56.9	69.3	44.0	58.2
15	67.6	66.7	66.6	59.5	59.1	60.1	56.2	67.1	35.7	56.4
16	67.9	66.8	66.8	61.3	59.0	61.0	57.5	69.0	*#N/A	59.0
17	68.3	66.8	67.1	61.3	59.5	61.4	57.9	69.0	42.9	59.1
18	67.9	66.6	66.7	60.3	58.7	59.5	56.2	67.7	29.7	57.6
19	68.1	67.0	66.8	60.1	58.6	59.8	55.8	67.6	46.0	57.6
20	69.0	68.0	67.7	61.0	59.9	61.4	56.1	68.8	45.5	58.5
21	69.0	68.3	67.4	60.7	59.5	60.4	57.1	68.4	*#N/A	58.1
22	67.0	66.1	65.8	58.7	57.4	59.0	54.8	66.8	*#N/A	56.0
23	68.7	65.3	67.5	57.4	59.4	60.4	56.7	68.5	35.0	52.1
24	68.3	#N/A	67.2	#N/A	59.0	60.1	56.8	68.2	44.4	#N/A
25	67.8	#N/A	66.4	#N/A	58.7	59.3	55.9	67.8	35.1	#N/A
26	67.9	#N/A	67.1	#N/A	59.2	61.0	57.1	68.0	40.7	#N/A
27	68.8	66.8	67.6	59.9	59.5	61.0	57.1	69.5	*#N/A	58.2
28	68.5	67.6	67.6	61.4	59.6	61.1	56.5	68.9	47.9	58.4
29	67.5	66.6	66.3	59.7	58.9	59.9	54.6	67.2	44.1	56.4
30	68.5	67.7	67.2	59.3	58.4	58.8	53.2	68.4	39.3	57.2
Days	30	27	30	27	30	30	30	30	23	27
En. Avg	68.2	67.0	67.0	60.2	59.1	60.2	56.3	68.3	43.1	57.8

#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
April - June 2024

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	B38M	90	Average Count	92.4 (88)	91.4 (79)	92.7 (88)	85.4 (85)	84.5 (83)	85.5 (76)	81.2 (81)	#N/A (0)	#N/A (0)	#N/A (0)
Alaska	B38M	27	Average Count	92.6 (27)	91.5 (24)	91.1 (27)	84.3 (25)	84.4 (26)	86.3 (24)	84.0 (27)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	32	Average Count	95.8 (31)	95.0 (28)	94.9 (31)	89.1 (29)	89.0 (28)	89.7 (26)	86.0 (30)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	876	Average Count	98.1 (860)	96.8 (773)	95.6 (855)	89.5 (812)	89.2 (815)	90.2 (717)	86.9 (830)	92.9 (2)	86.0 (3)	#N/A (0)
Allegiant	A319	90	Average Count	94.2 (86)	93.2 (74)	93.2 (88)	88.1 (82)	86.6 (82)	88.1 (75)	83.6 (85)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	198	Average Count	95.1 (190)	94.1 (170)	92.6 (194)	87.9 (181)	86.4 (182)	87.9 (170)	83.8 (188)	85.5 (1)	#N/A (0)	#N/A (0)
American	A21N	178	Average Count	92.2 (172)	91.0 (155)	91.2 (173)	84.4 (164)	83.0 (157)	84.8 (150)	80.6 (117)	88.3 (1)	83.7 (1)	78.8 (1)
	A319	23	Average Count	94.9 (21)	93.6 (19)	93.6 (22)	87.2 (18)	86.1 (19)	86.9 (19)	82.5 (20)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	53	Average Count	94.8 (52)	94.0 (42)	92.7 (52)	86.3 (46)	85.3 (46)	86.0 (40)	81.8 (44)	#N/A (0)	#N/A (0)	#N/A (0)
	A321	142	Average Count	98.7 (140)	98.2 (126)	95.9 (140)	89.2 (133)	88.4 (127)	89.2 (116)	86.2 (129)	#N/A (0)	#N/A (0)	#N/A (0)
	B38M	335	Average Count	93.3 (325)	92.3 (301)	93.4 (327)	86.1 (314)	85.0 (308)	85.7 (273)	81.6 (271)	88.9 (2)	#N/A (0)	#N/A (0)
	B738	799	Average Count	99.0 (775)	98.0 (686)	98.3 (774)	91.5 (729)	90.2 (716)	90.3 (628)	87.0 (751)	95.9 (4)	90.5 (1)	83.1 (1)
Breeze	A223	287	Average Count	87.5 (277)	88.0 (246)	86.5 (281)	82.0 (253)	81.0 (229)	81.8 (224)	78.6 (44)	81.7 (1)	#N/A (0)	#N/A (0)
	E190	1	Average Count	91.0 (1)	90.8 (1)	88.6 (1)	85.1 (1)	84.1 (1)	85.8 (1)	84.1 (1)	#N/A (0)	#N/A (0)	#N/A (0)
Delta	A220	340	Average Count	88.7 (334)	88.9 (299)	88.2 (331)	81.5 (304)	80.1 (248)	81.2 (263)	78.3 (45)	79.4 (1)	#N/A (0)	#N/A (0)
	A223	75	Average Count	90.5 (73)	90.1 (68)	90.1 (74)	82.6 (66)	81.4 (54)	82.1 (49)	79.0 (17)	#N/A (0)	#N/A (0)	#N/A (0)
	A319	30	Average Count	95.7 (29)	95.1 (21)	95.3 (29)	89.6 (28)	88.4 (27)	88.5 (24)	83.9 (28)	95.5 (1)	84.0 (1)	#N/A (0)
	B738	7	Average Count	98.0 (7)	96.8 (6)	97.2 (7)	89.6 (7)	88.0 (7)	88.2 (5)	85.9 (7)	#N/A (0)	#N/A (0)	#N/A (0)
	B752	345	Average Count	96.2 (335)	95.7 (304)	95.7 (336)	88.5 (323)	88.0 (318)	87.9 (276)	84.1 (320)	96.0 (1)	#N/A (0)	#N/A (0)
FedEx	A306	63	Average Count	97.2 (62)	96.9 (55)	94.6 (62)	89.0 (58)	88.6 (59)	89.8 (58)	86.5 (60)	#N/A (0)	#N/A (0)	#N/A (0)
Frontier	A20N	239	Average Count	88.2 (230)	88.1 (216)	87.5 (233)	81.9 (210)	80.0 (132)	82.1 (187)	79.4 (74)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	24	Average Count	94.5 (24)	94.3 (21)	92.4 (24)	86.7 (23)	85.2 (24)	87.0 (19)	83.6 (24)	#N/A (0)	#N/A (0)	#N/A (0)
Horizon	E175	172	Average Count	94.1 (171)	93.0 (157)	91.1 (171)	85.5 (162)	84.9 (167)	87.2 (156)	83.7 (164)	#N/A (0)	#N/A (0)	#N/A (0)
Southwest	B38M	2	Average Count	87.1 (2)	87.0 (2)	86.2 (2)	80.4 (2)	79.3 (1)	81.5 (2)	80.1 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	1720	Average Count	93.3 (1675)	92.4 (1487)	90.9 (1677)	85.7 (1573)	85.6 (1600)	86.4 (1438)	83.5 (1563)	92.1 (6)	#N/A (0)	#N/A (0)

TABLE 6 (Continued)
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class A
April - June 2024

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Spirit	A20N	53	Average Count	88.7 (52)	88.1 (45)	88.3 (52)	83.4 (51)	81.4 (42)	83.2 (46)	79.6 (36)	86.4 (1)	#N/A (0)	#N/A (0)
	A320	202	Average Count	93.2 (196)	92.6 (171)	91.1 (197)	86.3 (182)	84.7 (186)	86.0 (171)	82.4 (171)	84.0 (1)	#N/A (0)	#N/A (0)
United	A319	116	Average Count	94.5 (113)	93.3 (100)	93.3 (114)	87.2 (106)	85.8 (110)	86.6 (92)	82.7 (95)	85.8 (1)	#N/A (0)	#N/A (0)
	A320	337	Average Count	95.7 (326)	94.8 (289)	94.7 (328)	87.5 (306)	86.5 (303)	86.9 (269)	83.4 (301)	92.8 (6)	87.1 (4)	84.6 (1)
	B38M	291	Average Count	93.4 (280)	92.1 (255)	93.7 (280)	85.2 (262)	85.0 (271)	86.0 (234)	81.8 (267)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	454	Average Count	97.1 (439)	95.5 (401)	96.8 (441)	90.5 (421)	90.5 (418)	90.7 (362)	86.9 (422)	92.5 (1)	#N/A (0)	#N/A (0)
	B738	357	Average Count	99.0 (343)	97.5 (307)	98.3 (345)	90.4 (326)	89.9 (322)	90.4 (248)	87.3 (329)	95.6 (4)	87.6 (3)	81.3 (2)
UPS	A306	1	Average Count	97.8 (1)	97.1 (1)	97.8 (1)	90.4 (1)	89.2 (1)	#N/A (0)	86.0 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	B752	50	Average Count	95.0 (50)	95.0 (44)	93.5 (50)	87.2 (47)	86.8 (48)	87.7 (48)	83.1 (46)	#N/A (0)	#N/A (0)	#N/A (0)
WestJet	B38M	5	Average Count	92.1 (5)	91.2 (5)	92.5 (5)	84.8 (5)	84.9 (5)	85.9 (5)	81.8 (5)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	84	Average Count	96.1 (82)	94.9 (70)	95.4 (83)	90.2 (77)	89.4 (75)	90.3 (71)	85.5 (81)	#N/A (0)	#N/A (0)	#N/A (0)

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
April - June 2024

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American	A21N	169	Average Count	90.6 (167)	89.9 (149)	88.9 (165)	83.2 (155)	81.6 (134)	82.7 (134)	79.7 (39)	86.9 (1)	#N/A (0)	#N/A (0)
Delta	A220	377	Average Count	88.8 (366)	88.8 (329)	88.5 (366)	81.5 (323)	79.7 (266)	81.0 (279)	77.8 (29)	82.4 (3)	#N/A (0)	#N/A (0)
	A223	91	Average Count	89.8 (89)	90.1 (77)	89.2 (90)	82.0 (85)	80.7 (80)	81.6 (68)	78.1 (21)	85.4 (1)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	844	Average Count	91.3 (823)	90.8 (733)	89.6 (825)	85.5 (776)	84.5 (788)	86.3 (697)	83.2 (797)	87.6 (3)	#N/A (0)	77.7 (1)
Southwest	B737	2004	Average Count	91.7 (1968)	91.3 (1750)	89.7 (1954)	85.1 (1860)	84.7 (1868)	85.5 (1681)	82.9 (1818)	90.7 (3)	80.6 (1)	#N/A (0)
Spirit	A20N	14	Average Count	89.0 (14)	88.7 (12)	88.3 (14)	83.3 (12)	81.7 (12)	83.3 (12)	79.3 (7)	#N/A (0)	#N/A (0)	#N/A (0)

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
April - June 2024

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	218	Average Count	85.9 (209)	85.9 (177)	86.5 (207)	80.3 (161)	79.9 (41)	80.4 (140)	78.7 (3)	#N/A (0)	#N/A (0)	#N/A (0)
	E145	300	Average Count	86.7 (288)	87.0 (267)	87.2 (289)	80.0 (220)	79.3 (70)	80.4 (214)	78.9 (7)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	89	Average Count	88.5 (87)	88.1 (82)	87.4 (88)	81.0 (49)	81.1 (74)	82.4 (81)	80.7 (74)	#N/A (0)	#N/A (0)	#N/A (0)
	E175	7	Average Count	90.3 (7)	90.1 (4)	89.0 (7)	84.4 (5)	83.9 (7)	85.8 (6)	82.5 (6)	#N/A (0)	#N/A (0)	#N/A (0)

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
April - June 2024

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5043	Average Count	88.0 (4862)	87.6 (4210)	88.9 (4799)	82.7 (2853)	82.2 (2077)	83.4 (2806)	81.5 (1091)	85.0 (21)	80.7 (1)	83.0 (2)

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	362
Alaska	AS	A319	314				
		A320	1,733	4,038	3,888	70	
		B38M					66
		B737	14	24	116	784	88
		B738	767	1,327	2,728	7,088	3,756
Allegiant	G4	A319		1,076	676	418	318
		A320		488	1,399	1,591	826
American	AA	A21N	2	88	51	974	1,380
		A319	474	220	498	1,320	148
		A320	488	783	478	660	108
		A321	571	1,035	1,099	1,255	664
		B38M		17	1,755	1,834	1,277
		B738	5,201	8,144	8,517	7,049	3,217
Breeze	MX	A223				1,326	950
		E190				186	68
		E195				120	
Compass	CP	E175	656				
Delta	DL	A220	1,954	4,036	3,048	4,420	2,728
		A223		4	1,934	2,181	485
		A319	828	952	2,071	202	144
		A320	8	3	532	24	
		B737	24				
		B738	2	12	58	84	20
		B752	1,065	1,423	2,010	2,654	1,252
FedEx	FM	A306	512	502	498	496	250
Frontier	F9	A20N	550	1,363	1,818	2,600	998
		A319	2	88			
		A320	392	361	310	230	84
Horizon	QX	E175	2,986	3,293	1,256	1,648	663
SkyWest Coml.	SC	CRJ9	2				
		E175	3,535	3,711	5,446	7,168	3,582
Southwest	WN	B38M		683	4,038	116	16
		B737	14,268	22,212	31,166	31,486	15,120
		B738	3,780	7,738	1,720	41	6
Spirit	NK	A20N	180	1,735	2,220	1,492	425
		A319		250	158	2	
		A320	19	346	1,132	1,303	672
Sun Country	SY	B737		238	8		
		B738		24	2		
United	UA	A319	590	819	1,047	772	473
		A320	1,227	1,020	2,054	1,474	1,022
		B38M				210	910
		B737	999	2,622	4,116	2,721	1,826
		B738	2,645	2,946	5,685	7,377	1,836
		B752		2			
UPS	5X	A306	18	18	48	38	4
		B752	404	392	362	372	202
WestJet	WS	B38M					18
		B736	34				
		B737	126	112	632	704	340
Total			46,370	74,253	95,260	95,220	46,304

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2020	2021	2022	2023	2024
A20N	730	3,098	4,038	4,092	1,423
A21N	2	88	51	974	1,380
A220	1,954	4,036	3,048	4,420	2,728
A223		106	2,126	3,507	1,435
A306	530	520	546	534	254
A319	2,208	3,405	4,450	2,714	1,083
A320	3,867	7,039	9,793	5,352	2,712
A321	571	1,035	1,099	1,255	664
B38M		706	6,287	2,890	2,649
B736	34				
B737	15,431	25,208	36,038	35,695	17,374
B738	12,395	20,191	18,710	21,639	8,835
B752	1,469	1,817	2,372	3,026	1,454
CRJ9	2				
E175	7,177	7,004	6,702	8,816	4,245
E190				186	68
E195				120	
Total	46,370	74,253	95,260	95,220	46,304

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	AC	Year				
			2020	2021	2022	2023	2024
Air Canada	AC	A223		.140	.263		
		B38M		.008	.677	1.000	.492
Alaska	AS	A319	.432				
		A320	2.363	5.534	5.326	.096	
		B38M					.090
		B737	.022	.033	.159	1.074	.120
		B738	1.046	1.816	3.734	9.707	5.134
Allegiant	G4	A319		1.474	.926	.573	.434
		A320		.668	1.915	2.181	1.128
American	AA	A21N	.003	.121	.068	1.332	1.893
		A319	.648	.296	.682	1.808	.202
		A320	.664	1.082	.655	.904	.148
		A321	.779	1.414	1.507	1.721	.899
		B38M		.022	2.403	2.518	1.743
		B738	7.107	11.156	11.666	9.655	4.393
Breeze	MX	A223				1.816	1.298
		E190				.255	.093
		E195				.164	
Compass	CP	E175	.896				
Delta	DL	A220	2.667	5.529	4.175	6.052	3.727
		A223		.005	2.649	2.986	.664
		A319	1.131	1.304	2.836	.279	.197
		A320	.014	.003	.729	.033	
		B737	.033				
		B738	.003	.016	.079	.115	.027
		B752	1.454	1.948	2.753	3.638	1.710
FedEx	FM	A306	.699	.688	.682	.679	.342
Frontier	F9	A20N	.751	1.866	2.490	3.562	1.363
		A319	.003	.121			
		A320	.536	.496	.425	.315	.115
Horizon	QX	E175	4.079	4.512	1.721	2.258	.904
SkyWest Coml.	SC	CRJ9	.003				
		E175	4.833	5.085	7.460	9.816	4.893
Southwest	WN	B38M		.937	5.532	.162	.022
		B737	19.497	30.416	42.693	43.132	20.656
		B738	5.161	10.605	2.353	.055	.008
Spirit	NK	A20N	.246	2.381	3.041	2.038	.582
		A319		.342	.216	.003	
		A320	.025	.471	1.551	1.789	.915
Sun Country	SY	B737		.326	.011		
		B738		.033	.003		
United	UA	A319	.806	1.123	1.433	1.058	.648
		A320	1.675	1.397	2.814	2.019	1.396
		B38M				.293	1.243
		B737	1.366	3.589	5.644	3.726	2.495
		B738	3.612	4.036	7.786	10.099	2.508
		B752		.003			
UPS	5X	A306	.025	.025	.066	.052	.005
		B752	.552	.537	.496	.510	.276
WestJet	WS	B38M					.025
		B736	.046				
		B737	.172	.153	.866	.964	.464
Total			63.347	101.712	130.485	130.436	63.254

QUARTERLY NOISE MEETING

Date: June 25, 2024

Time: 2:00 PM

Place: Virtual (Zoom)

ITEMS DISCUSSED

A summary of the John Wayne Airport (JWA or Airport) May 2024 Airport Statistics was provided by Ms. Cristina Magaña, Access and Noise Office (ANO) Specialist. Mr. Kyle Gorny, ANO Specialist, provided an overview of the Airport's Q1 2024 quarterly noise report (report). Mr. Anthony Cangey, ANO Specialist, presented updates on the Fly Friendly Program, as well as the Airport's capacity allocation process for Plan Year 2025.

Newport Beach resident, Dr. Jim Mosher, requested clarity on the number of impacted units reported. Mr. Cangey indicated that the number is displayed in Figure 2 of the report. Dr. Mosher also inquired about the likelihood of returning to a heat map as a visual aid for reporting noise event concerns. Mr. Cangey explained that the scale and colors of the previously provided heat map were not adjustable, and several requests were made to display noise events through graphs and charts in the report.

Dr. Mosher asked for clarity on the footnotes for Tables 3 through 5 of the report. Mr. Cangey provided the distinction between the footnotes. Mr. Cangey explained, that “#N/A” indicates a noise monitoring station (NMS) is operable or partially operable and did not capture sufficient data for the day. Whereas “*#N/A” indicates the NMS was operable and captured data, however, the data was contaminated, or non-aircraft related. Dr. Mosher further inquired about the instances when an NMS is inoperable, and whether the ANO keeps records of how long the NMS is affected. Mr. Cangey confirmed that the ANO does keep records, and the public can use the Detailed Noise Event Reports provided on the Airport's website to verify the amount of time any NMS is inoperable.

Newport Beach resident, Mr. Joe August, asked for updates on NMS 6S. Mr. Cangey assured him that the new owner of the property is aware of the lease agreement with the County and the property. Mr. Cangey further explained that NMS 6S is receiving uninterrupted power and collecting data.

Dr. Mosher asked how frequently the internal clocks of the NMS were synced and the accuracy to which the clocks were calibrated. Mr. Cangey informed him of a daily remote electronic calibration that is different from the annual calibration but added that he would request an official response from the vendor.

Dr. Mosher then asked about the status of updating the website with the most current Commercial/Commuter Carrier curfew reports, as well as the 2023 Community Noise Equivalent Level (CNEL) contour maps. Mr. Cangey indicated those items would be updated soon. Dr. Mosher then requested the Long-Term Measured Aircraft Noise Levels, found in the FAQ section of the Airport's Access and Noise webpage, be placed on the Reports and Resources page. Mr. Cangey replied that the ANO would consider the suggestion.

Dr. Mosher inquired how operators are informed of their Fly Friendly scores. Ms. Magaña stated that the operator's scorecard and additional information about the program are provided via USPS or email. Dr. Mosher asked if the ANO has noticed a trend among similar operators and the impact the program has made. Ms. Magaña stated that operators are staying consistent and no noticeable changes have been identified yet. Dr. Mosher requested that when two scores are similar, the Airport's vendor provide a range of uncertainty for the overall score to distinguish the differences between similar operators. Mr. Cangey responded he did not know if the vendor had that information, and would investigate that further.

Mr. August interjected that perhaps details for the Fly Friendly program would be best discussed in a separate meeting as the quarterly noise meeting is a community meeting regarding the quarterly report and noise associated with that report. Mr. August then inquired on the progress of a report for uncorrelated noise events; and whether it would indicate why it was uncorrelated. Mr. Cangey stated that the directive to generate such a report has not reached the ANO.

Dr. Mosher proceeded to ask about the City of Newport Beach's JWA dashboard and if there was any progress on providing the City with updated data. Dr. Mosher was most interested in the gross takeoff weights. Mr. Cangey indicated that Mr. Gaskins has been in contact with Newport Beach's Assistant City Manager, Ms. Tara Finnigan, regarding this matter. Mr. Cangey also mentioned he was unsure if the gross takeoff weight would continue to be provided. Mr. Cangey reminded Dr. Mosher that gross takeoff weights are provided only by Commercial/Commuter Air Carriers and not general aviation operators.

Dr. Mosher then asked about the million annual passenger (MAP) limitation. Mr. Cangey informed Dr. Mosher that several carriers have voluntarily returned capacity in Plan Year 2024. Mr. Cangey mentioned that the airport-wide load factor was trending in the mid-80 percent range. Mr. Cangey expressed that the current projection is 11.3 MAP and the Airport is expecting an increase in passengers while remaining below the 11.8 MAP limit. Mr. Cangey indicated it is unlikely for the Airport to incite a mandatory withdrawal in 2024.

Dr. Mosher asked for an update on an airport insulation program reopening. Mr. Cangey replied that the Airport's Planning department would be the appropriate office to address that item but would ask Mr. Gaskins if there were any updates.

Before ending the meeting, Mr. Cangey asked Mr. Ron Rubino, a Newport Beach Aviation Committee member, if he had any questions or comments. Mr. Rubino indicated this was his first meeting and volunteered to attend with the intent to relay any pertinent information to the committee.

Mr. Cangey summarized key topics and concluded the meeting.

QUARTERLY NOISE MEETING ROSTER
June 25, 2024

<u>NAME</u>	<u>ORGANIZATION</u>
Jim Mosher	Newport Beach Resident
Joe August	Newport Beach Resident
Ron Rubino	Newport Beach Aviation Committee
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
**** Revised ****

1. Size of Noise Impact Area as defined in the Noise Standards (California Code of Regulations, Title 21, chapter 2.5, Subchapter 6):
0.0149 Sq. Mi.
2. Estimated Number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:
73
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:
A306 – 128 (Arrivals + Departures)
5. Total number of aircraft operations during the calendar quarter:
73,116
6. Number of Air Carrier operations during the calendar quarter:
(Not mandatory)
24,480
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)
48,555
9. Estimated number of operations by Military aircraft during the calendar quarter:
(Not mandatory)
81