

**NOISE ABATEMENT PROGRAM
QUARTERLY REPORT**

For the period:

January 1, 2009 through March 31, 2009

Prepared in accordance with:

**AIRPORT NOISE STANDARD
STATE OF CALIFORNIA**

**California Administrative Code Title 21,
Chapter 2.5, SubChapter 6:
Division of Aeronautics
Noise Standards**

Submitted by:

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INTRODUCTION

This is the 145th Quarterly Report submitted by the County of Orange in accordance with the requirements of the California Airport Noise Standards (California Administrative Code Title 21, Chapter 2.5, SubChapter 6: Division of Aeronautics 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-6S: 1912 Santiago, Newport Beach
NMS-2S: 20162 S.W. Birch St., Newport Beach	NMS-7S: 1131 Back Bay Drive, Newport Beach
NMS-3S: 2139 Anniversary Lane, Newport Beach	NMS-8N: 17372 Eastman Street, Irvine
NMS-4S: 2338 Tustin Ave., Newport Beach	NMS-9N: 1300 S. Grand Avenue, Santa Ana
NMS-5S: 324 ½ Vista Madera, Newport Beach	NMS-10N: 17952 Beneta Way, Tustin

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

Figure 2 shows the Airport's "Noise Impact Area" for the previous year (April 1, 2008 - March 31, 2009). The Figure 2 information was developed by Mestre-Greve Associates, 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

JOHN WAYNE AIRPORT

▶ Noise Monitoring Stations (NMS) Location Map



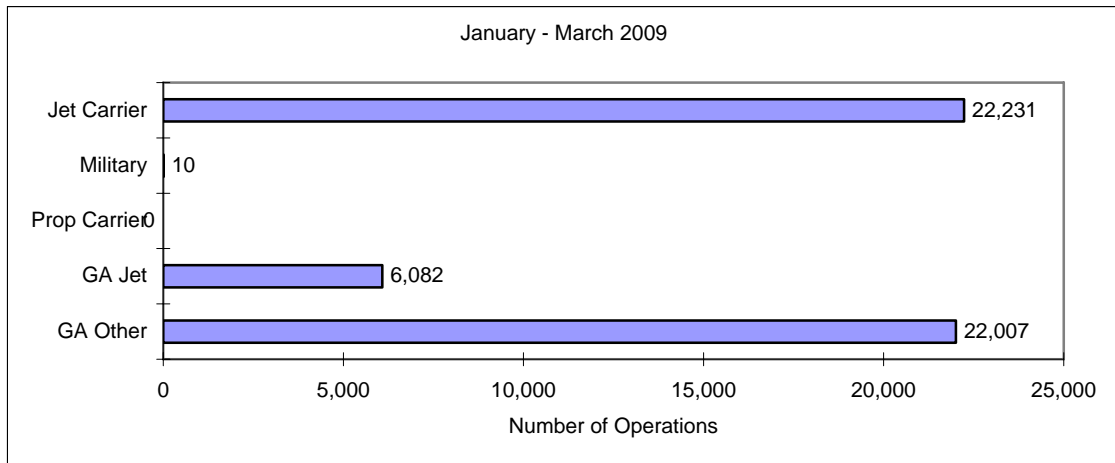
AIRCRAFT TRAFFIC SUMMARY

The Airport traffic summary for this quarter is shown in Table 1 and Figure 3 below. Air Carrier operational count histories and average daily departure counts are illustrated in Tables 9 & 11.

TABLE 1
LANDING AND TAKEOFF OPERATIONS
January - March 2009

Period	Air Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
January	7,512	0	2,092	16,692	310
February	6,911	0	1,915	15,461	315
March	7,808	0	2,075	18,177	319
First Quarter	22,231	0	6,082	50,330	315
Twelve Months 04/01/08 - 03/31/09	92,291	0	28,036	241,893	330

FIGURE 3
QUARTERLY AIRPORT TRAFFIC SUMMARY
(Landing and Takeoff Operations)



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.

Average Single Event Noise Exposure Level (SENEL) values for Air Carrier and General Aviation Jet aircraft are shown in Tables 6 through 8.

For the twelve month period ending March 31, 2009, 64 dwelling units in Santa Ana Heights were in the "Noise Impacted Area" (within the 65 dB CNEL contour); this represents a decrease of five (5) units in

the number of dwelling units in the "Noise Impacted Area" from the previous twelve month period ending December 31, 2008.

Four hundred and eighteen residences in the Santa Ana Heights area have been sound attenuated and an avigation easement reserved through the County's Acoustical Insulation Program. 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.

A number of residences also chose not to participate in the County's Acoustical Insulation and Purchase Assurance Programs. Specifically, 18 residences declined voluntary participation in the Programs in writing. An additional 64 homeowners did not respond to any of the participation opportunities.

TELEPHONE COMPLAINT CALLS (January 1, 2009 - March 31, 2009)

The Airport's Access and Noise Office receives and investigates noise calls and complaints from local citizens and all other sources. During the period January 1, 2009 through March 31, 2009, the Office received 113 complaints from citizens. This is a 0.9% increase from the 112 complaints received last quarter. It is a 54.3% decrease from the 247 complaints received during the same quarter last year. Figure 4 shows the distribution of the quarterly telephone calls and complaints from local communities.

FIGURE 4
HISTOGRAM BY COMMUNITY

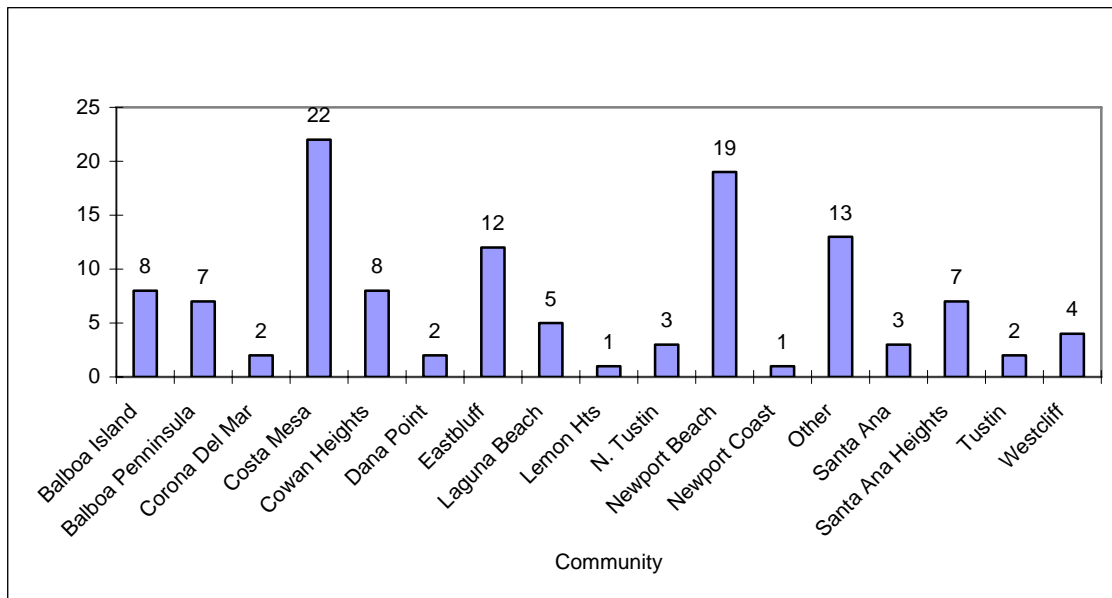


TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 4/08 through 3/09
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Apr 2008	67.2	65.9	65.0	58.4	57.4	59.4	55.6	68.3	43.0	57.2
# Days	30	30	30	30	30	30	30	30	12	30
May 2008	67.2	65.6	64.9	58.5	57.3	59.1	55.5	68.1	41.5	57.4
# Days	31	31	31	31	31	31	31	31	31	31
Jun 2008	67.6	66.0	65.4	58.3	57.4	59.1	55.1	68.4	43.4	56.8
# Days	30	30	30	30	30	30	30	30	28	30
Q-2 2008	67.3	65.8	65.1	58.4	57.4	59.2	55.4	68.3	42.6	57.1
# Days	91	91	91	91	91	91	91	91	71	91
Jul 2008	67.6	65.9	65.3	58.0	57.2	59.1	55.2	68.4	42.4	56.5
# Days	31	31	31	31	31	31	31	31	30	31
Aug 2008	67.6	65.9	65.4	58.0	57.1	58.9	55.1	68.3	42.2	56.3
# Days	31	31	31	31	31	31	31	31	28	31
Sep 2008	67.0	65.6	64.9	57.7	56.9	58.6	54.9	67.6	43.1	56.2
# Days	30	30	30	26	30	30	30	30	29	30
Q-3 2008	67.4	65.8	65.2	57.9	57.1	58.9	55.1	68.1	42.6	56.3
# Days	92	92	92	88	92	92	92	92	87	92
Oct 2008	66.0	64.6	64.2	56.4	55.3	58.5	54.2	66.8	42.7	54.7
# Days	31	31	31	31	31	31	30	31	31	31
Nov 2008	65.8	64.6	63.5	56.6	55.8	58.1	53.5	66.4	42.4	54.7
# Days	26	30	30	30	26	26	30	30	29	30
Dec 2008	66.0	64.7	64.3	57.3	56.5	58.8	54.1	67.0	44.2	55.5
# Days	31	31	31	31	31	31	31	31	31	31
Q-4 2008	65.9	64.6	64.0	56.8	55.9	58.5	53.9	66.8	43.2	55.0
# Days	88	92	92	92	88	88	91	92	91	92
Jan 2009	64.5	63.2	63.8	55.7	54.6	58.4	52.5	65.6	42.4	53.5
# Days	31	31	31	31	31	31	31	31	29	31
Feb 2009	65.9	64.7	63.5	57.5	56.6	57.9	51.9	67.0	43.8	55.8
# Days	28	28	28	28	28	28	28	28	26	28
Mar 2009	66.1	65.0	64.0	57.6	56.5	58.5	53.5	67.4	42.5	56.1
# Days	31	31	31	31	31	31	31	31	29	31
Q-1 2009	65.5	64.4	63.8	57.0	56.0	58.3	52.7	66.7	42.9	55.3
# Days	90	90	90	90	90	90	90	90	84	90
Q-2 2008 thru Q-1 2009										
Total	66.6	65.2	64.6	57.6	56.6	58.7	54.4	67.5	42.8	56.0
# Days	361	365	365	361	361	361	364	365	333	365
Q-1 2008 thru Q-4 2008 (Previous 4 Quarters)										
Total	67.0	65.5	65.0	57.9	57.1	59.2	55.1	68.0	43.8	56.5
# Days	362	366	366	362	362	362	356	366	315	366
Change from Previous 4 Quarters										
	-0.4	-0.3	-0.4	-0.4	-0.5	-0.4	-0.7	-0.4	-0.9	-0.5

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
January 2009

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	65.1	63.9	62.9	55.7	54.6	56.0	52.1	66.8	31.1	55.5
2	66.9	65.3	64.7	58.0	55.8	57.0	51.2	68.1	27.8	57.8
3	64.6	63.1	63.6	56.8	55.4	58.1	53.2	66.7	42.4	55.0
4	65.4	60.9	63.5	56.4	54.5	57.3	52.4	66.2	40.9	52.4
5	66.4	65.0	63.8	57.8	56.7	57.4	54.2	67.3	44.3	55.9
6	65.9	64.7	63.9	57.8	56.7	58.2	55.2	66.8	43.8	54.6
7	65.9	65.0	63.4	57.1	56.0	56.8	55.3	66.6	43.5	55.1
8	64.6	63.7	61.9	55.7	54.9	55.8	53.6	67.6	#N/A	55.2
9	64.3	63.2	66.8	54.7	53.7	61.5	55.4	61.7	38.0	50.7
10	53.7	55.2	62.8	38.7	44.4	57.8	44.0	57.2	38.4	30.9
11	60.5	58.3	65.4	46.9	46.3	60.2	45.6	60.4	38.2	40.8
12	56.8	54.5	65.4	37.9	46.1	61.1	31.5	61.2	44.7	43.9
13	61.1	60.3	62.1	52.3	50.5	57.4	47.7	65.3	42.4	50.4
14	65.4	63.7	65.1	54.2	52.2	59.6	52.5	63.7	41.8	47.4
15	64.4	62.3	64.8	55.0	52.8	59.7	50.5	63.9	44.6	49.2
16	66.2	64.1	63.9	56.9	55.3	57.5	53.7	66.3	41.9	52.2
17	63.4	62.7	61.1	54.3	53.0	55.6	50.6	63.7	43.9	50.7
18	63.9	62.2	65.4	53.1	53.5	60.5	51.1	61.5	43.3	46.5
19	65.8	64.6	63.8	56.7	55.5	57.1	52.6	65.6	37.5	52.9
20	65.4	64.0	62.5	56.1	54.8	56.6	52.1	65.4	38.6	52.5
21	65.7	64.1	64.0	58.3	56.1	57.7	53.8	66.5	36.1	55.5
22	65.4	64.5	63.1	57.1	55.7	57.3	53.3	66.4	43.1	55.6
23	66.4	65.2	63.8	58.5	58.3	59.2	54.7	68.3	41.9	57.9
24	64.0	63.1	61.9	56.5	56.1	57.1	52.8	65.0	#N/A	54.0
25	65.0	64.1	62.8	57.1	56.5	57.7	54.2	68.1	36.0	57.1
26	65.7	64.9	62.9	57.1	56.6	57.7	54.0	66.7	45.3	56.0
27	59.4	58.5	62.2	50.8	50.2	58.2	45.1	65.6	43.8	49.7
28	66.5	64.9	64.7	56.4	55.6	59.2	52.4	65.4	39.3	51.2
29	57.2	55.8	66.0	43.8	48.4	62.3	31.7	61.5	47.4	47.2
30	63.0	61.8	62.6	54.7	53.5	57.7	49.1	65.0	44.1	51.1
31	62.8	62.1	60.1	54.3	52.6	54.0	54.6	63.1	43.8	51.0
Days	31	31	31	31	31	31	31	31	29	31
En.Avg	64.5	63.2	63.8	55.7	54.6	58.4	52.5	65.6	42.4	53.5

#N/A indicates insufficient data.

TABLE 4
DAILY CNEL VALUES AT EACH MONITOR STATION
February 2009

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	65.3	64.3	62.7	55.6	54.4	56.5	49.2	65.1	39.3	51.4
2	64.0	62.5	62.5	54.7	53.6	55.8	49.5	64.7	40.6	50.2
3	63.3	62.4	60.3	54.4	52.8	53.7	49.1	64.9	44.5	50.7
4	63.5	62.0	60.4	55.3	52.9	54.8	51.9	65.7	45.5	53.8
5	66.1	65.0	64.0	59.3	57.2	58.4	48.4	68.8	42.6	58.9
6	66.3	65.4	64.0	59.4	58.5	59.3	46.0	68.8	28.5	59.0
7	63.6	62.6	61.7	56.1	55.9	55.9	47.4	64.6	43.7	53.9
8	65.7	64.3	63.0	57.2	57.0	57.6	48.1	68.1	39.3	57.1
9	65.5	65.0	62.7	56.9	57.5	57.4	44.1	67.4	38.2	56.1
10	65.1	63.8	62.3	56.8	55.9	57.3	52.9	60.4	43.6	55.2
11	66.1	65.3	63.7	57.9	57.4	58.4	52.7	67.5	32.2	56.8
12	67.5	66.3	65.1	58.9	58.4	59.6	54.1	68.1	50.5	56.0
13	67.7	66.4	65.0	59.3	58.9	59.7	50.8	68.9	41.0	58.3
14	64.8	63.4	62.5	56.9	55.8	56.5	50.2	65.1	37.4	53.7
15	65.6	64.1	63.1	57.7	55.8	57.2	51.3	67.5	43.8	55.5
16	66.9	66.0	64.2	58.9	58.7	58.9	50.0	69.3	42.4	58.9
17	66.5	64.9	64.5	58.5	57.8	59.2	50.9	67.5	43.8	56.6
18	66.7	65.5	64.8	57.3	57.0	59.3	53.4	66.7	45.6	53.6
19	64.9	64.3	62.4	55.6	55.2	56.5	51.6	66.7	44.8	54.9
20	66.6	65.4	63.8	57.5	55.9	57.3	53.4	67.2	43.7	54.4
21	65.3	63.8	63.2	56.3	55.2	57.2	54.1	65.3	36.3	52.8
22	65.3	64.0	64.3	55.9	55.1	58.8	52.1	66.9	48.0	54.6
23	66.9	65.6	64.6	58.9	57.0	58.6	55.0	66.9	45.5	56.0
24	66.4	65.2	64.1	58.3	57.1	58.7	55.0	67.2	43.0	55.4
25	66.5	65.3	64.1	58.7	56.9	58.9	53.1	67.8	#N/A	57.2
26	66.8	65.5	63.9	58.2	57.1	58.8	54.2	68.1	#N/A	57.5
27	66.7	65.4	64.4	58.3	57.4	59.2	54.3	68.2	45.5	56.6
28	64.1	63.1	61.8	55.4	53.6	55.9	50.4	63.9	40.8	51.5
Days	28	28	28	28	28	28	28	28	26	28
En.Avg	65.9	64.7	63.5	57.5	56.6	57.9	51.9	67.0	43.8	55.8

#N/A indicates insufficient data.

TABLE 5
DAILY CNEL VALUES AT EACH MONITOR STATION
March 2009

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	65.7	64.7	63.2	55.6	55.3	56.5	52.2	67.4	37.1	54.9
2	66.6	65.4	64.3	57.5	56.6	58.3	54.3	67.2	46.4	55.8
3	65.6	64.6	63.3	57.4	56.2	58.1	52.5	67.5	42.3	55.5
4	65.4	65.0	62.8	57.9	56.3	57.5	54.3	67.8	41.9	57.9
5	66.1	65.2	63.2	57.7	56.5	57.9	50.9	67.8	44.3	56.4
6	65.5	64.9	63.3	58.1	56.8	58.4	52.2	68.0	39.4	57.0
7	64.9	63.6	62.2	57.5	55.1	56.6	50.1	65.2	44.5	54.0
8	66.4	65.3	63.8	58.4	56.7	58.8	52.0	68.3	39.1	58.0
9	66.1	65.4	63.8	58.3	56.4	58.2	49.8	68.0	33.6	57.2
10	65.8	64.6	63.3	58.2	56.1	57.9	52.7	67.3	43.9	55.7
11	65.7	64.7	63.1	58.2	55.9	58.1	50.3	67.8	42.0	57.1
12	66.3	65.7	64.0	58.2	57.3	59.3	56.8	68.1	43.2	56.7
13	66.2	65.1	63.8	58.3	56.8	58.8	53.6	68.2	39.1	56.2
14	64.6	63.9	62.1	56.7	55.3	56.5	51.1	65.6	34.8	56.2
15	65.8	64.4	63.4	57.7	56.3	58.6	48.4	68.0	#N/A	56.5
16	66.4	65.6	64.4	57.9	56.9	58.8	51.7	67.4	43.3	55.3
17	66.5	65.4	64.6	57.8	57.0	58.9	53.8	67.2	36.9	55.3
18	66.7	65.4	64.9	57.7	56.6	58.5	52.5	67.3	42.9	55.9
19	66.7	65.7	64.4	57.7	56.8	58.4	54.3	68.7	29.9	57.5
20	67.0	66.1	64.6	57.4	56.3	57.8	53.2	68.7	39.3	58.1
21	65.6	64.3	63.5	57.2	56.1	57.7	53.5	65.8	41.2	55.3
22	66.0	65.4	66.6	57.7	58.6	61.9	57.0	66.0	#N/A	54.1
23	66.5	65.4	64.4	57.9	56.8	58.6	50.2	67.4	44.9	55.8
24	65.0	62.9	63.6	54.7	53.8	57.7	48.4	66.0	44.7	52.6
25	66.3	65.0	64.2	57.3	56.3	57.8	52.0	67.7	39.9	55.7
26	66.9	65.8	64.6	59.5	57.6	59.3	46.9	67.9	45.1	56.5
27	65.6	64.4	64.8	56.5	55.8	59.9	62.3	67.0	44.9	54.1
28	65.3	64.2	62.9	55.9	56.1	56.6	51.3	64.5	40.4	52.2
29	66.4	65.1	64.0	58.0	56.2	57.8	36.0	68.7	38.1	58.3
30	66.8	66.3	64.6	57.9	57.5	60.2	49.7	67.5	43.5	55.2
31	66.6	64.5	65.1	57.9	57.0	58.6	52.2	67.2	46.8	55.1
Days	31	31	31	31	31	31	31	31	29	31
En.Avg	66.1	65.0	64.0	57.6	56.5	58.5	53.5	67.4	42.5	56.1

#N/A indicates insufficient data.

TABLE 6
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class A
January - March 2009

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Alaska Air	B7374	27	Average Count	96.7 (23)	94.9 (23)	95.0 (23)	88.2 (24)	89.2 (24)	89.6 (24)	84.9 (12)	91.7 (3)	80.6 (3)	80.5 (3)
	B7377	351	Average Count	92.8 (300)	91.8 (293)	87.9 (305)	81.2 (299)	82.8 (304)	83.3 (302)	80.5 (218)	89.0 (42)	79.2 (8)	80.6 (8)
	B7378	220	Average Count	97.4 (212)	96.0 (210)	95.0 (210)	87.8 (206)	87.7 (213)	87.8 (206)	84.0 (109)	93.1 (7)	81.2 (4)	81.4 (3)
American	B7378	907	Average Count	97.9 (809)	96.1 (791)	95.1 (812)	88.5 (806)	87.0 (819)	88.4 (797)	84.2 (512)	90.7 (83)	79.5 (25)	79.5 (28)
	B757	226	Average Count	93.4 (204)	92.5 (201)	90.9 (205)	85.9 (204)	85.1 (203)	86.8 (203)	82.9 (117)	88.9 (19)	79.9 (6)	78.6 (5)
Continental	B7373	1	Average Count	94.2 (1)	92.9 (1)	91.8 (1)	86.5 (1)	86.5 (1)	87.0 (1)	82.8 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	B7377	520	Average Count	95.3 (460)	93.7 (452)	92.1 (466)	85.7 (466)	84.5 (464)	86.0 (457)	83.2 (286)	91.5 (51)	79.6 (18)	79.4 (13)
	B7378	77	Average Count	97.9 (63)	95.8 (62)	94.3 (62)	87.5 (62)	86.3 (64)	88.3 (64)	84.9 (58)	92.9 (11)	79.1 (5)	78.9 (3)
Delta	B7377	76	Average Count	95.0 (70)	93.4 (72)	91.3 (72)	85.2 (72)	84.7 (70)	86.4 (69)	83.6 (36)	91.7 (4)	80.8 (1)	80.3 (2)
	B7378	32	Average Count	95.2 (32)	93.5 (31)	92.8 (30)	88.0 (32)	87.0 (31)	88.8 (32)	85.4 (13)	#N/A (0)	#N/A (0)	#N/A (0)
	B757	325	Average Count	96.0 (279)	94.4 (277)	93.6 (283)	87.4 (276)	86.3 (284)	87.0 (282)	84.0 (194)	89.7 (39)	78.7 (11)	79.8 (12)
	MD90	361	Average Count	90.9 (326)	89.7 (317)	89.3 (325)	82.2 (300)	82.8 (283)	84.4 (319)	81.7 (201)	88.5 (33)	79.1 (4)	78.1 (10)
FedEx	A300	46	Average Count	96.6 (44)	95.3 (44)	93.5 (45)	87.3 (44)	88.3 (43)	88.8 (44)	85.6 (34)	89.3 (1)	#N/A (0)	#N/A (0)
	A310	17	Average Count	96.7 (16)	96.1 (14)	93.3 (16)	87.4 (16)	88.4 (16)	88.8 (15)	85.7 (12)	93.2 (1)	77.1 (1)	#N/A (0)
Frontier Airlines	A318	11	Average Count	92.7 (11)	90.9 (11)	91.0 (11)	86.0 (11)	84.7 (11)	85.5 (11)	85.6 (5)	#N/A (0)	#N/A (0)	#N/A (0)
	A319	337	Average Count	92.9 (300)	91.3 (297)	91.3 (299)	86.2 (300)	85.3 (301)	86.0 (297)	82.3 (198)	88.1 (33)	78.3 (5)	78.9 (14)
Mesa Airlines	CRJ9	154	Average Count	91.4 (141)	90.2 (139)	91.5 (141)	84.3 (139)	82.6 (138)	85.1 (137)	80.8 (56)	86.2 (13)	#N/A (0)	#N/A (0)
Northwest	A320	254	Average Count	95.3 (225)	93.7 (223)	93.0 (229)	86.8 (228)	85.6 (229)	86.2 (225)	82.8 (134)	89.4 (24)	79.3 (2)	78.7 (5)
Southwest	B7377	355	Average Count	90.2 (321)	89.7 (313)	85.8 (319)	81.5 (313)	80.9 (309)	81.2 (318)	79.3 (166)	88.6 (28)	78.5 (5)	80.2 (1)
United	A320	393	Average Count	92.2 (341)	91.2 (335)	90.6 (343)	85.4 (341)	84.2 (340)	85.9 (335)	83.9 (222)	88.4 (47)	77.8 (4)	80.9 (5)
	B7373	246	Average Count	94.5 (219)	93.3 (218)	91.6 (221)	86.5 (220)	85.9 (222)	86.8 (217)	83.5 (144)	91.6 (21)	81.6 (7)	79.9 (10)
	B757	356	Average Count	91.3 (311)	90.4 (307)	88.6 (312)	83.2 (312)	82.3 (294)	84.1 (311)	81.6 (214)	88.1 (40)	79.2 (8)	76.1 (5)
UPS	B757	57	Average Count	94.2 (54)	93.3 (54)	91.6 (53)	85.2 (54)	83.7 (54)	85.6 (54)	81.4 (39)	86.6 (3)	#N/A (0)	#N/A (0)
US Airways	A320	841	Average Count	90.9 (751)	90.6 (736)	89.2 (757)	84.8 (755)	83.3 (742)	83.9 (745)	81.3 (390)	86.4 (74)	79.2 (6)	81.5 (11)
	A321	1	Average Count	95.1 (1)	94.4 (1)	92.9 (1)	88.4 (1)	86.9 (1)	88.0 (1)	85.3 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	B7373	92	Average Count	93.1 (80)	92.0 (77)	89.6 (80)	85.5 (80)	84.1 (79)	86.7 (75)	81.9 (66)	89.7 (8)	80.5 (3)	81.0 (4)
	B757	97	Average Count	93.3 (86)	93.1 (84)	89.3 (85)	83.6 (81)	82.5 (83)	83.7 (82)	80.4 (45)	87.6 (11)	78.6 (1)	76.5 (2)

TABLE 7

MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS

Commercial Class E
January - March 2009

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Alaska Air	B7377	333	Average Count	92.2 (295)	91.3 (290)	87.4 (298)	81.1 (295)	82.5 (300)	82.5 (291)	79.9 (200)	89.5 (32)	78.5 (8)	79.2 (10)
Southwest	B7377	3049	Average Count	89.9 (2746)	89.5 (2701)	85.6 (2743)	81.5 (2690)	80.9 (2544)	81.4 (2711)	79.5 (1365)	88.9 (276)	79.5 (51)	78.8 (37)

TABLE 8

MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS

Commuter
January - March 2009

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American Eagle	E140	1007	Average Count	86.3 (910)	85.3 (901)	87.8 (905)	79.9 (765)	79.2 (557)	80.9 (897)	78.1 (61)	83.4 (88)	#N/A (0)	80.2 (2)
SkyWest	CL60	8	Average Count	85.7 (6)	82.3 (7)	86.1 (6)	78.4 (2)	77.5 (1)	79.6 (5)	#N/A (0)	82.3 (1)	#N/A (0)	#N/A (0)
	CRJ7	332	Average Count	88.7 (299)	87.4 (292)	86.6 (295)	80.7 (220)	79.6 (185)	81.6 (291)	78.9 (106)	87.4 (32)	#N/A (0)	75.0 (2)

MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS

General Aviation
January - March 2009

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	3041	Average Count	89.1 (2174)	87.6 (2103)	89.8 (2068)	84.4 (1261)	84.0 (907)	84.1 (1858)	84.0 (424)	86.7 (219)	81.8 (16)	78.5 (24)

TABLE 9
AIR CARRIER OPERATIONAL HISTORY

Carrier	AC Type	Year					
		2005	2006	2007	2008	2009	
Alaska Air	AS	B7374	7,130	7,188	5,072	2,114	55
		B7377	4,439	4,657	5,822	5,913	1,367
		B7378	128	2	912	1,508	440
Aloha	AQ	B7377	3,685	3,936	4,066	898	
American	AA	B7378	6,896	6,737	7,322	7,649	1,815
		B757	1,996	2,673	2,573	2,519	454
		MD80	2,504	1,981	2,185	1,463	
Continental	CO	B7373		4		4	
		B7375	1,767	1,812	53		2
		B7377	3,529	3,711	5,537	5,274	1,039
		B7378	12	4	10	227	155
Delta	DL	B7373	1,243	7	5	24	
		B7377			2	577	152
		B7378	131	280	97	438	64
		B757	3,859	3,264	3,195	2,856	651
		MD90	1,572	1,841	2,047	2,459	722
FedEx	FM	A300	4	98	296	368	91
		A310	498	406	210	142	35
Frontier Airlines	F9	A318	1,114	13	9	110	23
		A319	1,034	2,139	2,663	2,732	674
		B7373	2				
Mesa Airlines	YV	CL60	2		2		
		CRJ9	1,455	1,325	1,301	1,224	308
Midwest	YX	B717	238				
Northwest	NW	A319	2,793	2,073	2,071	2,076	499
		A320	40	48	7		9
Southwest	WN	B7373	2	402	20	2	1
		B7375	2				
		B7377	22,022	24,146	26,944	26,414	6,808
UPS	5X	B757	476	480	500	472	114
US Airways	AW	A319	2,364	3,659	3,413	3,250	1,027
		A320	3,050	2,132	2,864	2,964	657
		A321					2
		B7373	2,746	2,271	1,244	1,138	184
		B757	755	1,091	1,060	824	194
United	UA	A319	1,760	2,172	3,200	2,093	291
		A320	2,086	1,399	850	1,939	498
		B7373	2	72		506	275
		B7375		8	88	191	216
		B757	5,800	6,126	5,731	3,722	714

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2005	2006	2007	2008	2009
A300	4	98	296	368	91
A310	498	406	210	142	35
A318	1,114	13	9	110	23
A319	7,951	10,043	11,347	10,151	2,491
A320	5,176	3,579	3,721	4,903	1,164
A321					2
B717	238				
B7373	3,995	2,756	1,269	1,674	460
B7374	7,130	7,188	5,072	2,114	55
B7375	1,769	1,820	141	191	218
B7377	33,675	36,450	42,371	39,076	9,366
B7378	7,167	7,023	8,341	9,822	2,474
B757	12,886	13,634	13,059	10,393	2,127
CL60	2		2		
CRJ9	1,455	1,325	1,301	1,224	308
MD80	2,504	1,981	2,185	1,463	
MD90	1,572	1,841	2,047	2,459	722

FIGURE 5
AIRCRAFT OPERATIONAL HISTORY

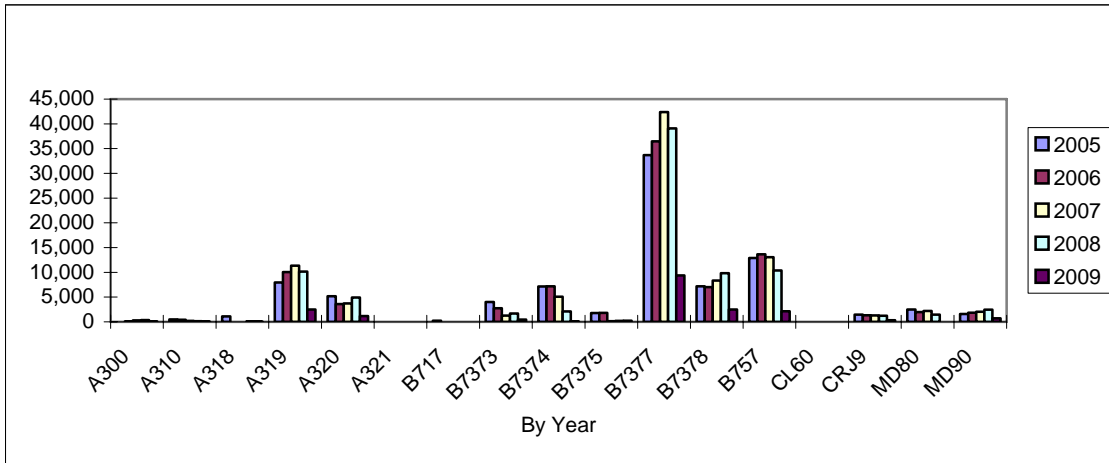


TABLE 11
AIR CARRIER AVERAGE DAILY DEPARTURE HISTORY

Carrier	AC Type		Year				
			2005	2006	2007	2008	2009
Alaska Air	AS	B7374	9.770	9.838	6.951	2.883	0.300
		B7377	6.085	6.386	7.975	8.087	7.600
		B7378	0.175	0.003	1.249	2.057	2.444
Aloha	AQ	B7377	5.058	5.386	5.578	1.230	
American	AA	B7378	9.452	9.227	10.030	10.454	10.078
		B757	2.734	3.666	3.523	3.443	2.511
		MD80	3.433	2.721	2.992	2.000	
Continental	CO	B7373		0.003		0.005	
		B7375	2.436	2.490	0.071		0.011
		B7377	4.819	5.082	7.586	7.202	5.778
		B7378	0.016	0.005	0.014	0.314	0.856
Delta	DL	B7373	1.704	0.011	0.005	0.033	
		B7377			0.003	0.787	0.844
		B7378	0.181	0.384	0.132	0.598	0.356
		B757	5.290	4.474	4.395	3.913	3.611
		MD90	2.153	2.518	2.803	3.355	4.011
FedEx	FM	A300	0.005	0.134	0.405	0.503	0.511
		A310	0.679	0.556	0.288	0.194	0.189
Frontier Airlines	F9	A318	1.526	0.019	0.011	0.153	0.122
		A319	1.416	2.929	3.649	3.732	3.744
		B7373	0.003				
Mesa Airlines	YV	CL60	0.003		0.003		
		CRJ9	1.995	1.816	1.781	1.672	1.711
Midwest	YX	B717	0.326				
Northwest	NW	A319	3.827	2.841	2.836	2.836	2.778
		A320	0.055	0.066	0.011		0.044
Southwest	WN	B7373	0.003	0.551	0.027	0.003	
		B7375	0.003				
		B7377	30.173	33.088	36.918	36.107	37.822
UPS	5X	B757	0.652	0.658	0.685	0.645	0.633
US Airways	AW	A319	3.244	5.008	4.679	4.440	5.711
		A320	4.178	2.934	3.921	4.049	3.633
		A321					0.011
		B7373	3.762	3.110	1.704	1.555	1.022
		B757	1.033	1.493	1.452	1.123	1.078
United	UA	A319	2.416	2.984	4.373	2.866	1.622
		A320	2.852	1.912	1.181	2.639	2.744
		B7373	0.003	0.099		0.691	1.544
		B7375		0.011	0.121	0.260	1.189
		B757	7.945	8.395	7.852	5.087	3.956

NOISE ABATEMENT COMMITTEE MEETING

Date: March 11, 2009

Time: 2:00 PM

Place: Eddie Martin Building

AGENDA ITEMS AND ITEMS DISCUSSED:

1. Airport Statistics

Jim Sugden presented the statistics from the JWA Airport Statistics Report for February 2009, and copies were distributed to attendees.

2. Additional topic discussions and/or comments and questions

Greg Carroll asked, is JWA anticipating an increase in daily departures this year? Eric Freed replied, yes, based on the approved 2009-10 capacity allocation which includes two new entrant carriers.

Greg Carroll asked, with the recent reduction in commercial operations, will JWA be able to meet its financial obligations for the Airport Improvement Program? Eric Freed replied, while airport revenue has decreased as a result of reduced passenger traffic, the projected costs for the Airport Improvement Program have also been revised downward as a result of reduced material costs and contractor bids that have come in 20-25% less than initially projected. Additionally, 1/3 of the Airport Improvement Program costs will be paid in cash from existing airport reserves.

Cherie Weber asked, have airlines reduced flights at JWA? Eric Freed replied, yes, the number of commercial operations over the past several months has decreased 12%-15% as compared to the same month in the previous year.

Greg Carroll asked, do touch-and-goes count in the total number of GA operations? Eric Freed replied, yes.

Greg Carroll stated that he has noticed noise that sounds like a large vacuum imitating from the airport, and asked if JWA staff was aware of any potential source of this noise. None of the JWA staff could identify the source for the described noise.

Cherie Weber asked, do the airlines do maintenance at JWA. Jim Sugden replied, only maintenance needed to correct unforeseen mechanical issues. None of the airlines perform regularly scheduled maintenance at JWA.

NAC ROSTER

March 11, 2009

NAME

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