

**JOHN WAYNE AIRPORT  
ORANGE COUNTY**



# **NOISE ABATEMENT PROGRAM QUARTERLY REPORT**

**For the period:  
July 1, 2024 through September 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:

*Charlene Reynolds*

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**Charlene V. Reynolds**

**Airport Director**

**John Wayne Airport, Orange County**

## **INTRODUCTION**

This is the 207<sup>th</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:

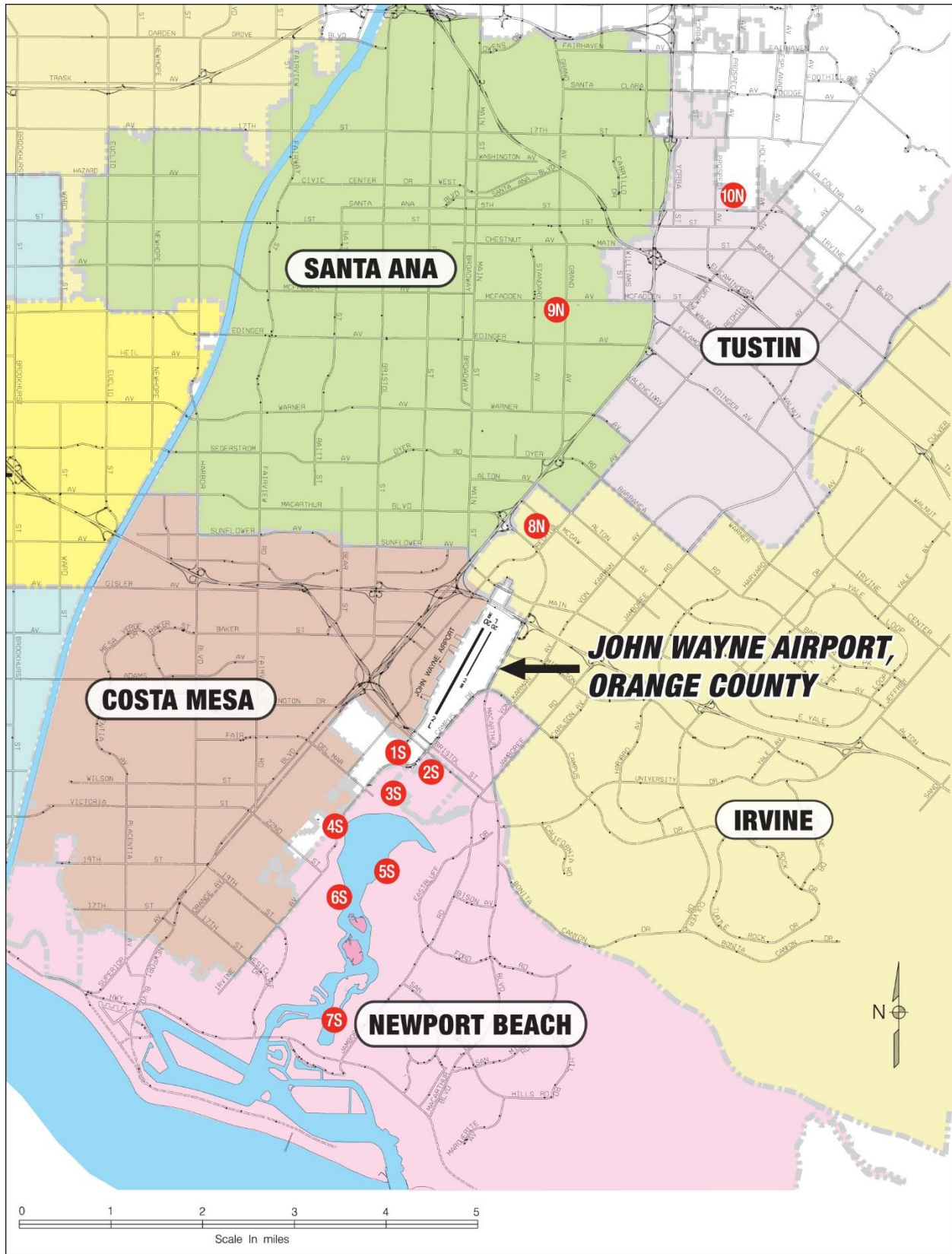
### MONITOR STATIONS

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.

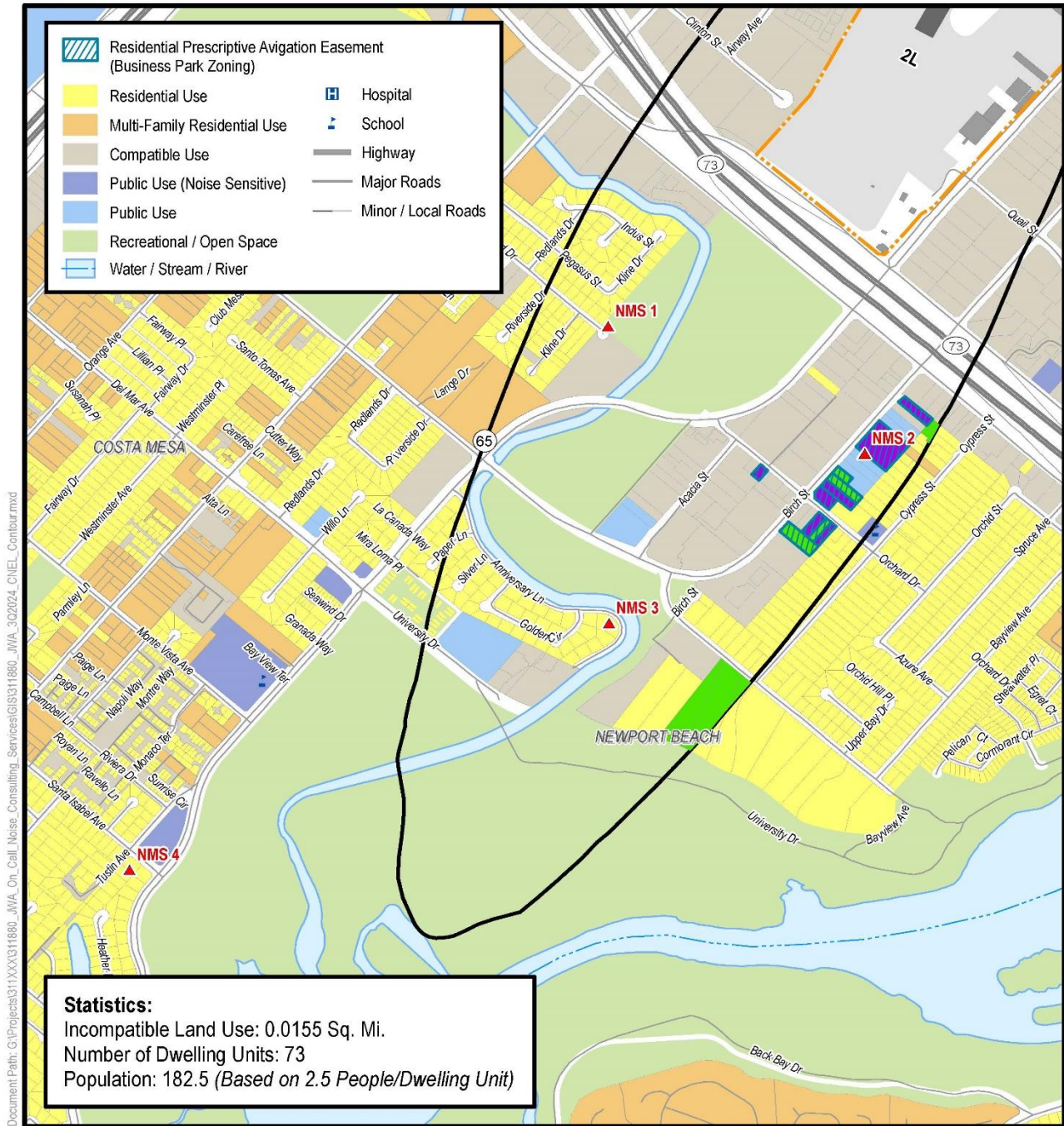
Figure 2 shows the Airport's "Noise Impact Area" for the previous year (October 1, 2023 - September 30, 2024). The Figure 2 information was developed by Harris Miller Miller and Hanson Inc., in consultation with John Wayne Airport. CNEL values measured for the period and current digitized land use information 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**

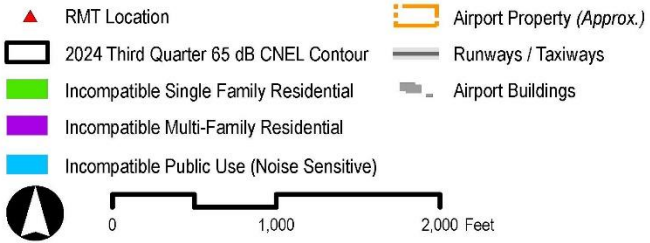




**FIGURE 2  
NOISE IMPACT AREA MAP**



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**JOHN WAYNE AIRPORT  
ORANGE COUNTY**

2024 Third 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  
July - September 2024

Period	Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
July	8,341	0	3,963	29,981	397
August	8,439	0	4,070	32,602	404
September	7,936	0	3,879	30,124	394
Third Quarter	24,716	0	11,912	92,707	398
Twelve Months 10/01/23 - 09/30/24	98,168	0	44,963	306,277	391

**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.

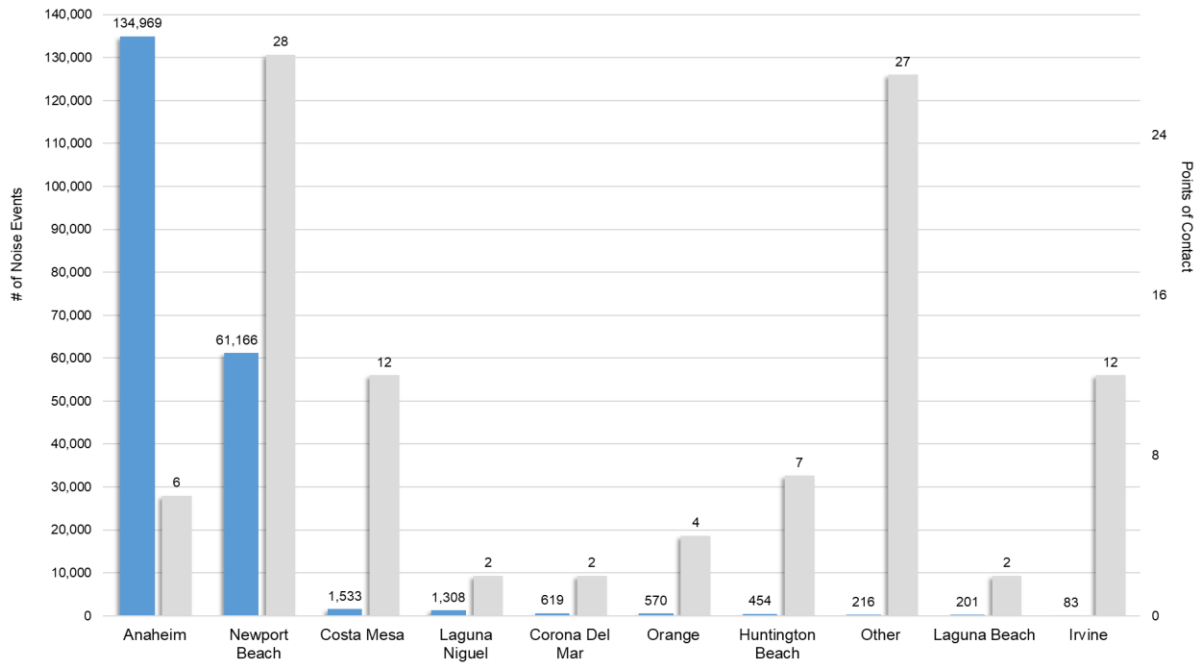
**ACOUSTICAL INSULATION PROGRAM**

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 (July 1, 2024 - September 30, 2024)**

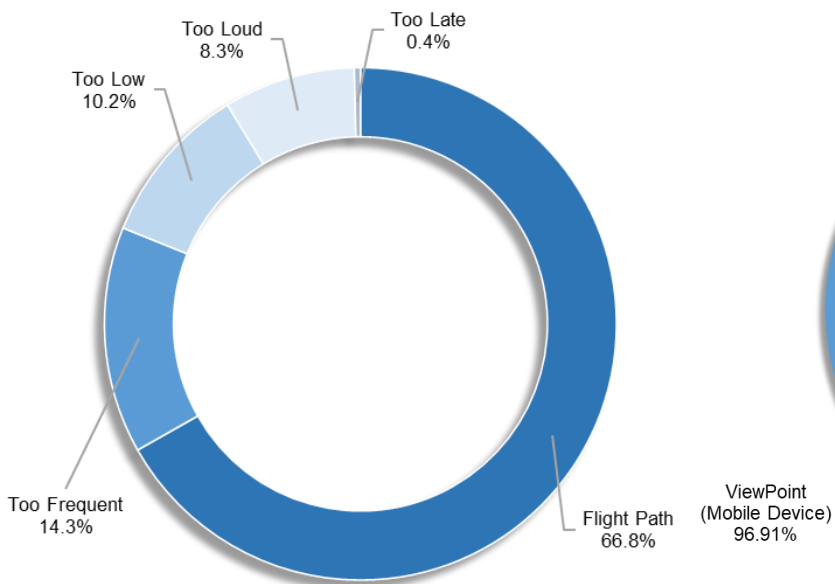
The Airport's Access and Noise Office receives and investigates noise complaints (noise events) from local citizens and all other sources. Figures 3.1, 3.2, and 3.3 illustrate the distribution of reported noise events from local communities, the nature of disturbance, and the method of how the noise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

**FIGURE 3.1  
REPORTED NOISE EVENTS**  
201,119 Noise Events | 102 Points of Contact  
July 1, 2024 to September 30, 2024

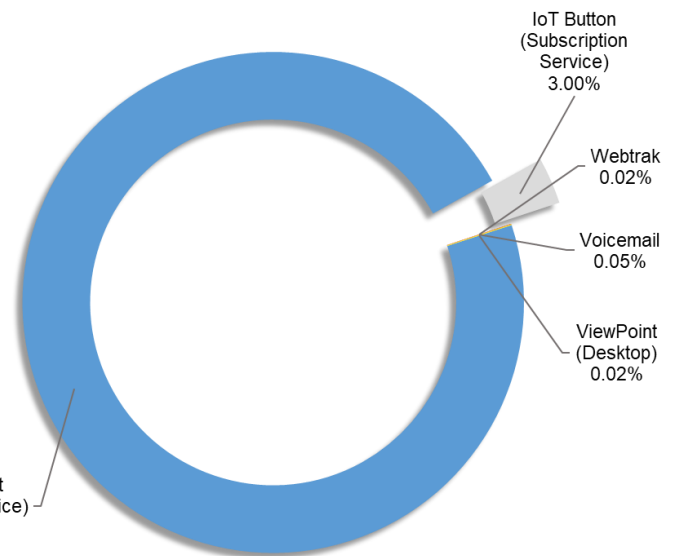


NOTE: The 201,119 Noise Events was a 8.0% decrease for the 218,708 Noise Events from last quarter, and a 21.4% increase from the 165,699 Noise Events from the same quarter last year.

**FIGURE 3.2  
NATURE OF DISTURBANCES**



**FIGURE 3.3  
ENQUIRY METHOD**



**TABLE 2**  
**LONG TERM MEASURED LEVELS**  
Aircraft CNEL from 10/01/23 through 09/30/24  
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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
<b>Q-4 2023</b>	<b>67.7</b>	<b>66.7</b>	<b>67.0</b>	<b>59.8</b>	<b>59.1</b>	<b>60.5</b>	<b>56.0</b>	<b>67.7</b>	<b>43.3</b>	<b>57.0</b>
# Days	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>89</b>	<b>92</b>	<b>71</b>	<b>90</b>
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
<b>Q-1 2024</b>	<b>68.1</b>	<b>66.7</b>	<b>67.0</b>	<b>60.5</b>	<b>60.0</b>	<b>60.5</b>	<b>57.3</b>	<b>68.2</b>	<b>43.7</b>	<b>58.1</b>
# Days	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>91</b>	<b>90</b>	<b>91</b>	<b>77</b>	<b>90</b>
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
<b>Q-2 2024</b>	<b>68.0</b>	<b>66.9</b>	<b>66.9</b>	<b>60.4</b>	<b>59.5</b>	<b>60.4</b>	<b>56.8</b>	<b>68.4</b>	<b>44.0</b>	<b>58.1</b>
# Days	<b>91</b>	<b>88</b>	<b>91</b>	<b>88</b>	<b>91</b>	<b>88</b>	<b>91</b>	<b>91</b>	<b>77</b>	<b>88</b>
Jul 2024	67.8	67.1	66.8	59.9	59.0	60.1	55.7	68.3	45.0	57.4
# Days	31	31	31	31	31	30	31	30	27	31
Aug 2024	67.6	66.9	66.6	59.7	58.6	59.6	55.6	67.9	43.3	57.0
# Days	31	31	31	31	31	30	31	31	27	31
Sep 2024	67.5	66.6	66.4	59.3	58.8	59.6	55.7	67.8	43.1	57.0
# Days	30	30	30	30	30	30	30	30	27	30
<b>Q-3 2024</b>	<b>67.6</b>	<b>66.8</b>	<b>66.6</b>	<b>59.7</b>	<b>58.8</b>	<b>59.8</b>	<b>55.7</b>	<b>68.0</b>	<b>43.9</b>	<b>57.1</b>
# Days	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>90</b>	<b>92</b>	<b>91</b>	<b>81</b>	<b>92</b>
<b>Q-4 2023 thru Q-3 2024</b>										
<b>Total</b>	<b>67.9</b>	<b>66.8</b>	<b>66.9</b>	<b>60.1</b>	<b>59.4</b>	<b>60.3</b>	<b>56.5</b>	<b>68.1</b>	<b>43.7</b>	<b>57.6</b>
# Days	<b>366</b>	<b>363</b>	<b>366</b>	<b>363</b>	<b>366</b>	<b>361</b>	<b>362</b>	<b>365</b>	<b>306</b>	<b>360</b>
<b>Q-3 2023 thru Q-2 2024 (Previous 4 Quarters)</b>										
<b>Total</b>	<b>68.1</b>	<b>67.0</b>	<b>67.1</b>	<b>60.3</b>	<b>59.5</b>	<b>60.5</b>	<b>56.7</b>	<b>68.2</b>	<b>43.4</b>	<b>57.7</b>
# Days	<b>366</b>	<b>363</b>	<b>366</b>	<b>363</b>	<b>366</b>	<b>363</b>	<b>362</b>	<b>366</b>	<b>297</b>	<b>360</b>
<b>Change from Previous 4 Quarters</b>										
	<b>-0.2</b>	<b>-0.2</b>	<b>-0.2</b>	<b>-0.2</b>	<b>-0.1</b>	<b>-0.2</b>	<b>-0.2</b>	<b>-0.1</b>	<b>0.3</b>	<b>-0.1</b>



**TABLE 3**  
**DAILY CNEL VALUES AT EACH MONITOR STATION**  
July 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.6	66.6	66.4	60.3	58.6	59.2	54.7	#N/A	51.5	57.5
2	67.8	67.1	67.0	60.1	59.0	59.8	55.4	69.6	*#N/A	56.3
3	67.3	66.8	66.2	59.2	58.3	58.8	54.7	68.2	37.8	57.9
4	65.4	64.1	64.2	57.7	56.9	57.2	54.3	65.1	44.0	55.7
5	67.0	66.3	66.2	59.4	58.3	59.4	55.1	67.1	46.3	56.3
6	67.3	66.1	66.1	59.2	57.3	59.0	53.9	67.2	44.6	56.5
7	68.8	68.1	67.8	61.2	60.2	61.5	57.1	69.1	40.4	58.0
8	68.1	66.8	66.9	60.0	58.9	60.5	56.0	68.8	29.2	58.0
9	67.2	66.5	66.2	59.1	58.2	59.1	54.2	67.3	34.8	56.8
10	67.1	66.4	66.1	59.1	57.9	59.1	54.4	67.7	31.8	57.0
11	67.7	66.9	66.4	58.9	57.5	59.3	54.4	69.5	40.2	57.8
12	68.4	67.6	67.2	60.6	59.5	60.3	55.8	68.9	36.2	58.2
13	67.2	66.6	66.4	59.6	58.4	59.5	55.0	67.0	38.4	56.3
14	68.2	67.8	67.2	60.4	59.8	61.0	57.0	69.4	50.4	58.4
15	68.1	67.7	67.4	60.2	59.9	60.7	56.1	69.0	32.3	58.2
16	67.4	66.6	66.4	59.5	58.9	59.6	55.4	67.5	40.2	56.6
17	67.9	66.9	66.8	60.2	58.9	59.2	56.2	68.0	38.4	59.4
18	68.7	68.0	67.5	60.7	60.0	63.5	56.5	68.9	42.5	58.1
19	68.1	67.4	67.0	59.7	58.7	59.7	56.1	68.5	*#N/A	57.4
20	67.2	66.5	65.9	58.3	57.8	58.7	54.6	67.2	39.9	56.0
21	68.2	67.5	67.2	60.8	59.6	60.8	56.1	68.5	54.1	57.8
22	68.6	67.6	67.8	60.9	60.2	61.0	56.9	69.0	38.7	58.1
23	67.5	66.8	66.8	59.9	59.1	60.0	56.0	68.1	49.4	57.0
24	67.7	67.2	66.7	59.4	58.8	58.9	55.6	67.9	42.9	57.6
25	68.9	68.3	68.0	60.6	60.1	62.3	57.2	68.5	39.6	57.8
26	68.0	67.3	67.0	60.7	59.3	60.0	56.2	69.2	37.5	58.3
27	67.0	66.2	66.0	59.3	58.2	59.1	55.3	67.1	35.6	56.4
28	68.9	68.3	67.7	61.2	60.4	61.2	57.1	68.6	*#N/A	57.8
29	67.7	67.1	66.8	60.0	59.1	60.0	55.6	69.0	38.5	58.0
30	67.2	66.6	66.2	59.2	58.2	59.0	53.6	67.5	*#N/A	56.4
31	67.3	66.8	66.3	59.1	58.7	#N/A	55.6	67.8	40.9	56.6
Days	31	31	31	31	31	30	31	30	27	31
En. Avg	67.8	67.1	66.8	59.9	59.0	60.1	55.7	68.3	45.0	57.4

#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 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.3	67.4	67.4	60.9	59.8	*#N/A	57.1	68.7	*#N/A	57.9
2	68.1	67.6	67.1	59.7	58.9	60.6	55.5	68.2	*#N/A	57.4
3	67.3	66.6	66.4	59.0	58.3	58.9	55.1	66.8	36.8	55.4
4	68.6	68.0	67.4	59.6	59.0	60.1	56.1	68.6	38.4	57.7
5	67.7	67.3	66.8	59.8	58.6	59.5	54.7	68.4	41.1	57.6
6	67.0	66.1	66.0	59.5	57.7	59.0	54.2	66.8	39.9	55.8
7	67.5	66.6	66.6	60.1	58.1	59.6	53.7	67.9	35.4	57.3
8	68.3	67.6	67.2	60.5	59.1	60.1	54.5	68.8	27.9	57.7
9	68.4	67.5	67.2	60.8	59.8	60.6	56.6	68.6	42.0	57.9
10	67.1	66.1	66.2	59.2	58.2	59.2	55.4	66.6	34.4	55.5
11	68.4	67.6	67.3	60.8	59.4	60.7	56.3	69.0	40.1	57.8
12	67.6	66.7	66.7	60.0	59.0	60.0	56.0	68.0	*#N/A	57.1
13	67.5	66.8	66.2	59.8	58.7	59.8	55.5	67.5	34.2	56.4
14	67.5	66.6	66.3	59.6	58.7	59.6	55.4	67.3	*#N/A	56.3
15	68.0	67.1	66.9	59.6	59.0	60.2	56.2	68.7	44.8	57.4
16	68.0	66.9	66.9	60.3	59.0	60.2	55.8	68.5	39.7	57.3
17	66.9	65.9	65.7	59.3	58.4	59.2	55.1	66.7	42.3	56.1
18	68.0	67.4	67.1	60.0	59.3	60.4	56.3	68.5	40.6	57.7
19	67.7	67.1	66.9	59.6	59.0	59.8	55.0	67.5	39.1	56.5
20	66.4	65.7	64.9	57.2	56.3	56.2	51.9	66.5	40.0	53.8
21	67.3	66.4	66.3	59.0	58.1	59.0	54.8	66.9	39.6	55.7
22	68.3	67.4	67.0	60.8	58.8	60.7	56.9	69.1	52.2	58.1
23	67.7	67.1	66.4	60.5	57.7	60.5	57.2	68.7	42.7	58.1
24	66.2	65.3	64.7	58.6	55.7	58.7	55.3	66.4	42.2	55.4
25	67.9	67.5	67.0	59.9	58.6	60.4	56.9	68.6	36.1	57.3
26	67.2	66.8	66.2	59.7	58.3	57.8	55.9	67.6	40.6	56.7
27	66.1	65.8	65.2	58.6	57.1	57.3	54.8	66.9	30.2	55.6
28	67.1	66.3	66.0	59.0	57.8	59.0	53.9	67.0	43.9	56.1
29	68.1	67.4	67.0	60.4	59.7	60.4	56.9	69.2	48.0	58.3
30	68.4	67.7	67.5	60.2	59.5	60.0	56.3	69.3	50.0	58.5
31	65.9	65.1	64.8	57.5	56.7	57.6	53.8	65.7	31.5	55.2
Days	31	31	31	31	31	30	31	31	27	31
En. Avg	67.6	66.9	66.6	59.7	58.6	59.6	55.6	67.9	43.3	57.0

#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 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.7	65.8	65.7	58.8	58.0	59.1	55.1	67.4	45.5	56.6
2	67.8	67.2	66.9	59.7	59.1	59.7	55.6	68.6	51.0	57.2
3	66.6	65.8	65.5	58.2	57.2	57.7	53.8	66.5	34.5	55.6
4	66.1	65.6	65.3	57.4	57.4	57.7	53.9	66.3	42.5	54.8
5	66.6	66.1	66.1	57.3	57.9	58.4	54.8	67.1	43.9	54.8
6	66.8	65.7	65.6	58.0	57.1	58.4	54.9	67.2	47.3	55.9
7	65.7	65.0	64.5	56.9	56.0	56.9	52.9	65.1	43.8	53.1
8	67.6	67.1	66.4	57.6	57.7	58.5	55.0	67.4	43.1	55.7
9	67.3	66.4	66.2	57.1	58.0	58.2	54.6	67.0	45.9	55.5
10	66.6	65.9	65.4	57.9	57.2	57.5	53.2	66.9	39.2	55.4
11	67.5	65.1	66.2	60.3	58.8	59.6	55.2	68.0	40.7	57.4
12	68.9	67.7	67.8	61.6	60.3	61.6	58.0	68.9	37.6	58.1
13	68.0	66.9	67.0	60.7	59.6	60.7	56.9	68.4	46.2	57.8
14	66.4	65.8	65.3	59.1	58.3	59.2	55.4	66.4	38.1	55.6
15	67.8	67.2	66.6	60.3	59.8	60.7	57.2	69.4	39.9	58.7
16	67.5	67.0	66.3	60.1	59.9	60.3	57.4	68.5	38.5	58.0
17	67.3	66.5	66.0	59.9	59.1	59.8	56.6	67.7	40.0	57.3
18	67.8	66.7	66.5	60.3	59.1	60.3	56.7	67.7	37.9	57.1
19	68.3	67.4	67.2	60.7	60.3	61.4	58.0	68.8	28.7	58.8
20	68.4	67.4	67.2	60.4	60.1	61.0	57.8	68.4	38.5	58.0
21	66.7	65.5	65.5	59.2	58.0	59.3	55.4	66.6	40.6	56.1
22	68.0	67.2	67.1	59.7	59.2	60.1	56.1	69.0	46.2	58.2
23	68.0	66.9	66.9	59.3	58.9	59.6	55.5	68.2	31.7	57.6
24	67.1	66.3	66.1	58.9	58.4	59.3	55.1	67.8	*#N/A	57.0
25	67.7	67.3	66.9	59.2	59.3	60.1	56.0	67.2	*#N/A	56.7
26	68.2	67.5	67.4	60.3	59.9	60.9	56.3	68.8	38.9	58.0
27	68.2	67.3	67.1	60.0	59.2	60.2	55.5	68.8	42.2	58.6
28	66.1	65.3	65.2	57.9	57.3	58.0	52.6	66.7	37.5	55.8
29	68.1	67.4	67.1	59.6	59.0	59.2	54.9	68.5	40.9	57.1
30	67.8	66.7	66.9	59.1	58.7	59.3	54.9	68.0	*#N/A	57.7
Days	30	30	30	30	30	30	30	30	27	30
En. Avg	67.5	66.6	66.4	59.3	58.8	59.6	55.7	67.8	43.1	57.0

#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 2024**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	B38M	91	Average Count	92.0 (90)	91.2 (87)	92.4 (90)	84.9 (90)	83.9 (86)	84.6 (82)	79.7 (66)	#N/A (0)	#N/A (0)	#N/A (0)
Alaska	B38M	66	Average Count	92.2 (66)	91.4 (62)	91.4 (66)	84.2 (65)	83.5 (64)	85.4 (59)	82.1 (59)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	63	Average Count	95.6 (62)	94.9 (63)	94.7 (62)	88.7 (63)	88.3 (62)	89.1 (59)	85.1 (63)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	870	Average Count	98.0 (860)	96.9 (839)	95.6 (861)	88.9 (853)	88.7 (843)	89.7 (776)	86.4 (855)	94.9 (2)	89.8 (2)	#N/A (0)
Allegiant	A319	66	Average Count	94.0 (66)	93.1 (64)	93.0 (65)	87.4 (65)	85.9 (64)	87.2 (58)	82.3 (66)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	185	Average Count	95.2 (184)	94.5 (176)	92.9 (184)	87.3 (181)	85.8 (177)	87.4 (163)	83.0 (180)	95.3 (1)	88.6 (1)	82.4 (1)
American	A21N	180	Average Count	92.1 (176)	91.3 (170)	91.3 (174)	84.0 (173)	82.0 (166)	84.4 (158)	79.7 (130)	90.1 (3)	82.9 (3)	#N/A (0)
	A319	89	Average Count	94.9 (89)	94.3 (83)	92.8 (89)	86.4 (89)	85.2 (84)	86.0 (79)	81.4 (81)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	84	Average Count	94.8 (84)	94.2 (81)	92.8 (84)	85.6 (84)	84.2 (80)	85.0 (76)	80.6 (71)	#N/A (0)	#N/A (0)	#N/A (0)
	A321	107	Average Count	98.9 (103)	98.6 (100)	96.3 (104)	88.5 (103)	87.7 (98)	88.9 (99)	85.4 (104)	#N/A (0)	#N/A (0)	#N/A (0)
	B38M	260	Average Count	93.1 (257)	92.2 (247)	93.5 (258)	85.8 (255)	84.7 (249)	85.2 (233)	80.2 (214)	93.5 (1)	85.3 (1)	#N/A (0)
	B738	695	Average Count	98.8 (681)	97.9 (651)	98.3 (682)	91.2 (673)	89.8 (651)	89.4 (607)	85.7 (680)	98.8 (3)	86.2 (2)	79.8 (2)
Breeze	A223	305	Average Count	87.9 (303)	88.3 (296)	86.8 (301)	81.4 (287)	80.5 (263)	81.4 (253)	78.4 (60)	#N/A (0)	#N/A (0)	#N/A (0)
Delta	A220	387	Average Count	88.4 (382)	88.6 (366)	88.1 (379)	80.9 (348)	79.5 (281)	80.8 (325)	77.8 (36)	#N/A (0)	#N/A (0)	#N/A (0)
	A223	100	Average Count	90.3 (100)	90.0 (96)	90.2 (99)	81.9 (93)	80.2 (78)	81.6 (80)	78.1 (17)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	2	Average Count	96.9 (2)	95.7 (2)	96.7 (2)	89.8 (2)	87.7 (2)	86.6 (2)	83.3 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	B752	348	Average Count	96.1 (344)	95.9 (331)	95.8 (345)	88.4 (344)	87.5 (333)	87.1 (314)	83.1 (339)	95.6 (2)	86.0 (2)	81.4 (2)
FedEx	A306	59	Average Count	96.7 (58)	96.7 (57)	94.4 (58)	88.7 (57)	88.0 (58)	89.4 (54)	85.6 (59)	#N/A (0)	#N/A (0)	#N/A (0)
Frontier	A20N	247	Average Count	87.6 (247)	87.9 (236)	87.0 (243)	81.1 (215)	78.9 (92)	81.2 (172)	78.6 (40)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	17	Average Count	94.2 (17)	94.1 (16)	91.9 (17)	86.0 (17)	84.2 (16)	86.0 (17)	83.1 (17)	#N/A (0)	#N/A (0)	#N/A (0)
Horizon	E175	139	Average Count	94.2 (138)	93.2 (138)	90.9 (135)	84.5 (139)	84.0 (136)	86.8 (130)	83.2 (136)	#N/A (0)	#N/A (0)	#N/A (0)
Southwest	B38M	5	Average Count	89.4 (5)	88.8 (5)	87.7 (5)	80.7 (3)	80.5 (5)	82.1 (4)	78.4 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	1729	Average Count	92.9 (1708)	92.4 (1657)	90.4 (1711)	84.8 (1703)	84.7 (1677)	85.7 (1570)	82.3 (1649)	#N/A (0)	#N/A (0)	#N/A (0)

**TABLE 6 (Continued)**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**Commercial Class A**  
**July - September 2024**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Spirit	A20N	69	Average Count	88.4 (69)	88.0 (67)	87.8 (68)	82.5 (69)	80.5 (48)	82.3 (66)	78.6 (31)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	230	Average Count	93.0 (229)	92.7 (221)	90.7 (227)	85.2 (224)	83.5 (216)	85.1 (205)	80.8 (184)	#N/A (0)	#N/A (0)	#N/A (0)
United	A319	27	Average Count	94.4 (27)	93.7 (27)	93.8 (25)	86.7 (26)	85.2 (23)	85.6 (26)	81.2 (27)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	122	Average Count	95.5 (121)	94.9 (118)	94.8 (120)	87.2 (121)	85.9 (119)	85.9 (111)	81.6 (109)	#N/A (0)	#N/A (0)	#N/A (0)
	B38M	618	Average Count	92.8 (611)	91.9 (583)	93.2 (608)	84.6 (607)	84.2 (593)	85.3 (552)	80.5 (556)	91.3 (3)	86.1 (3)	77.8 (1)
	B737	368	Average Count	97.2 (359)	95.7 (347)	97.1 (360)	90.0 (358)	89.9 (347)	90.2 (326)	86.1 (352)	96.2 (7)	89.3 (5)	81.4 (3)
	B738	399	Average Count	98.6 (396)	97.1 (379)	98.0 (398)	89.9 (392)	89.1 (386)	89.6 (328)	86.0 (383)	96.0 (1)	85.0 (1)	#N/A (0)
UPS	B752	51	Average Count	95.3 (50)	95.4 (51)	93.9 (50)	86.9 (51)	86.5 (51)	87.5 (46)	82.5 (51)	#N/A (0)	#N/A (0)	#N/A (0)
WestJet	B38M	23	Average Count	92.0 (23)	91.4 (21)	92.1 (23)	84.7 (22)	84.5 (21)	86.0 (18)	81.2 (20)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	67	Average Count	95.7 (67)	94.8 (66)	95.2 (66)	89.5 (66)	88.7 (64)	89.8 (64)	84.4 (66)	#N/A (0)	#N/A (0)	#N/A (0)



**TABLE 7**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**Commercial Class E**  
**July - September 2024**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American	A21N	170	Average Count	89.9 (169)	89.9 (161)	88.4 (169)	82.3 (156)	80.5 (113)	82.1 (137)	79.0 (24)	#N/A (0)	#N/A (0)	#N/A (0)
Delta	A220	395	Average Count	88.5 (391)	88.5 (375)	88.1 (388)	80.8 (352)	79.0 (232)	80.6 (299)	77.9 (23)	94.7 (1)	#N/A (0)	#N/A (0)
	A223	46	Average Count	89.6 (46)	89.5 (42)	88.9 (44)	81.1 (44)	79.6 (34)	80.5 (37)	76.9 (2)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	935	Average Count	90.9 (923)	90.6 (888)	89.2 (913)	84.4 (923)	83.6 (888)	85.6 (858)	81.9 (900)	#N/A (0)	#N/A (0)	#N/A (0)
Southwest	B737	1962	Average Count	91.4 (1945)	91.2 (1862)	89.3 (1931)	84.3 (1931)	83.9 (1889)	84.9 (1797)	81.5 (1875)	93.0 (2)	#N/A (0)	82.7 (2)
Spirit	A20N	22	Average Count	89.0 (22)	88.4 (21)	88.6 (22)	82.9 (22)	80.5 (20)	82.8 (19)	78.8 (14)	#N/A (0)	#N/A (0)	#N/A (0)

**TABLE 8**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**Commuter**  
**July - September 2024**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	336	Average Count	85.8 (331)	85.8 (322)	86.5 (331)	79.5 (214)	78.4 (18)	79.4 (145)	77.9 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	E145	274	Average Count	86.4 (269)	86.9 (256)	87.0 (272)	79.2 (138)	78.5 (18)	79.6 (107)	77.5 (1)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	90	Average Count	87.6 (89)	87.9 (84)	86.6 (90)	79.8 (37)	80.4 (63)	81.5 (82)	79.9 (61)	#N/A (0)	#N/A (0)	#N/A (0)
	E175	16	Average Count	91.3 (13)	90.8 (13)	89.6 (13)	84.4 (13)	84.2 (13)	86.4 (13)	81.9 (13)	#N/A (0)	#N/A (0)	#N/A (0)

**TABLE 8-GA**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**General Aviation**  
**July - September 2024**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5672	Average Count	87.7 (5398)	87.4 (5183)	88.8 (5307)	82.1 (2948)	81.7 (2030)	83.0 (2908)	80.9 (865)	87.0 (17)	#N/A (0)	79.8 (3)

**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	544
Alaska	AS	A319	314				
		A320	1,733	4,038	3,888	70	
		B38M					198
		B737	14	24	116	784	216
		B738	767	1,327	2,728	7,088	5,499
Allegiant	G4	A319		1,076	676	418	454
		A320		488	1,399	1,591	1,196
American	AA	A21N	2	88	51	974	2,081
		A319	474	220	498	1,320	326
		A320	488	783	478	660	276
		A321	571	1,035	1,099	1,255	878
		B38M		17	1,755	1,834	1,797
		B738	5,201	8,144	8,517	7,049	4,607
Breeze	MX	A223				1,326	1,560
		E190				186	68
		E195				120	
Compass	CP	E175	656				
Delta	DL	A220	1,954	4,036	3,048	4,420	4,295
		A223		4	1,934	2,181	776
		A319	828	952	2,071	202	144
		A320	8	3	532	24	
		B737	24				
		B738	2	12	58	84	24
		B752	1,065	1,423	2,010	2,654	1,950
FedEx	FM	A306	512	502	498	496	368
Frontier	F9	A20N	550	1,363	1,818	2,600	1,496
		A319	2	88			
		A320	392	361	310	230	118
Horizon	QX	E175	2,986	3,293	1,256	1,648	944
SkyWest Coml.	SC	CRJ9	2				
		E175	3,535	3,711	5,446	7,168	5,454
Southwest	WN	B38M		683	4,038	116	26
		B737	14,268	22,212	31,166	31,486	22,518
		B738	3,780	7,738	1,720	41	6
Spirit	NK	A20N	180	1,735	2,220	1,492	609
		A319		250	158	2	
		A320	19	346	1,132	1,303	1,129
Sun Country	SY	B737		238	8		
		B738		24	2		
United	UA	A319	590	819	1,047	772	527
		A320	1,227	1,020	2,054	1,474	1,268
		B38M				210	2,147
		B737	999	2,622	4,116	2,721	2,561
		B738	2,645	2,946	5,685	7,377	2,635
		B752		2			
UPS	5X	A306	18	18	48	38	4
		B752	404	392	362	372	304
WestJet	WS	B38M					64
		B736	34				
		B737	126	112	632	704	474
<b>Total</b>			46,370	74,253	95,260	95,220	69,541

**TABLE 10**  
**AIRCRAFT OPERATIONAL HISTORY**

Aircraft	Year				
	2020	2021	2022	2023	2024
A20N	730	3,098	4,038	4,092	2,105
A21N	2	88	51	974	2,081
A220	1,954	4,036	3,048	4,420	4,295
A223		106	2,126	3,507	2,336
A306	530	520	546	534	372
A319	2,208	3,405	4,450	2,714	1,451
A320	3,867	7,039	9,793	5,352	3,987
A321	571	1,035	1,099	1,255	878
B38M		706	6,287	2,890	4,776
B736	34				
B737	15,431	25,208	36,038	35,695	25,769
B738	12,395	20,191	18,710	21,639	12,771
B752	1,469	1,817	2,372	3,026	2,254
CRJ9	2				
E175	7,177	7,004	6,702	8,816	6,398
E190				186	68
E195				120	
<b>Total</b>	<b>46,370</b>	<b>74,253</b>	<b>95,260</b>	<b>95,220</b>	<b>69,541</b>

**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	.740
Alaska	AS	A319	.432				
		A320	2.363	5.534	5.326	.096	
		B38M					.270
		B737	.022	.033	.159	1.074	.295
		B738	1.046	1.816	3.734	9.707	7.514
Allegiant	G4	A319		1.474	.926	.573	.620
		A320		.668	1.915	2.181	1.634
American	AA	A21N	.003	.121	.068	1.332	2.850
		A319	.648	.296	.682	1.808	.445
		A320	.664	1.082	.655	.904	.377
		A321	.779	1.414	1.507	1.721	1.191
		B38M		.022	2.403	2.518	2.454
		B738	7.107	11.156	11.666	9.655	6.292
Breeze	MX	A223				1.816	2.131
		E 190				.255	.093
		E 195				.164	
Compass	CP	E 175	.896				
Delta	DL	A220	2.667	5.529	4.175	6.052	5.866
		A223		.005	2.649	2.986	1.063
		A319	1.131	1.304	2.836	.279	.197
		A320	.014	.003	.729	.033	
		B737	.033				
		B738	.003	.016	.079	.115	.033
		B752	1.454	1.948	2.753	3.638	2.664
FedEx	FM	A306	.699	.688	.682	.679	.503
Frontier	F9	A20N	.751	1.866	2.490	3.562	2.044
		A319	.003	.121			
		A320	.536	.496	.425	.315	.161
Horizon	QX	E 175	4.079	4.512	1.721	2.258	1.290
SkyWest Coml.	SC	CRJ9	.003				
		E 175	4.833	5.085	7.460	9.816	7.451
Southwest	WN	B38M		.937	5.532	.162	.036
		B737	19.497	30.416	42.693	43.132	30.762
		B738	5.161	10.605	2.353	.055	.008
Spirit	NK	A20N	.246	2.381	3.041	2.038	.831
		A319		.342	.216	.003	
		A320	.025	.471	1.551	1.789	1.544
Sun Country	SY	B737		.326	.011		
		B738		.033	.003		
United	UA	A319	.806	1.123	1.433	1.058	.721
		A320	1.675	1.397	2.814	2.019	1.732
		B38M				.293	2.932
		B737	1.366	3.589	5.644	3.726	3.500
		B738	3.612	4.036	7.786	10.099	3.598
		B752		.003			
UPS	5X	A306	.025	.025	.066	.052	.005
		B752	.552	.537	.496	.510	.415
WestJet	WS	B38M					.087
		B736	.046				
		B737	.172	.153	.866	.964	.648
Total			63.347	101.712	130.485	130.436	94.997



## **QUARTERLY NOISE MEETING**

Date: October 1, 2024

Time: 2:00 PM

Place: Virtual (Zoom)

### ITEMS DISCUSSED

John Wayne Airport’s (“JWA” or “Airport”) Access and Noise Manager, Mr. Nikolas Gaskins, apologized for the rescheduling of the September 24<sup>th</sup> quarterly noise meeting, which was a result of Zoom application technical difficulties. Mr. Gaskins informed attendees that Access and Noise Office (“ANO”) Specialist, Mr. Kyle Gorny, will be presenting an update to the aircraft noise/altitude analysis at the upcoming Newport Beach Aviation Committee meeting in October. Lastly, Mr. Gaskins stated that it is the intent of the Airport to create an airport-managed operations/noise database on the Airport’s website which would be accessible to the public. Newport Beach resident, Dr. Jim Mosher, inquired whether the new airport-managed database will be updated retroactively to where the City of Newport Beach’s dashboard left off. Mr. Gaskins stated that he believed that the Airport could accommodate the request to backfill the database.

A summary of the JWA August 2024 statistics and Airport’s Q2 2024 Quarterly Noise Report (“QNR”) were provided by ANO Specialists, Mr. Anthony Cangey and Ms. Beatrice Siercke. Mr. Gaskins presented updates on the Fly Friendly Program, new generation aircraft fleet mix, and Plan Year 2024/2025 capacity.

Dr. Mosher inquired about the increase in general aviation (“GA”) traffic reported in the August 2024 statistics report. Mr. Gaskins explained that the ANO is aware of an increase in general aviation operations and indicated that it could be related to an increase in traffic pattern activity at JWA resulting from operational restrictions at other local airports.

Dr. Mosher inquired about Table 5 in the QNR and indicated that Noise Monitoring Stations (“NMS”) 2, 4, 6, and 10 were offline for a period of approximately three days. Mr. Gaskins explained that a software issue was discovered that affected those four NMS locations. Dr. Mosher brought forth a second discrepancy in the QNR regarding the total number of Airbus A306 (“A306”) aircraft operations. Dr. Mosher stated that based on his observation of the Detailed Noise Event Reports, the A306 does not appear to be the noisiest departure during Q2 2024. Mr. Gaskins notified Dr. Mosher that the ANO will review the QNR, and if necessary, make appropriate revisions.

Mr. Jason Herman with Air Line Pilots Association, International, asked whether the projection of 11.2 Million Annual Passengers (“MAP”) for Plan Year 2024 is the current projection. Mr. Gaskins explained that while this number is subject to change, 11.2 MAP is the current projection.

Dr. Mosher requested clarification on the ANO's data retention policy. Mr. Gaskins explained that prior to the most recently approved County of Orange ("County") retention policy, the ANO archived data/reports dating back approximately 15-20 years. Mr. Gaskins stated that, however, based on the current retention policies set forth by the County, the Airport is adhering to the approved retention schedule. Dr. Mosher expressed concerns regarding whether the data would still be accessible to update the anticipated airport-managed database. Mr. Gaskins stated that the ANO will discuss these concerns with the Airport Director. Dr. Mosher also inquired what QNRs are available based on the County's retention policy. Mr. Gaskins explained that the current retention policy for QNR is four years plus the current calendar year. Dr. Mosher did explain that some records can be retrieved from the City of Tustin. Dr. Mosher expressed that historical data would be beneficial in calculating aircraft engine performance. Mr. Gaskins assured Dr. Mosher that his concerns will be presented to the Airport Director.

Dr. Mosher inquired about the number of GA noise violations in Q1/Q2 2024. Dr. Mosher stated that it seems statistically unusual for no aircraft to reach a Denial of Use ("DOU") during the first six months of a year. Mr. Gaskins informed Dr. Mosher that is not unusual that the Airport could not have an operator receive a DOU in a six-month period. Mr. Gaskins explained that outreach, particularly Fly Friendly outreach, could effectively be reducing the total number of noise violations. Dr. Mosher asked how many aircraft are completely denied from the Airport and how many are denied only during GA "nighttime" hours. Dr. Mosher questioned why the Airport does not post the individual flight/aircraft information when a DOU has been issued. Dr. Mosher asked if the ANO is tracking violations by the aircraft tail number or by the pilot/operator of the aircraft. Mr. Gaskins explained violations are attributed to the aircraft and owner/operator of the aircraft.

Mr. Ron Rubino, Newport Beach Aviation Committee Member, asked if the ANO could investigate the possibility of making an exception to the County's retention policy of the noise data to ensure that this data is preserved. Mr. Rubino recommended that historical data obtained by the ANO be retained indefinitely. In addition, Mr. Rubino suggested that any alterations to the policies regarding the retention of noise data should be discussed with all parties of the 1985 Settlement Agreement before adoption and implementation. Mr. Gaskins stated that he would meet with the Airport Director to discuss these requests.

Mr. Rubino also sought confirmation that the Airport is not seeing a potential need to issue a reduction in commercial operations capacity for the 2024 or 2025 Plan Year. Mr. Gaskins confirmed that at this time, there are no indications of a need to reduce commercial operations capacity. Mr. Gaskins explained that this is the result of the Airport's conservative approach to allocating capacity for both the 2024 and 2025 Plan Years. Mr. Gaskins stated that a variety of factors play a role in the number of total passengers that travel through the Airport each year. Mr. Rubino expressed his satisfaction with the mitigation measures implemented by the ANO to remain in compliance with the 11.8 MAP.

Mr. Rubino complimented the ANO and the work being done at the Airport. Mr. Rubino also expressed his satisfaction with the transparency of the ANO. Mr. Rubino went on to state that the data provided is accurate and reported on a consistent basis. Mr. Rubino did express concerns regarding NMS downtime and the lack of noise data available during these periods. Mr. Gaskins explained that recent changes in property ownership, ongoing construction, and NMS battery life have all been factors that have played a role in the recent operational capacity of the NMS sites. Mr. Gaskins informed Mr. Rubino that 20 new backup batteries were recently ordered for the NMS sites. Lastly, Mr. Gaskins stated that the Airport has actively been working with new property owners and contractors to ensure that the NMS sites always remain functional.

Newport Beach resident, Mr. Joe August, stated he would like to see more action taken to prevent noise events from being disassociated from operations. Mr. August also suggested adding additional bird spikes to the NMS, or relocating the NMS away from the street. Mr. August inquired as to why dissociated noise data is not publicly available. Mr. Gaskins explained that the ANO is actively working with Supervisor Katrina Foley's Office to produce a report regarding the effect that disassociated noise events have on the overall monthly/quarterly noise averages.

**QUARTERLY NOISE MEETING ROSTER**  
**October 1, 2024**

<b><u>NAME</u></b>	<b><u>ORGANIZATION</u></b>
Jim Mosher	Resident – Newport Beach
Joe August	Resident – Newport Beach
Jason Herman	Air Line Pilots Association, International
Ron Rubino	Newport Beach Aviation Committee
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):  
0.0155 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 – 118 (Arrivals + Departures)
5. Total number of aircraft operations during the calendar quarter:  
92,707
6. Number of Air Carrier operations during the calendar quarter:  
(Not mandatory)  
24,716
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)  
67,954
9. Estimated number of operations by Military aircraft during the calendar quarter:  
(Not mandatory)  
37