

ACCESS AND NOISE OFFICE

- The role of the John Wayne Airport (JWA) [Access & Noise Office \(ANO\)](#) is to enforce the operational and noise restrictions set forth in the [1985 Settlement Agreement, Phase 2 Commercial Airline Access Plan & Regulation \(Access Plan\)](#) and [General Aviation Noise Ordinance \(GANO\)](#).
- The landmark [1985 Settlement Agreement](#) formalized consensus between the County of Orange, the City of Newport Beach, the Airport Working Group (AWG) and Stop Polluting Our Newport (SPON) on the nature and extent of facility and operational improvements that could be implemented at JWA. Among other things, the Settlement Agreement established quarterly noise limits at defined noise monitor locations; created an annual passenger cap; defined certain noise-based classes of aircraft operations; and set limits on the number of operations by class. Amendments to the Agreement in 2003 and in 2014 extended the term of the Agreement, provided for additional operating capacity and continued mutually agreed upon operational limitations that serve to mitigate aircraft noise.
- The [Access Plan](#) sets forth the restrictions and penalties for commercial carriers operating at JWA, while the [GANO](#) regulates the hours of operation and maximum permitted noise levels associated with general aviation operations. General aviation operations are permitted to operate 24 hours, as long as they meet the applicable noise limits and other regulations of the GANO, which vary by day and night. Commercial carriers are permitted to depart between the hours of 7 a.m.-10 p.m. Monday through Saturday, and 8 a.m.-10 p.m. on Sundays. In addition, commercial carriers are permitted to arrive between the hours of 7 a.m.-11 p.m. Monday through Saturday, and 8 a.m.-11 p.m. on Sundays. Commercial carriers can operate up to a total of 30 minutes beyond the permitted operating hours on an approved “carrier curfew extension request” for specific approved reasons.
- Enforcement for noise limits for commercial carriers is based on a quarterly average per carrier, per aircraft type. For general aviation operators, noise limit enforcement is based on single events, rather than an average. Noise Abatement Reports, Commercial Curfew Operations and other reports produced by the Access and Noise Office can be found here <http://www.ocair.com/reportspublications/AccessNoise/default>

3/7/19



- Commercial aircraft operating at JWA use Noise Abatement Departure Procedures (NADPs) – which may include a power cutback – to meet the Airport’s stringent noise limits. NADPs are not required by JWA; they are developed by the airlines and approved by the FAA. It is important to note that many of the newer, quieter aircraft may not need to use such procedures to meet the Airport’s noise standards.
- [The Airport Noise & Capacity Act of 1990 \(ANCA\)](#) is a federal law enacted by Congress in 1990 to establish national aviation noise policy. The purpose of this law is to constrain, at the federal level, the ability of local airport operators to restrict the use of their airports due to noise concerns. There are some who suggest that it was JWA’s Settlement Agreement and concern by FAA and airlines that communities across the country would seek to adopt similar noise abatement rules that led to ANCA. The operational restrictions in place at JWA were “grandfathered” under ANCA and permitted to remain in effect.
- In 2003, Congress directed the development of a [“Next Generation Air Transportation System.”](#) NextGen, as it is now called, was intended to improve aviation safety and efficiency through the use of a satellite-enabled navigation system. An important part of the NextGen initiative is the development of new airspace and air traffic procedures.
- FAA’s approach to the mandate from Congress was to divide the United States into 21 “metroplexes.” The Southern California Metroplex Project is the FAA’s proposal to create more repeatable and predictable flight paths and improve the efficiency and safety of air traffic into and out of the Southern California area. The “Southern California Metroplex” includes John Wayne Airport, Burbank, Long Beach, Ontario, Los Angeles, San Diego, Palm Springs and a number of other airports.
- FAA and the pilot-in-command of each aircraft have sole jurisdiction and responsibility for flight paths, and only the FAA has enforcement capability over issues related to flight paths. Pilots are able to request, and air traffic controllers are be able to require, early turns. This is typically done for safety reasons (e.g. to provide more spacing between aircraft) or for efficiency reasons (to reduce flight time). The County of Orange, as the proprietor of JWA, has no authority or control over aircraft flight paths.
- Analyses of implemented Metroplex procedures indicates that most aircraft are following historical flight paths. However, due to satellite-based procedures, some people may experience concentrated (less dispersed) flight path activity in certain locations.
- The John Wayne Airport website includes an advanced 3D Flight Track Viewer powered by [VOLANS](#). VOLANS is a web-based application designed to display flight operations in 3D. The application is capable of showing aircraft operations to or from John Wayne Airport, and over Orange County. <http://www.ocair.com/communityrelations/flighttracking/>

Additional information about the Access and Noise Office, published reports, and FAQs can be found at the JWA Access and Noise web page <http://www.ocair.com/aboutjwa/accessandnoise/>

John Wayne Airport (SNA) is owned by the County of Orange and is operated as a self-supporting enterprise that receives no general fund tax revenue. The Airport serves more than 10 million passengers annually and reaches more than 20 nonstop destinations in the United States, Canada and Mexico. More information can be found at ocair.com. Like us on [Facebook.com/johnwayneairport](https://www.facebook.com/johnwayneairport), or follow us on [Twitter @johnwayneair](https://twitter.com/johnwayneair) and [Instagram @johnwayneair](https://www.instagram.com/johnwayneair).