Access and Noise Overview

Presented to:
City of Newport Beach
Public Forum

Presented by:
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John Wayne Airport

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Control Over Airspace

• FAA and the pilot-in-command have sole and exclusive control of aircraft altitudes and flight paths.

• Federal law prohibits control by any other entity.
John Wayne Airport is one of the most highly regulated airports in the nation and, perhaps, the world.
Settlement Agreement: Background

- Signators
  - County of Orange
  - City of Newport Beach
  - Airport Working Group (AWG)
  - Stop Polluting Our Newport (SPON)

  - Limited average daily departures (ADDs)
  - Limited service to 8.4 million annual passengers (MAP)
  - Limited terminal size, loading bridges, parking spaces, etc.

  - Increased the number of allowable ADDs
  - Increased MAP to 10.8
  - Increased permitted loading bridges (from 14 to 20)
  - Removed limitations on terminal size and parking spaces

NOTE: The federal Airport Noise and Capacity Act (ANCA) was adopted in 1990
Settlement Agreement: 2014 Amendment

• Term
  ✓ Phase 1: January 1, 2016 through December 31, 2020
  ✓ Phase 2: January 1, 2021 through December 31, 2025
  ✓ Phase 3: January 1, 2026 through December 31, 2030

• Curfew
  ✓ Commitment to existing curfew through December 31, 2035

• Average Daily Departures (ADDs)
  ✓ Maximum of **85** Class A ADDs for passenger service through December 31, 2020
  ✓ Maximum of **95** Class A ADDs for passenger service from January 1, 2021 through December 31, 2030

• Million Annual Passengers (MAP)
  ✓ Phase 1: **10.8** MAP through December 31, 2020
  ✓ Phase 2: **11.8** MAP from January 1, 2021 through December 31, 2025
  ✓ Phase 3:
    - **12.2** MAP from January 1, 2026 through December 31, 2030 **IF** 11.21 MAP is not served between January 1, 2021 and December 31, 2025
    - **12.5** MAP from January 1, 2026 through December 31, 2030 **IF** 11.21 MAP is served between January 1, 2021 and December 31, 2025
Current Regulatory Structure

• Settlement Agreement
  ✓ Operational specifics (mandatory limits: noise, passengers, operations and facilities)

• Phase 2 Commercial Airline Access Plan and Regulation ("Access Plan")
  ✓ Operational specifics (mandatory limits: noise, curfew and departures)
  ✓ Capacity requirements (minimum and maximum utilization for month, quarter and year)
  ✓ Restrictions and penalties (sanctions and disqualification)

• General Aviation Noise Ordinance ("GANO")
  ✓ Noise limits and violation policy
  ✓ Curfew
Management and Enforcement Resources

• 5 full-time staff members in the Access & Noise Office

• State-of-the-art aircraft noise and operations monitoring system

• Continuous noise level monitoring

• Monthly reporting of aircraft operations, noise levels, and complaints

• Air carrier identification of single point of contact for JWA-related access and noise issues
10 Noise Monitoring Stations
# Noise Limits

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<th>Noise Monitoring Station</th>
<th>Commercial Aircraft</th>
<th>General Aviation</th>
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<td>Class A</td>
<td>Daytime</td>
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<td>NMS 1S</td>
<td>102.5 dB SENEL</td>
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<td>101.8 dB SENEL</td>
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<td>NMS 4S</td>
<td>94.8 dB SENEL</td>
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<td>95.3 dB SENEL</td>
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<td>NMS 6S</td>
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Noise Level Enforcement

• Commercial
  ✓ Quarterly average
  ✓ Noise violation = denial of use of aircraft type for noise class
  ✓ 2017 violations: 0 (last violation was in 2006)

• General Aviation
  ✓ Single event
  ✓ 3 noise violations within 3 years = denial of use for 3 years
  ✓ 2017 violations: 140 (124 first; 15 second; and 1 third)

NOTE: JWA measures and enforces to 0.1 decibel ("dB"). Generally, the minimum change in the sound level of an individual event that the human ear can detect is about 3 dB.
Community Resources

• Access/Noise Office
  ✓ Phone: 949.252.5185
  ✓ Email: noiseinfo@ocair.com

• Website (www.ocair.com/communityrelations)
  ✓ Reports
  ✓ Flight tracking
  ✓ Airport statistics
  ✓ FAQs
  ✓ Noise limits
  ✓ Settlement Agreement
  ✓ Southern California Metroplex Project Information Webpage