

**JOHN WAYNE AIRPORT  
ORANGE COUNTY**



# **NOISE ABATEMENT PROGRAM QUARTERLY REPORT**

**For the period:  
October 1, 2024 through December 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:**

Signed by:

*Charlene Reynolds*

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

## **INTRODUCTION**

This is the 208<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 (January 1, 2024 - December 31, 2024). The Figure 2 information was developed by Harris Miller Miller & 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

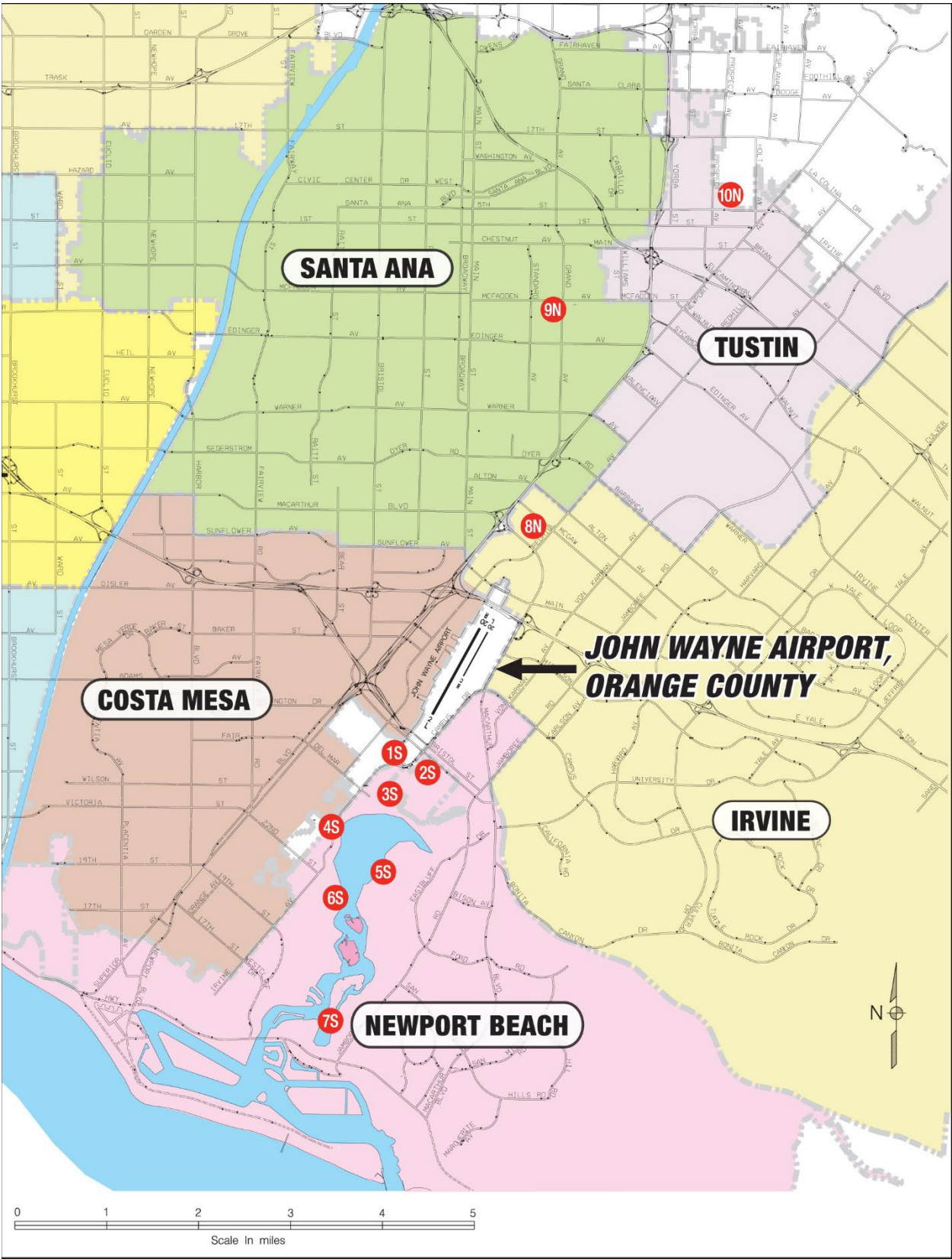
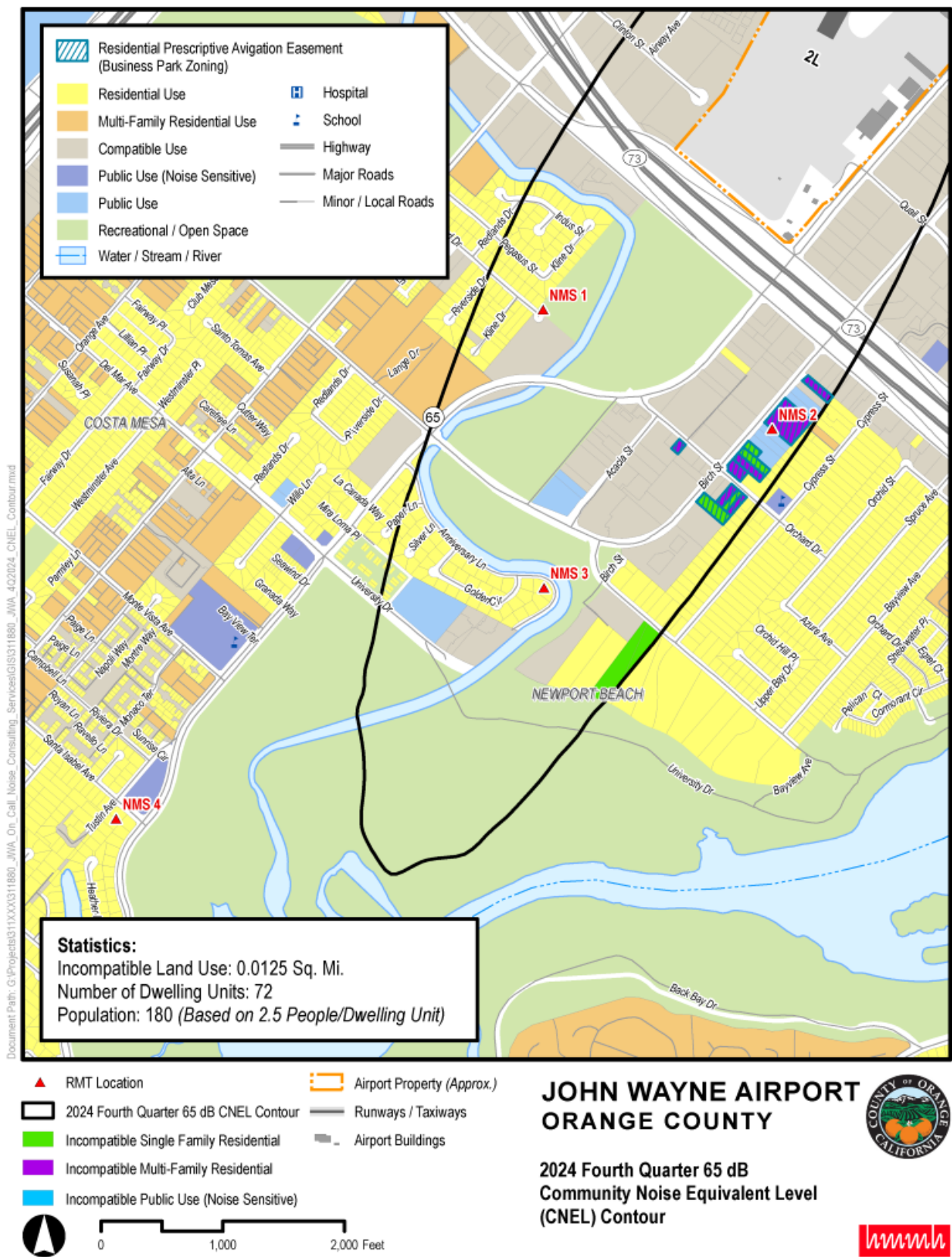


FIGURE 2  
NOISE IMPACT AREA MAP





**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  
October - December 2024

Period	Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
October	8,286	0	4,145	35,115	401
November	8,057	0	3,484	34,652	385
December	8,249	0	3,646	28,939	384
Fourth Quarter	24,592	0	11,275	98,706	390
Twelve Months 01/01/24 - 12/31/24	98,062	0	44,411	334,554	389

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.

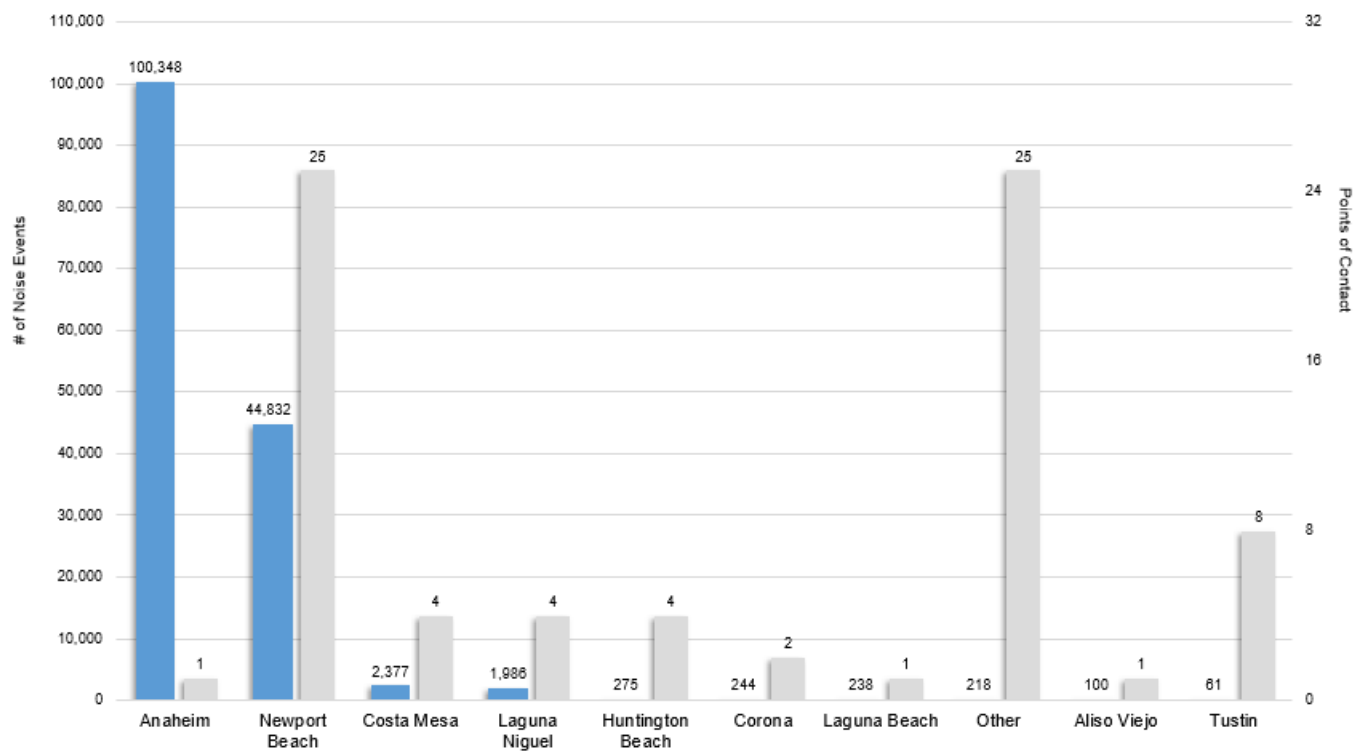
**ACOUSTICAL INSULATION PROGRAM**

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

**COMPLAINT TOTALS (October 1, 2024 - December 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  
150,679 Noise Events | 75 Points of Contact  
October 1, 2024 to December 31, 2024



NOTE: The 150,679 Noise Events was a 25.1% decrease for the 201,119 Noise Events from last quarter, and a 15.0% increase from the 131,004 Noise Events from the same quarter last year.

FIGURE 3.2  
NATURE OF DISTURBANCES

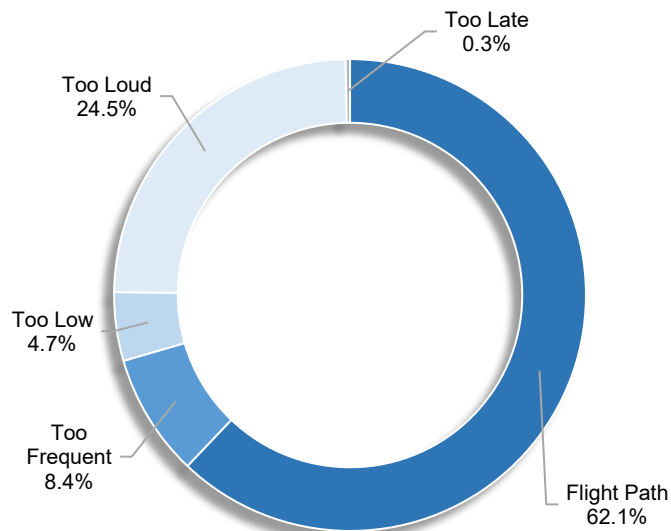


FIGURE 3.3  
ENQUIRY METHOD

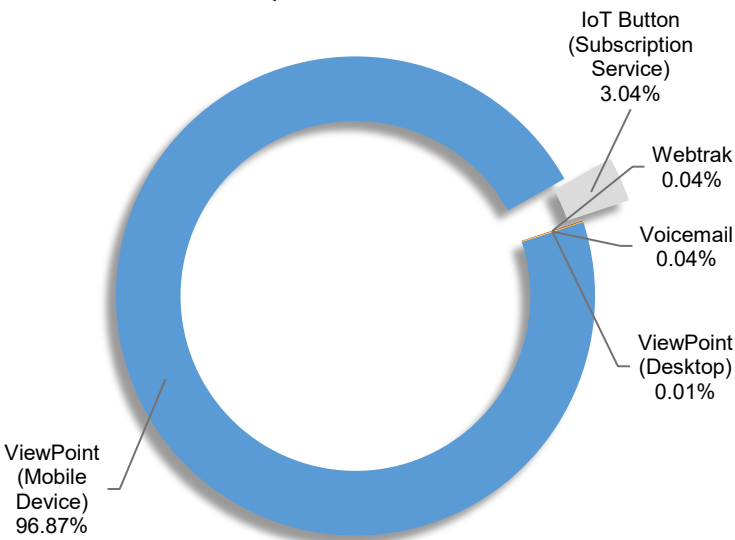


TABLE 2  
LONG TERM MEASURED LEVELS  
Aircraft CNEL from 01/01/24 through 12/31/24  
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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>
<b># Days</b>	<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>
<b># Days</b>	<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>
<b># Days</b>	<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>
Oct 2024	67.6	66.7	66.6	59.5	58.8	59.5	55.8	67.9	40.1	57.5
# Days	31	31	31	31	31	31	31	31	27	31
Nov 2024	67.1	66.2	66.2	59.3	58.7	59.7	55.9	67.7	42.3	57.0
# Days	30	30	30	30	30	29	30	30	25	30
Dec 2024	67.6	66.5	66.6	59.7	58.9	60.3	56.1	67.8	45.2	57.2
# Days	31	31	31	31	31	30	27	31	19	31
<b>Q-4 2024</b>	<b>67.4</b>	<b>66.4</b>	<b>66.5</b>	<b>59.5</b>	<b>58.8</b>	<b>59.9</b>	<b>56.0</b>	<b>67.8</b>	<b>42.7</b>	<b>57.2</b>
<b># Days</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>90</b>	<b>88</b>	<b>92</b>	<b>71</b>	<b>92</b>
<b>Q-1 2024 thru Q-4 2024</b>										
<b>Total</b>	<b>67.8</b>	<b>66.7</b>	<b>66.7</b>	<b>60.0</b>	<b>59.3</b>	<b>60.2</b>	<b>56.5</b>	<b>68.1</b>	<b>43.6</b>	<b>57.7</b>
<b># Days</b>	<b>366</b>	<b>363</b>	<b>366</b>	<b>363</b>	<b>366</b>	<b>359</b>	<b>361</b>	<b>365</b>	<b>306</b>	<b>362</b>
<b>Q-4 2023 thru Q-3 2024 (Previous 4 Quarters)</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>
<b># Days</b>	<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>Change from Previous 4 Quarters</b>										
	<b>-0.1</b>	<b>-0.1</b>	<b>-0.2</b>	<b>-0.1</b>	<b>-0.1</b>	<b>-0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>-0.1</b>	<b>0.1</b>

TABLE 3  
DAILY CNEL VALUES AT EACH MONITOR STATION  
October 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.2	65.5	65.4	57.5	57.0	57.6	53.3	66.4	32.6	56.0
2	66.8	65.9	66.1	58.4	57.5	57.8	54.3	67.4	32.0	57.6
3	67.8	66.5	66.7	60.0	58.4	59.3	54.7	68.8	41.3	58.4
4	67.5	66.7	66.5	59.5	58.4	59.6	55.3	68.7	36.2	58.1
5	65.9	65.1	65.0	58.4	57.1	58.6	54.1	66.2	33.2	56.0
6	67.4	66.5	66.6	58.6	58.3	59.2	55.3	68.9	36.0	58.9
7	67.6	66.5	66.6	59.0	58.2	59.2	55.0	67.6	37.5	58.2
8	66.8	66.2	65.9	58.8	57.6	58.6	54.6	67.4	33.0	57.2
9	67.1	66.0	65.8	58.4	57.5	58.5	54.2	67.5	35.2	56.5
10	68.5	67.7	67.3	59.7	59.0	60.0	56.1	68.5	46.1	57.8
11	68.3	67.4	67.2	59.8	59.4	60.2	56.4	68.5	43.5	58.0
12	66.2	65.1	65.3	58.4	57.7	58.6	54.2	66.8	44.5	56.0
13	68.7	67.6	67.6	60.8	59.8	60.8	56.9	69.1	32.3	58.5
14	68.5	67.4	67.4	61.3	60.2	61.4	58.0	68.6	35.9	58.3
15	67.6	66.5	66.7	60.0	59.1	59.9	55.1	67.3	38.0	57.5
16	67.5	66.6	66.6	59.8	59.2	59.8	55.7	67.8	46.6	57.3
17	68.7	67.7	67.4	61.1	60.1	61.1	57.8	68.9	35.5	59.1
18	68.3	67.6	67.3	60.6	59.8	60.7	56.9	68.6	27.6	58.0
19	66.7	65.4	65.9	58.9	57.9	58.7	55.6	65.8	42.0	55.0
20	68.0	67.5	66.6	59.0	59.0	59.4	56.3	67.7	41.1	56.3
21	68.2	67.2	67.0	59.4	59.4	59.9	56.4	67.7	33.6	57.2
22	66.9	65.8	66.0	58.4	58.2	58.6	54.8	66.9	32.0	56.2
23	67.2	66.6	66.2	58.9	58.2	58.8	54.9	67.4	*#N/A	56.4
24	68.5	67.4	67.7	60.3	59.4	60.4	56.2	69.3	*#N/A	58.8
25	68.0	67.3	67.1	59.8	59.4	59.9	55.7	68.3	29.4	58.0
26	65.7	64.9	64.9	57.6	56.9	57.4	53.7	65.8	35.9	55.6
27	69.3	68.3	67.9	61.0	60.2	60.9	56.8	69.0	*#N/A	58.5
28	67.9	66.9	66.5	60.4	59.8	60.3	58.3	68.7	39.4	58.4
29	66.7	66.2	66.0	59.4	59.1	59.3	56.5	66.9	*#N/A	56.8
30	67.0	66.2	66.2	59.1	58.9	59.2	56.1	67.4	45.9	57.3
31	66.4	65.3	65.5	58.8	58.5	58.6	55.5	66.2	35.2	55.7
Days	31	31	31	31	31	31	31	31	27	31
En. Avg	67.6	66.7	66.6	59.5	58.8	59.5	55.8	67.9	40.1	57.5

#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  
November 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.1	66.6	66.1	59.6	59.0	59.9	56.6	68.2	44.8	57.6
2	66.4	65.0	65.1	59.3	58.0	58.8	55.8	66.3	37.7	56.5
3	68.2	67.4	67.0	60.3	59.9	60.9	57.4	67.9	41.9	57.4
4	65.2	64.4	64.8	57.5	56.6	59.1	53.6	66.7	33.5	55.2
5	66.4	65.0	65.1	58.8	57.9	58.5	55.1	66.6	44.3	56.4
6	55.6	52.6	65.4	35.9	46.6	61.4	46.7	60.9	33.3	47.3
7	64.8	63.9	65.1	56.4	55.4	59.7	52.9	67.0	27.8	52.0
8	67.2	66.5	65.9	58.2	57.9	58.3	54.6	67.6	48.7	55.4
9	65.6	64.5	64.5	57.0	56.4	56.6	53.6	65.3	39.6	53.8
10	67.9	67.1	66.6	59.9	58.8	58.8	55.3	68.2	39.3	57.4
11	68.8	67.6	67.5	60.5	60.3	60.8	57.2	68.8	34.7	59.0
12	67.5	66.6	66.3	59.7	59.0	59.7	56.5	66.7	31.6	56.0
13	66.2	65.4	65.2	57.8	57.6	57.4	54.3	66.4	43.7	55.0
14	67.6	66.8	66.3	60.2	59.6	59.9	57.1	69.2	44.6	59.1
15	67.9	67.5	66.8	60.2	60.8	60.9	57.0	69.0	39.3	59.2
16	66.1	64.7	65.0	58.7	57.9	58.5	55.3	66.1	37.2	55.6
17	67.9	67.3	66.7	59.7	59.4	59.8	56.6	68.7	*#N/A	58.0
18	68.1	66.7	67.0	61.3	59.8	61.3	57.6	68.2	48.2	58.5
19	66.5	65.7	66.0	59.3	58.6	59.1	55.8	66.6	35.0	56.3
20	66.7	65.7	65.5	58.6	57.8	58.7	54.8	66.9	40.6	55.5
21	67.8	67.0	66.9	58.9	58.6	58.9	53.7	68.6	*#N/A	56.1
22	69.0	67.6	68.0	60.6	60.1	60.4	55.8	69.2	39.2	58.8
23	68.2	67.0	67.2	61.0	60.2	61.1	57.8	69.0	*#N/A	58.2
24	67.9	67.3	66.8	60.4	59.9	60.7	57.8	69.1	*#N/A	59.2
25	68.0	67.0	66.8	60.3	59.7	60.6	57.1	67.7	36.5	58.2
26	68.7	68.0	67.7	61.1	60.6	61.5	58.2	69.1	28.4	59.0
27	68.1	66.9	67.1	60.1	59.9	60.9	57.7	69.3	37.7	59.3
28	63.0	62.5	62.6	56.0	54.9	56.2	52.7	62.1	48.1	51.4
29	66.2	65.5	65.1	58.3	57.4	58.3	55.1	66.7	*#N/A	54.9
30	67.0	66.0	65.9	59.1	57.7	#N/A	55.2	68.1	42.3	56.3
Days	30	30	30	30	30	29	30	30	25	30
En. Avg	67.1	66.2	66.2	59.3	58.7	59.7	55.9	67.7	42.3	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  
December 2024

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.4	67.6	67.2	60.2	59.3	#N/A	56.8	68.6	33.5	57.7
2	69.0	67.5	67.6	60.6	60.0	62.4	57.3	68.5	41.6	57.6
3	67.0	65.9	66.0	59.8	58.7	59.6	56.1	67.4	42.3	56.6
4	67.1	66.0	65.9	59.1	58.5	59.3	55.3	67.6	41.8	57.4
5	67.4	66.3	66.3	58.9	58.7	59.7	55.9	67.9	*#N/A	57.3
6	67.8	66.4	66.8	58.9	58.0	59.5	55.7	67.8	32.4	55.3
7	66.0	64.8	64.6	57.2	56.3	57.2	53.7	65.6	43.1	52.9
8	67.6	66.5	66.4	60.5	58.7	59.8	55.9	69.0	27.0	57.4
9	66.6	64.9	68.8	58.7	58.6	64.1	54.7	64.9	45.7	53.8
10	63.3	62.3	62.4	53.1	52.5	55.5	49.4	64.6	*#N/A	42.2
11	65.2	64.2	63.9	54.9	54.2	54.7	48.8	66.6	*#N/A	53.6
12	68.2	67.1	67.1	60.9	60.1	60.7	57.3	68.6	45.5	59.0
13	68.8	67.8	67.4	61.5	60.6	61.7	58.3	68.7	42.9	59.1
14	66.3	65.3	65.1	58.4	58.5	59.0	55.7	66.3	*#N/A	56.3
15	68.3	67.5	67.2	60.5	60.2	61.0	57.5	68.3	*#N/A	58.2
16	67.5	66.0	66.4	59.3	58.9	58.4	55.3	67.6	32.4	56.8
17	65.8	64.2	67.8	58.5	57.3	62.7	54.1	64.5	44.9	53.3
18	66.4	65.4	65.4	58.0	56.7	58.2	54.1	66.4	*#N/A	54.7
19	68.2	66.8	66.8	59.9	58.7	59.6	56.0	66.7	*#N/A	55.8
20	69.1	68.2	67.8	61.3	60.0	60.9	56.8	69.3	49.6	58.9
21	67.8	67.0	67.0	59.6	59.5	59.8	55.9	68.4	41.1	58.0
22	68.4	67.4	67.3	61.0	60.0	61.0	57.6	68.9	38.1	58.5
23	68.8	67.9	67.7	61.3	60.5	61.6	58.0	68.8	28.9	59.1
24	65.8	64.8	64.4	57.7	57.3	57.9	54.6	66.4	*#N/A	56.1
25	66.1	64.8	65.1	59.0	58.4	59.7	55.9	66.4	*#N/A	56.6
26	68.8	67.7	67.5	61.3	60.1	61.3	57.6	68.9	48.9	59.0
27	68.7	67.4	67.8	61.5	60.6	61.9	58.6	69.1	39.6	58.9
28	68.1	67.1	67.1	60.1	59.6	60.4	*#N/A	68.3	53.6	58.0
29	68.2	66.9	67.0	59.5	59.4	60.4	*#N/A	69.3	*#N/A	58.7
30	68.2	66.9	66.9	60.8	60.1	61.1	*#N/A	69.4	*#N/A	59.1
31	66.5	65.4	65.5	57.6	57.2	58.3	*#N/A	66.9	*#N/A	56.2
Days	31	31	31	31	31	30	27	31	19	31
En. Avg	67.6	66.5	66.6	59.7	58.9	60.3	56.1	67.8	45.2	57.2

#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**  
**October - December 2024**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	B38M	92	Average Count	92.3 (89)	91.3 (85)	92.6 (90)	84.9 (88)	84.1 (89)	84.4 (86)	80.1 (74)	85.6 (2)	#N/A (0)	#N/A (0)
Alaska	B38M	56	Average Count	92.2 (56)	91.3 (53)	91.1 (56)	84.0 (56)	84.0 (56)	85.5 (54)	82.4 (49)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	42	Average Count	95.9 (41)	95.3 (41)	95.0 (41)	89.0 (40)	89.0 (41)	89.7 (38)	85.7 (40)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	1021	Average Count	98.0 (970)	96.6 (922)	95.6 (976)	89.0 (958)	88.8 (975)	89.8 (909)	86.6 (927)	91.9 (31)	85.8 (7)	80.5 (7)
Allegiant	A319	66	Average Count	94.2 (66)	93.1 (65)	93.2 (66)	87.4 (64)	86.2 (66)	87.3 (64)	82.9 (60)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	180	Average Count	95.2 (172)	94.3 (166)	92.9 (175)	87.3 (172)	86.0 (174)	87.3 (157)	83.2 (164)	89.5 (4)	82.5 (1)	#N/A (0)
American	A21N	99	Average Count	92.3 (87)	91.0 (82)	91.6 (87)	83.8 (87)	82.6 (84)	84.5 (81)	80.2 (74)	89.5 (9)	82.3 (3)	78.4 (1)
	A319	47	Average Count	94.8 (46)	94.2 (46)	92.8 (46)	86.4 (47)	85.6 (47)	86.3 (44)	82.1 (41)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	28	Average Count	95.5 (27)	94.5 (26)	93.5 (27)	86.1 (26)	84.7 (27)	85.6 (25)	81.5 (27)	86.1 (1)	#N/A (0)	#N/A (0)
	A321	97	Average Count	99.0 (94)	98.5 (86)	96.6 (94)	88.6 (93)	87.9 (93)	89.0 (88)	85.8 (87)	88.7 (2)	#N/A (0)	#N/A (0)
	B38M	435	Average Count	93.0 (414)	92.1 (395)	93.1 (414)	85.5 (408)	84.4 (412)	85.0 (375)	80.6 (340)	89.1 (16)	84.2 (1)	84.2 (1)
	B738	645	Average Count	98.8 (603)	97.7 (564)	98.4 (616)	91.2 (610)	89.9 (616)	89.8 (578)	86.7 (576)	95.6 (12)	84.4 (4)	84.3 (5)
Breeze	A223	250	Average Count	87.5 (243)	88.0 (234)	86.3 (241)	81.1 (226)	80.4 (210)	81.0 (194)	79.6 (31)	83.1 (5)	#N/A (0)	#N/A (0)
Delta	A220	290	Average Count	88.3 (274)	88.5 (265)	87.8 (277)	80.5 (253)	79.4 (186)	80.3 (199)	78.0 (16)	80.6 (6)	#N/A (0)	#N/A (0)
	A223	308	Average Count	89.5 (298)	89.6 (273)	88.8 (297)	81.2 (277)	80.1 (252)	80.7 (222)	78.5 (41)	86.0 (7)	78.5 (1)	81.7 (1)
	A319	2	Average Count	95.4 (2)	94.4 (2)	94.4 (2)	87.5 (2)	85.2 (2)	85.5 (2)	80.5 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	16	Average Count	97.5 (16)	96.7 (15)	97.0 (16)	89.5 (16)	88.1 (16)	88.2 (16)	84.8 (16)	#N/A (0)	#N/A (0)	#N/A (0)
	B752	312	Average Count	95.8 (294)	95.5 (280)	95.3 (298)	88.0 (299)	87.4 (300)	87.1 (280)	83.7 (277)	90.5 (7)	80.8 (1)	84.2 (1)
FedEx	A306	62	Average Count	97.0 (60)	96.4 (60)	94.2 (57)	88.5 (58)	87.9 (60)	89.0 (59)	85.4 (58)	91.1 (2)	#N/A (0)	82.4 (1)
Frontier	A20N	266	Average Count	87.4 (255)	87.6 (251)	87.0 (256)	80.9 (236)	79.1 (133)	81.2 (200)	79.0 (37)	80.6 (4)	#N/A (0)	#N/A (0)
	A320	20	Average Count	93.9 (20)	93.8 (20)	91.7 (20)	85.9 (20)	84.5 (20)	85.6 (19)	83.0 (19)	#N/A (0)	#N/A (0)	#N/A (0)
Horizon	E175	118	Average Count	94.6 (113)	93.2 (112)	91.6 (115)	84.9 (115)	84.5 (115)	87.1 (112)	83.9 (105)	89.8 (2)	#N/A (0)	#N/A (0)
Southwest	B737	1725	Average Count	92.7 (1645)	92.1 (1586)	90.3 (1650)	84.7 (1638)	84.7 (1657)	85.5 (1553)	82.7 (1522)	89.9 (46)	79.3 (2)	81.5 (11)
	B738	9	Average Count	91.7 (9)	91.4 (8)	89.4 (9)	84.0 (9)	84.3 (9)	85.1 (9)	83.0 (9)	#N/A (0)	#N/A (0)	#N/A (0)

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

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Spirit	A20N	72	Average Count	88.4 (65)	87.6 (67)	87.8 (69)	82.5 (69)	80.5 (63)	82.6 (62)	78.9 (44)	84.5 (2)	#N/A (0)	#N/A (0)
	A320	208	Average Count	93.0 (199)	92.5 (188)	90.7 (200)	85.1 (191)	83.8 (191)	85.0 (189)	81.3 (170)	87.1 (6)	77.2 (1)	#N/A (0)
United	A319	34	Average Count	94.8 (34)	93.5 (34)	93.8 (34)	87.4 (33)	86.0 (33)	86.6 (32)	82.5 (29)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	194	Average Count	95.5 (190)	94.8 (177)	94.7 (190)	86.8 (183)	85.8 (187)	85.9 (175)	82.4 (173)	86.4 (4)	#N/A (0)	#N/A (0)
	B38M	457	Average Count	92.7 (433)	91.7 (424)	93.0 (443)	84.5 (442)	84.3 (444)	85.1 (422)	80.8 (392)	87.8 (12)	#N/A (0)	80.5 (1)
	B737	354	Average Count	97.2 (336)	95.6 (317)	97.1 (337)	90.2 (338)	90.1 (338)	90.5 (319)	86.9 (316)	93.0 (12)	87.8 (2)	82.1 (2)
	B738	425	Average Count	98.5 (387)	96.9 (361)	97.8 (394)	98.9 (385)	89.3 (384)	89.8 (357)	86.8 (358)	93.2 (23)	86.4 (8)	81.4 (6)
UPS	A306	7	Average Count	98.7 (6)	97.9 (6)	97.9 (6)	90.2 (6)	88.8 (6)	89.7 (6)	85.8 (6)	92.3 (1)	#N/A (0)	80.1 (1)
	B752	47	Average Count	95.1 (45)	94.9 (44)	94.0 (45)	86.9 (45)	86.4 (45)	87.3 (45)	82.8 (43)	89.3 (2)	#N/A (0)	#N/A (0)
WestJet	B38M	32	Average Count	92.1 (31)	91.3 (30)	92.3 (31)	85.1 (31)	84.4 (30)	85.7 (29)	81.5 (27)	83.8 (1)	#N/A (0)	#N/A (0)
	B737	55	Average Count	96.2 (54)	95.1 (51)	95.8 (54)	89.9 (54)	89.4 (52)	90.4 (51)	85.3 (48)	89.3 (1)	#N/A (0)	#N/A (0)

**TABLE 7**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**Commercial Class E**  
**October - December 2024**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American	A21N	185	Average Count	90.2 (178)	90.0 (165)	88.5 (180)	82.3 (178)	81.0 (162)	82.1 (171)	79.3 (47)	81.3 (3)	#N/A (0)	#N/A (0)
Delta	A220	268	Average Count	88.3 (245)	88.2 (244)	87.7 (250)	80.6 (230)	79.2 (148)	80.3 (153)	79.6 (10)	80.2 (8)	#N/A (0)	#N/A (0)
	A223	32	Average Count	89.6 (32)	89.7 (32)	88.9 (32)	80.9 (30)	79.8 (25)	80.7 (24)	78.7 (4)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	897	Average Count	91.2 (853)	90.8 (801)	89.5 (859)	84.6 (855)	83.9 (867)	85.7 (808)	82.4 (809)	88.3 (18)	79.7 (2)	80.8 (2)
Southwest	B737	2080	Average Count	91.3 (1997)	91.1 (1912)	89.3 (2006)	84.2 (1997)	84.0 (2017)	84.7 (1917)	82.1 (1818)	89.2 (49)	76.5 (1)	80.5 (2)
Spirit	A20N	60	Average Count	88.5 (59)	88.0 (57)	88.0 (59)	82.7 (59)	80.9 (56)	82.6 (53)	79.3 (32)	82.9 (1)	#N/A (0)	#N/A (0)

**TABLE 8**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**Commuter**  
**October - December 2024**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	377	Average Count	86.0 (358)	86.2 (346)	86.5 (359)	79.6 (277)	78.3 (76)	79.9 (210)	78.1 (9)	81.8 (9)	#N/A (0)	#N/A (0)
	E145	197	Average Count	87.0 (194)	87.4 (190)	87.4 (193)	79.5 (133)	78.4 (31)	79.7 (109)	80.4 (2)	82.5 (2)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	88	Average Count	87.9 (85)	87.5 (83)	87.0 (85)	80.6 (55)	80.9 (60)	81.9 (78)	80.2 (65)	88.0 (3)	#N/A (0)	#N/A (0)
	E175	6	Average Count	90.1 (6)	89.6 (5)	88.5 (6)	84.0 (6)	83.3 (6)	84.3 (6)	81.0 (6)	#N/A (0)	#N/A (0)	#N/A (0)

**TABLE 8-GA**  
**MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS**  
**General Aviation**  
**October - December 2024**

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5369	Average Count	87.7 (4995)	87.4 (4767)	88.6 (4885)	82.1 (2851)	81.6 (2098)	83.0 (2783)	81.0 (952)	84.0 (107)	78.5 (3)	83.6 (4)



**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	728
Alaska	AS	A319	314				
		A320	1,733	4,038	3,888	70	
		B38M					310
		B737	14	24	116	784	300
		B738	767	1,327	2,728	7,088	7,545
Allegiant	G4	A319		1,076	676	418	596
		A320		488	1,399	1,591	1,561
American	AA	A21N	2	88	51	974	2,648
		A319	474	220	498	1,320	420
		A320	488	783	478	660	332
		A321	571	1,035	1,099	1,255	1,072
		B38M		17	1,755	1,834	2,666
		B738	5,201	8,144	8,517	7,049	5,899
Breeze	MX	A223				1,326	2,060
		E190				186	68
		E195				120	
Compass	CP	E175	656				
Delta	DL	A220	1,954	4,036	3,048	4,420	5,413
		A223		4	1,934	2,181	1,456
		A319	828	952	2,071	202	148
		A320	8	3	532	24	
		B737	24				
		B738	2	12	58	84	56
		B752	1,065	1,423	2,010	2,654	2,578
FedEx	FM	A306	512	502	498	496	492
Frontier	F9	A20N	550	1,363	1,818	2,600	2,028
		A319	2	88			
		A320	392	361	310	230	158
Horizon	QX	E175	2,986	3,293	1,256	1,648	1,180
SkyWest Coml.	SC	CRJ9	2				
		E175	3,535	3,711	5,446	7,168	7,250
Southwest	WN	B38M		683	4,038	116	26
		B737	14,268	22,212	31,166	31,486	30,134
		B738	3,780	7,738	1,720	41	24
Spirit	NK	A20N	180	1,735	2,220	1,492	872
		A319		250	158	2	
		A320	19	346	1,132	1,303	1,546
Sun Country	SY	B737		238	8		
		B738		24	2		
United	UA	A319	590	819	1,047	772	595
		A320	1,227	1,020	2,054	1,474	1,656
		B38M				210	3,062
		B737	999	2,622	4,116	2,721	3,270
		B738	2,645	2,946	5,685	7,377	3,483
		B752		2			
UPS	5X	A306	18	18	48	38	18
		B752	404	392	362	372	398
WestJet	WS	B38M					128
		B736	34				
		B737	126	112	632	704	584
Total			46,370	74,253	95,260	95,220	92,760

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

Aircraft	Year				
	2020	2021	2022	2023	2024
A20N	730	3,098	4,038	4,092	2,900
A21N	2	88	51	974	2,648
A220	1,954	4,036	3,048	4,420	5,413
A223		106	2,126	3,507	3,516
A306	530	520	546	534	510
A319	2,208	3,405	4,450	2,714	1,759
A320	3,867	7,039	9,793	5,352	5,253
A321	571	1,035	1,099	1,255	1,072
B38M		706	6,287	2,890	6,920
B736	34				
B737	15,431	25,208	36,038	35,695	34,288
B738	12,395	20,191	18,710	21,639	17,007
B752	1,469	1,817	2,372	3,026	2,976
CRJ9	2				
E175	7,177	7,004	6,702	8,816	8,430
E190				186	68
E195				120	
Total	46,370	74,253	95,260	95,220	92,760

**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	.992
Alaska	AS	A319	.432				
		A320	2.363	5.534	5.326	.096	
		B38M					.423
		B737	.022	.033	.159	1.074	.410
		B738	1.046	1.816	3.734	9.707	10.309
Allegiant	G4	A319		1.474	.926	.573	.814
		A320		.668	1.915	2.181	2.131
American	AA	A21N	.003	.121	.068	1.332	3.626
		A319	.648	.296	.682	1.808	.574
		A320	.664	1.082	.655	.904	.454
		A321	.779	1.414	1.507	1.721	1.456
		B38M		.022	2.403	2.518	3.642
		B738	7.107	11.156	11.666	9.655	8.055
Breeze	MX	A223				1.816	2.814
		E190				.255	.093
		E195				.164	
Compass	CP	E175	.896				
Delta	DL	A220	2.667	5.529	4.175	6.052	7.393
		A223		.005	2.649	2.986	1.992
		A319	1.131	1.304	2.836	.279	.202
		A320	.014	.003	.729	.033	
		B737	.033				
		B738	.003	.016	.079	.115	.077
		B752	1.454	1.948	2.753	3.638	3.522
FedEx	FM	A306	.699	.688	.682	.679	.672
Frontier	F9	A20N	.751	1.866	2.490	3.562	2.770
		A319	.003	.121			
		A320	.536	.496	.425	.315	.216
Horizon	QX	E175	4.079	4.512	1.721	2.258	1.612
SkyWest Coml.	SC	CRJ9	.003				
		E175	4.833	5.085	7.460	9.816	9.904
Southwest	WN	B38M		.937	5.532	.162	.036
		B737	19.497	30.416	42.693	43.132	41.167
		B738	5.161	10.605	2.353	.055	.033
Spirit	NK	A20N	.246	2.381	3.041	2.038	1.191
		A319		.342	.216	.003	
		A320	.025	.471	1.551	1.789	2.112
Sun Country	SY	B737		.326	.011		
		B738		.033	.003		
United	UA	A319	.806	1.123	1.433	1.058	.814
		A320	1.675	1.397	2.814	2.019	2.262
		B38M				.293	4.180
		B737	1.366	3.589	5.644	3.726	4.467
		B738	3.612	4.036	7.786	10.099	4.760
		B752		.003			
UPS	5X	A306	.025	.025	.066	.052	.025
		B752	.552	.537	.496	.510	.544
WestJet	WS	B38M					.175
		B736	.046				
		B737	.172	.153	.866	.964	.798
Total			63.347	101.712	130.485	130.436	126.716

## **QUARTERLY NOISE MEETING**

Date: December 17, 2024

Time: 2:00 PM

Place: Virtual (Zoom)

### ITEMS DISCUSSED

John Wayne Airport's ("JWA" or "Airport") Access and Noise Manager, Mr. Nikolas Gaskins informed the attendees that the current meeting was being held one week early due to the upcoming holiday. This resulted in the Quarterly Noise Report ("QNR") being posted the evening before the meeting. Access and Noise Specialists, Mr. Anthony Cangey and Ms. Beatrice Siercke provided an overview of the October 2024 airport statistics and the Q3 2024 QNR.

Newport Beach resident, Dr. Jim Mosher, observed that while total passengers have declined, aircraft operations have increased. Mr. Gaskins explained that while aircraft load factors have declined, the number of aircraft operations has remained steady in comparison. Mr. Gaskins described the process by which airlines were offered the ability to return 2024 Plan Year operational capacity to minimize any potential issues with the 11.8 million annual passenger (MAP) limitation. Mr. Gaskins mentioned that the current projection of 11.2 MAP may be a result of these returns of operational capacity.

Dr. Mosher notified the Access and Noise Office ("ANO") that the Frequently Asked Questions ("FAQ") on the Airport's Access and Noise webpage does not reflect recent updates to the long-term Community Noise Equivalent Level ("CNEL") trends. Mr. Gaskins thanked Dr. Mosher for his observation and explained that the Airport will update those values as soon as possible.

Dr. Mosher explained that it appears the Noise Impact Area displayed in Figure 2 in the QNR is larger than the area outlined in the Q2 2024 QNR despite Table 2 indicating decreasing long-term measured CNEL levels when compared to the levels from the prior quarter. Mr. Gaskins explained that the Airport will address these concerns with the Airport's on-call acoustical engineering consultant, Harris Miller Miller & Hanson Inc., who prepared the CNEL contour.

Mr. Gaskins informed the attendees that the Airport will present the second part of the Newport Beach altitude/noise analysis at the scheduled January Newport Beach Aviation Committee meeting.

Newport Beach Aviation Committee member, Mr. Jack Stranberg, inquired why Airport passenger traffic is down at JWA. Mr. Gaskins expressed that this is the result of a few variables. Mr. Gaskins mentioned that due to the voluntary capacity returns offered to carriers for the 2024 Plan Year at JWA, as well as possible lower fares at nearby airports, which may have resulted in some travelers possibly utilizing those airports, load factor and passenger traffic had decreased.

Mission Viejo resident, Ms. Barbara McMullen, highlighted her concerns over perceived increases in aircraft activity near her residence. Ms. McMullen mentioned that this activity included training aircraft performing maneuvers which appeared to be unsafe. Mr. Gaskins informed Ms. McMullen of the close proximity of a designated training area near the city of Mission Viejo. Mr. Gaskins informed Ms. McMullen that additional information would be provided to her after the meeting in a follow-up email.

Mr. Stranberg also commented that the concerns by Ms. McMullen regarding such maneuvers, may allude to a safety issue that could be investigated by the Federal Aviation Administration (“FAA”). Mr. Gaskins responded by ensuring Ms. McMullen that the appropriate FAA contact information will be provided so that she can address these concerns with the appropriate division within the agency.

Dr. Mosher also commented on Ms. McMullen’s concerns by indicating that the most recent QNR reflects an increase in general aviation (“GA”) operations, while GA jet operations have decreased, implying a potential increase in GA propeller aircraft operations.

Mr. Gaskins explained that one possible factor contributing to the increase in GA propeller aircraft operations includes policies implemented at other airports, such as Torrance, that have resulted in more aircraft operators choosing to utilize JWA. Mr. Gaskins also explained that Runway 20L, which facilitates most propeller aircraft operations at JWA, was formerly open intermittently due to staffing constraints in the FAA’s Air Traffic Control Tower (“ATCT”). Mr. Gaskins added that the staffing constraints in the ATCT were resolved and Runway 20L has been open daily for the last several months.

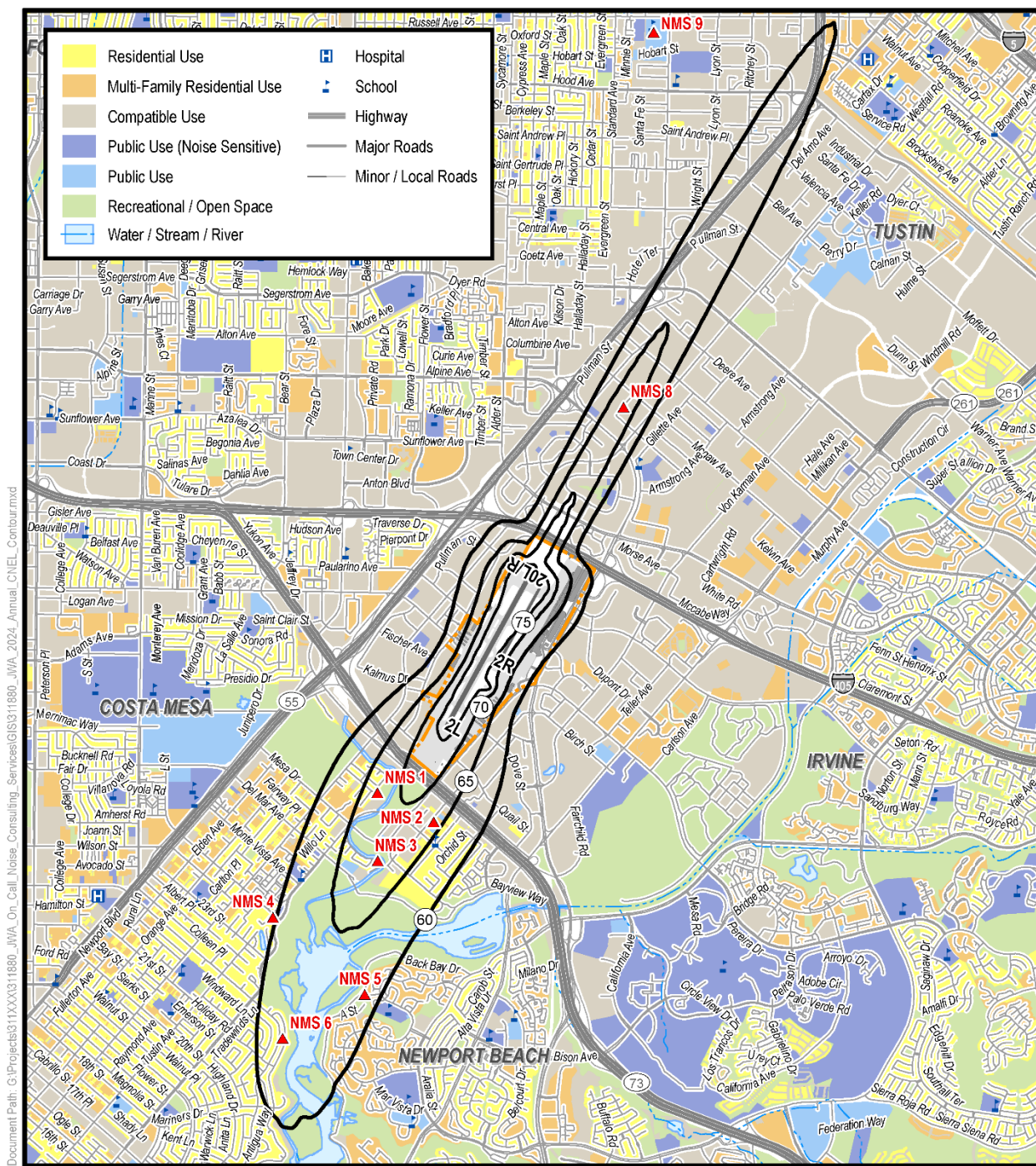
Dr. Mosher asked if there were any updates to the outstanding questions from the prior quarterly meeting surrounding the County of Orange record retention policy and its application to the aircraft noise data retained by the Airport. Mr. Gaskins explained that this item has been discussed internally and will be followed up with the Airport Director.

Dr. Mosher also expressed his interest in the altitude/noise analysis presentation that will occur at the Newport Beach Aviation Committee meeting in January and expressed the importance of aircraft weight when analyzing altitude. Mr. Gaskins informed Dr. Mosher that the upcoming presentation will include aircraft weight data within its research parameters.



QUARTERLY NOISE MEETING ROSTER  
December 17, 2024

<u>NAME</u>	<u>ORGANIZATION</u>
Jim Mosher	Resident – Newport Beach
Barbara McMullen	Resident – Mission Viejo
Jack Stranberg	Newport Beach Aviation Committee
Nikolas Gaskins	John Wayne Airport
Anthony Cangey	John Wayne Airport
Beatrice Siercke	John Wayne Airport
Kyle Gorny	John Wayne Airport



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- ▲ RMT Location
- ▭ 2024 Annual CNEL Contours (60-75 dB)
- ▭ Airport Property (Approx.)
- ▬ Runways / Taxiways
- Airport Buildings



0 3,000 6,000 Feet

## JOHN WAYNE AIRPORT ORANGE COUNTY



2024 Annual  
Community Noise Equivalent Level  
(CNEL) Contours



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):  
0.0125 Sq. Mi.
2. Estimated Number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:  
72
3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:  
180 (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 – 4,237 (Arrivals + Departures)
5. Total number of aircraft operations during the calendar quarter:  
98,706
6. Number of Air Carrier operations during the calendar quarter:  
(Not mandatory)  
24,592
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)  
74,037
9. Estimated number of operations by Military aircraft during the calendar quarter:  
(Not mandatory)  
77