

**NOISE ABATEMENT PROGRAM
QUARTERLY REPORT**

For the period:

January 1, 2004 through March 31, 2004

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:

**Alan L. Murphy
Airport Director
John Wayne Airport, Orange County**

INTRODUCTION

This is the 125 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: 20152 S.W. Birch St., Santa Ana	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, 2003 - March 31, 2004). 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

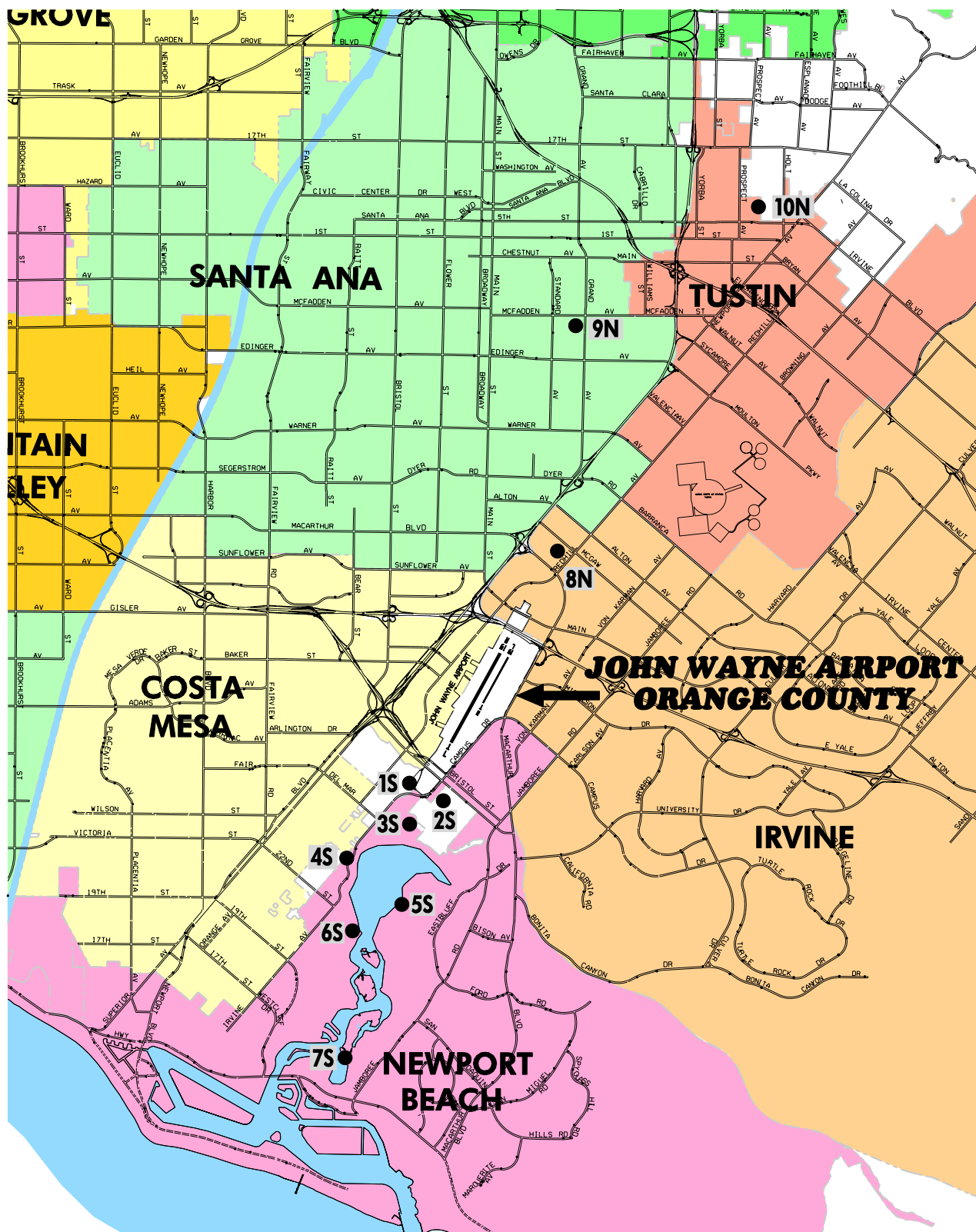


FIGURE 2



- Noise Monitors
- ~ 65 dB CNEL Contour
- Single Family Residential
- Multi-Family Residential

STATISTICS:
 Incompatible Land Use: 8.5 Acres or .013 square miles
 Number of Dwellings: 86
 Number of People: 215 (based on 2.5 people per dwelling unit)



JOHN WAYNE AIRPORT 65 dB CNEL Impact Area April 2003- March 2004

Metre Greve Associates

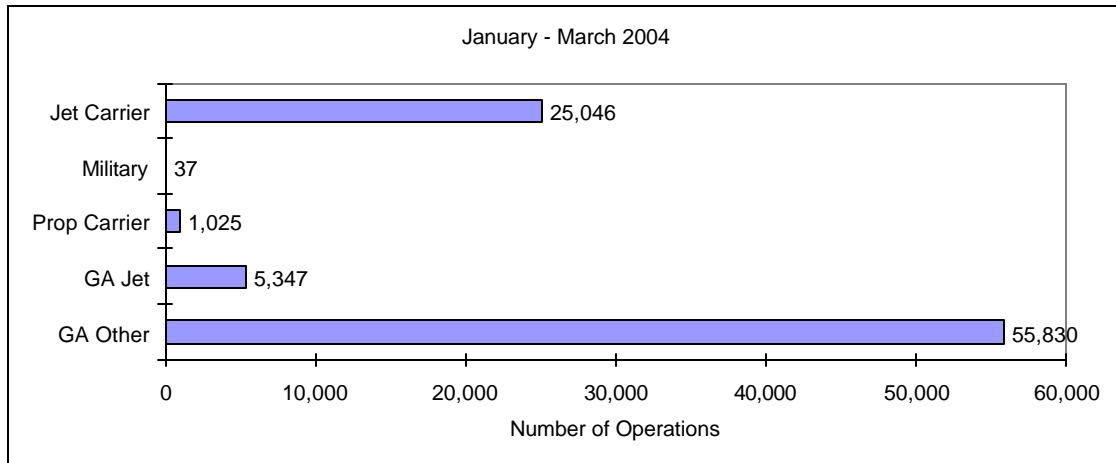
AIRCRAFT TRAFFIC SUMMARY

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 2004

Period	Air Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
January	8,436	354	1,684	29,689	326
February	7,923	321	1,838	27,357	337
March	8,687	350	1,825	30,239	339
First Quarter	25,046	1,025	5,347	87,285	334
Twelve Months 04/01/03 - 03/31/04	98,053	4,072	21,667	352,508	327

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



NOTE: (1) Business 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 Business Jet aircraft are shown in Tables 6 through 8.

For the twelve month period ending March 31, 2004, 86 dwelling units in Santa Ana Heights were in the "Noise Impacted Area" (within the 65 dB CNEL contour); this represents a decrease of 1 unit in the number of dwelling units in the "Noise Impacted Area" from the previous twelve month period ending December 31, 2003.

The State has approved several remedies of aircraft noise levels for noise sensitive property in the “Noise Impact Area”: homes can be acoustically insulated, purchased by the County, or rezoned for "other non-noise sensitive uses." As part of the County's Santa Ana Heights Land Use Compatibility Program, approximately 77 general agriculture (A-1) properties with residential land uses on Orchard, Acacia and Birch Streets were rezoned for Business Park Use in October, 1986. Each property was individually sold and subsequently converted to compatible land use. Between 1986 and 1993, 124 residences have been purchased or otherwise made compatible through the County’s Purchase Assurance Program, Acoustical Insulation Program or Housing Relocation Program. In September 1993, the FAA approved a grant to fund a voluntary Accelerated Acoustical Insulation Program (AAIP) in Santa Ana Heights. (The current AAIP has been renamed “Santa Ana Heights Acoustical Insulation Program” with the acronym “SAH AIP”.) During the 1st quarter of 2004 , no additional residences have been made compatible through the County’s SAH AIP. A total of 473 residences in Santa Ana Heights have been purchased or otherwise made compatible through the County's Purchase Assurance Program, Housing Relocation Program, Acoustical Insulation Program or SAH AIP.

TELEPHONE COMPLAINT CALLS (January 1, 2004 - March 31, 2004)

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, 2004 through March 31, 2004, the Office received 204 complaints from citizens. This is a 6.3% increase from the 192 complaints received last quarter. It is a 26.9% decrease from the 279 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

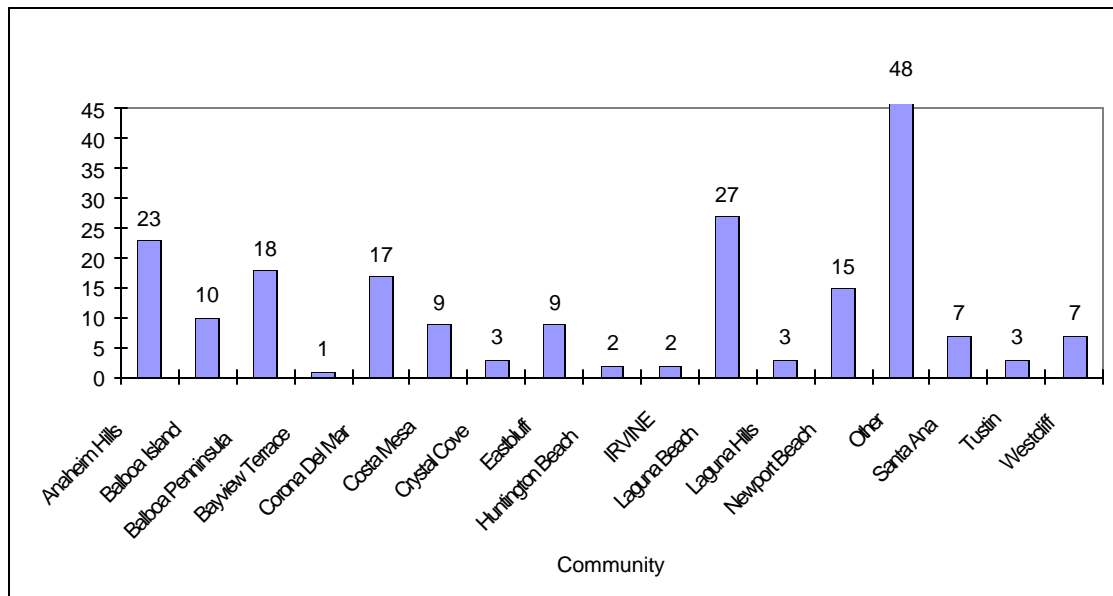


TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 4/03 through 3/04
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Apr 2003	66.4	66.2	64.5	60.2	58.8	60.1	58.8	68.5	53.1	57.1
# Days	28	22	29	16	14	7	24	27	9	26
May 2003	66.6	66.3	65.1	60.5	59.7	60.8	58.0	68.5	53.6	57.8
# Days	26	28	28	1	8	4	19	31	4	31
Jun 2003	66.9	65.7	65.3	59.4	59.4	61.2	58.3	68.6	53.6	57.9
# Days	30	29	30	11	16	4	29	29	12	28
Q-2 2003	66.7	66.1	65.0	59.9	59.3	60.6	58.4	68.5	53.4	57.6
# Days	84	79	87	28	38	15	72	87	25	85
Jul 2003	66.9	65.1	65.1	58.8	58.3	60.3	57.1	68.6	51.8	56.5
# Days	30	21	31	24	31	23	30	31	25	30
Aug 2003	67.3	66.2	65.0	58.6	58.7	59.5	58.0	68.3	52.1	55.0
# Days	30	31	29	30	23	29	30	31	14	30
Sep 2003	66.9	65.2	64.5	57.3	#N/A	58.8	57.1	68.2	52.4	56.6
# Days	29	29	29	29	0	29	27	30	18	30
Q-3 2003	67.0	65.6	64.9	58.3	58.4	59.5	57.4	68.4	52.1	56.1
# Days	89	81	89	83	54	81	87	92	57	90
Oct 2003	67.2	65.2	65.2	57.9	58.8	59.6	57.4	68.5	53.6	57.6
# Days	29	22	29	26	4	24	21	30	6	24
Nov 2003	67.3	65.7	65.2	58.5	59.6	60.3	58.4	68.5	53.1	57.3
# Days	28	26	25	23	18	27	20	26	7	21
Dec 2003	67.2	65.5	64.7	58.1	59.1	59.4	58.0	68.3	53.7	57.3
# Days	27	23	29	25	21	25	17	27	13	18
Q-4 2003	67.3	65.5	65.0	58.2	59.3	59.8	57.9	68.4	53.5	57.4
# Days	84	71	83	74	43	76	58	83	26	63
Jan 2004	67.0	65.7	65.1	58.5	59.1	59.9	58.1	68.2	53.2	57.1
# Days	25	26	27	22	27	25	11	26	11	21
Feb 2004	67.3	66.3	65.3	58.9	59.2	60.1	58.1	68.4	53.2	57.4
# Days	24	24	25	15	20	15	11	22	11	10
Mar 2004	68.6	66.7	65.4	58.9	58.9	61.3	57.2	68.5	52.8	57.6
# Days	30	20	28	24	10	11	15	28	6	18
Q-1 2004	67.8	66.2	65.3	58.7	59.1	60.3	57.7	68.3	53.1	57.3
# Days	79	70	80	61	57	51	37	76	28	49
Q-2 2003 thru Q-1 2004										
Total	67.2	65.8	65.0	58.6	59.0	59.9	57.9	68.4	52.9	57.1
# Days	336	301	339	246	192	223	254	338	136	287
Q-1 2003 thru Q-4 2003 (Previous 4 Quarters)										
Total	66.9	65.8	64.9	58.7	58.7	59.8	57.8	68.4	52.6	57.1
# Days	329	298	336	243	201	215	267	331	137	289
Change from Previous 4 Quarters										
	0.3	0.0	0.2	-0.1	0.3	0.1	0.1	0.0	0.3	0.0

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
January 2004

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	#N/A	65.3	64.1	57.2	58.6	57.9	#N/A	67.4	#N/A	55.7
2	68.2	67.0	65.7	59.6	60.5	60.2	58.6	69.4	#N/A	58.8
3	#N/A	#N/A	#N/A	#N/A	57.4	#N/A	#N/A	#N/A	51.1	#N/A
4	67.1	65.3	64.4	#N/A	58.3	#N/A	#N/A	66.7	53.1	#N/A
5	64.4	#N/A	66.6	#N/A	#N/A	61.4	#N/A	#N/A	#N/A	#N/A
6	64.6	#N/A	62.1	#N/A	#N/A	#N/A	#N/A	66.7	#N/A	#N/A
7	66.4	64.9	63.5	#N/A	58.6	58.1	#N/A	67.7	#N/A	56.8
8	67.1	64.9	65.1	57.4	59.3	58.7	57.8	67.9	54.1	#N/A
9	66.8	65.9	64.8	57.1	58.6	58.8	#N/A	67.9	54.6	55.8
10	65.3	64.3	#N/A	#N/A	#N/A	59.0	#N/A	#N/A	#N/A	#N/A
11	66.7	65.6	64.3	57.1	58.8	60.1	#N/A	68.2	#N/A	56.2
12	66.4	65.2	64.5	57.5	59.7	59.3	#N/A	68.5	52.0	56.6
13	#N/A	#N/A	#N/A	60.2	58.1	#N/A	#N/A	67.6	#N/A	#N/A
14	66.4	66.3	64.7	56.8	58.1	61.0	#N/A	68.0	#N/A	56.0
15	68.6	65.8	66.3	60.0	59.7	61.2	#N/A	69.1	53.1	56.9
16	68.7	67.2	66.5	59.3	60.4	60.9	#N/A	68.8	#N/A	57.9
17	65.8	64.7	63.3	57.7	57.5	58.4	#N/A	66.4	#N/A	55.7
18	67.4	66.0	65.0	58.6	59.3	59.8	58.1	68.3	#N/A	56.9
19	68.0	67.0	65.8	59.3	60.0	60.9	58.1	68.9	#N/A	57.5
20	65.3	64.3	64.3	57.5	58.1	59.5	#N/A	68.7	52.0	57.6
21	#N/A	63.8	66.8	#N/A	57.0	#N/A	58.0	#N/A	#N/A	#N/A
22	#N/A	65.2	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	53.6	#N/A
23	68.1	67.7	65.5	58.4	60.6	59.7	56.8	68.8	53.7	56.0
24	#N/A	#N/A	63.2	57.4	57.4	57.7	#N/A	66.7	#N/A	56.3
25	67.2	65.7	65.0	58.6	59.0	60.5	58.1	68.8	#N/A	56.6
26	66.1	65.4	65.5	58.1	59.6	59.7	#N/A	68.6	53.6	56.9
27	67.2	66.5	65.5	58.5	59.8	61.2	56.6	68.8	#N/A	57.9
28	68.0	65.0	65.9	58.7	59.9	60.3	59.7	68.3	52.7	58.7
29	68.2	66.1	66.1	59.1	59.7	61.1	57.2	68.7	#N/A	57.1
30	67.4	66.6	65.8	59.3	59.7	61.0	59.0	68.8	#N/A	58.2
31	64.9	64.0	63.3	#N/A	58.6	58.3	#N/A	66.4	#N/A	#N/A
Days	25	26	27	22	27	25	11	26	11	21
En.Avg	67.0	65.7	65.1	58.5	59.1	59.9	58.1	68.2	53.2	57.1

#N/A indicates insufficient data.

TABLE 4
DAILY CNEL VALUES AT EACH MONITOR STATION
February 2004

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.6	65.7	64.2	57.7	58.6	58.9	58.6	68.4	54.6	56.7
2	67.4	67.3	65.7	#N/A	#N/A	#N/A	59.3	69.4	#N/A	#N/A
3	67.0	66.2	64.9	#N/A	59.6	59.5	56.6	68.4	54.4	57.5
4	67.6	67.1	65.7	#N/A	60.9	60.7	58.5	68.7	#N/A	57.3
5	68.2	67.1	#N/A	59.0	60.2	#N/A	#N/A	66.8	#N/A	#N/A
6	66.7	65.4	64.9	56.1	57.2	59.1	#N/A	67.5	#N/A	#N/A
7	65.2	64.4	62.9	#N/A	57.0	#N/A	#N/A	#N/A	53.9	#N/A
8	64.9	63.8	#N/A	#N/A	#N/A	#N/A	#N/A	66.7	#N/A	#N/A
9	66.2	67.0	67.1	#N/A	57.6	#N/A	#N/A	#N/A	#N/A	#N/A
10	#N/A	#N/A	64.2	#N/A	57.7	59.9	#N/A	66.9	#N/A	56.8
11	66.8	65.5	64.6	59.7	#N/A	58.8	#N/A	68.4	#N/A	#N/A
12	#N/A	#N/A	66.6	#N/A	#N/A	#N/A	#N/A	#N/A	53.4	#N/A
13	67.1	66.3	64.4	56.9	57.9	59.8	#N/A	67.6	53.3	#N/A
14	#N/A	#N/A	63.2	#N/A	57.2	59.3	#N/A	#N/A	#N/A	#N/A
15	66.8	65.7	64.6	58.2	58.5	60.3	#N/A	68.1	52.0	56.4
16	68.7	67.8	66.6	59.6	60.6	#N/A	57.3	68.8	53.1	56.7
17	68.3	67.2	65.9	59.1	60.1	61.1	59.2	68.8	52.0	58.4
18	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
19	68.7	67.4	66.5	60.4	58.8	#N/A	58.1	68.6	#N/A	#N/A
20	68.0	66.8	65.9	59.1	#N/A	60.8	58.0	69.3	#N/A	#N/A
21	66.6	64.6	63.9	#N/A	58.8	61.2	#N/A	67.1	51.6	#N/A
22	67.6	66.3	66.2	#N/A	#N/A	#N/A	#N/A	69.6	#N/A	#N/A
23	67.8	66.5	65.4	59.5	60.1	60.5	57.6	68.6	#N/A	#N/A
24	67.8	66.7	65.4	60.0	59.7	61.6	57.4	68.5	#N/A	58.6
25	67.0	67.1	65.0	#N/A	57.5	#N/A	#N/A	70.0	#N/A	#N/A
26	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
27	68.2	67.1	66.4	59.1	#N/A	#N/A	#N/A	68.8	53.6	58.2
28	66.0	64.4	63.8	58.1	61.2	59.1	#N/A	#N/A	52.1	#N/A
29	67.3	65.7	65.3	58.9	59.9	#N/A	57.4	68.3	#N/A	56.9
Days	24	24	25	15	20	15	11	22	11	10
En.Avg	67.3	66.3	65.3	58.9	59.2	60.1	58.1	68.4	53.2	57.4

#N/A indicates insufficient data.

TABLE 5
DAILY CNEL VALUES AT EACH MONITOR STATION
March 2004

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.5	66.6	65.7	#N/A	60.7	#N/A	#N/A	69.2	#N/A	#N/A
2	67.5	65.8	65.4	59.4	59.9	60.8	#N/A	68.3	#N/A	56.8
3	65.4	65.1	66.0	57.0	#N/A	#N/A	56.1	68.7	#N/A	57.0
4	68.0	66.5	66.1	60.6	#N/A	#N/A	58.5	69.8	#N/A	#N/A
5	68.0	67.4	65.7	59.4	#N/A	#N/A	57.1	68.8	#N/A	57.9
6	65.9	65.8	63.5	56.9	#N/A	61.3	56.7	66.5	#N/A	#N/A
7	67.5	66.8	#N/A	#N/A	58.8	#N/A	57.6	#N/A	#N/A	#N/A
8	66.4	65.8	64.3	56.7	58.0	#N/A	58.1	67.1	#N/A	#N/A
9	67.0	66.8	64.6	57.6	58.5	61.5	55.8	67.6	#N/A	57.5
10	67.5	#N/A	66.1	58.2	#N/A	61.7	#N/A	68.1	#N/A	56.7
11	68.6	#N/A	66.4	59.2	#N/A	#N/A	#N/A	68.8	#N/A	57.9
12	67.7	66.8	65.5	59.6	#N/A	59.7	#N/A	69.4	#N/A	#N/A
13	66.2	67.2	64.1	57.3	#N/A	58.6	57.5	66.4	#N/A	#N/A
14	66.8	66.6	64.6	57.3	57.2	58.3	58.5	68.8	#N/A	57.1
15	67.7	67.6	66.2	58.9	59.3	60.9	57.9	68.2	53.4	57.6
16	66.8	67.0	65.1	56.9	57.3	#N/A	56.4	68.4	#N/A	#N/A
17	77.6	#N/A	#N/A	#N/A	58.1	#N/A	#N/A	#N/A	#N/A	#N/A
18	#N/A	#N/A	65.9	58.1	#N/A	64.9	#N/A	69.7	#N/A	58.1
19	68.1	67.6	66.2	#N/A	#N/A	61.8	#N/A	69.0	53.4	58.1
20	67.0	67.5	65.3	#N/A	#N/A	#N/A	#N/A	66.5	52.2	56.5
21	68.1	#N/A	66.0	60.1	#N/A	#N/A	#N/A	68.6	51.4	57.5
22	67.2	#N/A	65.1	58.0	#N/A	#N/A	56.2	69.2	#N/A	57.6
23	67.7	66.4	65.1	59.2	#N/A	60.8	54.9	68.7	#N/A	#N/A
24	67.8	#N/A	65.6	60.3	#N/A	#N/A	#N/A	68.8	54.6	58.3
25	68.8	#N/A	66.3	59.8	#N/A	#N/A	#N/A	69.5	#N/A	58.1
26	67.9	#N/A	65.8	59.6	#N/A	#N/A	57.9	68.8	50.8	57.8
27	66.4	#N/A	64.5	58.3	#N/A	#N/A	#N/A	66.8	#N/A	#N/A
28	67.4	#N/A	#N/A	59.5	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
29	67.8	67.2	64.8	60.6	#N/A	#N/A	57.0	67.4	#N/A	#N/A
30	67.2	66.2	65.4	#N/A	#N/A	#N/A	#N/A	68.6	#N/A	57.7
31	67.6	66.0	65.4	#N/A	60.0	#N/A	#N/A	68.5	#N/A	57.5
Days	30	20	28	24	10	11	15	28	6	18
En.Avg	68.6	66.7	65.4	58.9	58.9	61.3	57.2	68.5	52.8	57.6

#N/A indicates insufficient data.

TABLE 6
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS

Commercial Class A
January - March 2004

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Alaska Air	B7374	906	Average Count	94.6 (816)	93.3 (802)	91.9 (820)	85.2 (826)	87.1 (679)	86.6 (822)	84.4 (820)	92.1 (57)	82.2 (43)	81.2 (42)
	B7377	123	Average Count	92.2 (110)	91.4 (101)	88.7 (110)	81.1 (111)	84.2 (104)	83.3 (110)	81.2 (109)	89.4 (11)	80.0 (3)	76.9 (2)
Aloha	B7377	361	Average Count	96.5 (318)	94.6 (295)	93.1 (321)	86.8 (328)	86.8 (281)	88.2 (323)	85.1 (320)	91.7 (23)	82.2 (17)	81.9 (17)
America West	A320	541	Average Count	93.4 (489)	92.3 (468)	90.7 (493)	85.4 (490)	84.7 (419)	84.9 (484)	81.9 (431)	86.9 (31)	82.8 (10)	78.8 (14)
	B7373	507	Average Count	95.0 (446)	93.4 (433)	91.4 (449)	85.3 (452)	85.4 (388)	86.1 (446)	82.9 (444)	90.9 (45)	81.4 (27)	80.5 (32)
American	B7378	1144	Average Count	95.9 (992)	94.2 (941)	91.9 (994)	86.0 (1003)	86.0 (859)	86.9 (992)	84.2 (992)	91.5 (103)	81.5 (70)	80.8 (71)
	B757	212	Average Count	95.3 (174)	93.9 (168)	92.4 (183)	86.2 (182)	86.6 (159)	87.5 (179)	84.5 (178)	88.1 (25)	81.6 (12)	78.2 (7)
	MD80	166	Average Count	101.3 (122)	100.5 (115)	100.5 (120)	93.0 (133)	94.1 (82)	95.2 (131)	92.3 (116)	100.5 (26)	85.9 (23)	86.8 (10)
Continental	B7373	178	Average Count	95.7 (149)	94.0 (142)	93.8 (147)	87.1 (152)	87.7 (128)	88.5 (150)	84.9 (145)	93.6 (22)	81.1 (17)	80.6 (14)
	B7377	428	Average Count	95.0 (366)	93.5 (352)	91.8 (370)	84.9 (372)	85.0 (306)	85.5 (362)	82.7 (360)	92.4 (42)	83.9 (28)	80.1 (22)
Delta	B7378	10	Average Count	92.2 (8)	90.9 (7)	88.6 (8)	83.2 (8)	83.6 (7)	83.9 (7)	81.4 (7)	87.8 (2)	#N/A (0)	74.0 (2)
	B757	506	Average Count	94.7 (439)	93.4 (418)	92.1 (437)	84.9 (442)	85.6 (376)	85.2 (436)	82.5 (410)	90.4 (52)	81.1 (23)	79.7 (27)
	MD90	247	Average Count	91.3 (222)	90.3 (204)	90.1 (222)	82.9 (209)	83.9 (183)	84.9 (221)	82.3 (200)	88.9 (22)	79.4 (3)	79.9 (8)
FedEx	A300	1	Average Count	95.8 (1)	94.6 (1)	93.0 (1)	88.0 (1)	#N/A (0)	87.6 (1)	84.9 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	A310	61	Average Count	99.5 (50)	98.2 (55)	97.7 (56)	91.4 (56)	91.3 (45)	92.4 (56)	88.9 (54)	94.8 (4)	83.4 (3)	#N/A (0)
Frontier Airlines	A318	3	Average Count	92.2 (3)	90.3 (3)	90.4 (3)	84.0 (3)	84.0 (3)	84.1 (3)	80.9 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	A319	223	Average Count	93.1 (197)	91.5 (189)	91.6 (200)	85.8 (201)	85.4 (168)	85.3 (197)	81.3 (190)	89.1 (18)	80.0 (10)	79.7 (9)
	B7373	27	Average Count	93.5 (23)	91.8 (22)	91.9 (23)	85.5 (23)	87.0 (23)	87.0 (23)	83.7 (21)	90.7 (3)	79.5 (3)	76.2 (3)
Midwest	B717	158	Average Count	91.0 (139)	90.2 (128)	91.8 (136)	83.6 (137)	83.8 (117)	84.0 (135)	80.6 (119)	86.6 (13)	80.3 (2)	77.9 (1)
Northwest	A320	356	Average Count	95.2 (287)	93.5 (283)	92.7 (291)	86.7 (291)	85.8 (247)	86.5 (284)	82.3 (278)	91.7 (51)	82.7 (26)	83.1 (13)
Southwest	B7373	466	Average Count	93.4 (422)	92.0 (411)	90.0 (422)	84.1 (422)	85.2 (365)	85.4 (424)	82.3 (413)	91.1 (35)	80.8 (27)	79.4 (17)
	B7377	78	Average Count	92.0 (73)	90.8 (72)	87.8 (72)	81.6 (69)	82.9 (46)	82.5 (71)	80.2 (66)	88.8 (5)	77.2 (1)	76.8 (2)
United	A320	673	Average Count	91.5 (601)	90.7 (576)	90.6 (607)	84.8 (611)	84.8 (524)	85.8 (607)	83.5 (601)	87.6 (52)	80.2 (17)	80.1 (16)
	B7373	2	Average Count	95.4 (2)	94.6 (2)	90.9 (1)	86.9 (2)	91.7 (2)	90.3 (2)	89.1 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	B757	164	Average Count	94.6 (137)	93.2 (126)	92.0 (137)	84.7 (137)	85.7 (120)	86.5 (134)	83.3 (136)	91.0 (19)	88.7 (13)	79.6 (16)
UPS	B757	59	Average Count	95.2 (54)	94.0 (55)	92.1 (55)	85.2 (55)	85.3 (43)	86.3 (55)	83.1 (52)	87.7 (3)	#N/A (0)	#N/A (0)

TABLE 7

MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS

Commercial Class E
January - March 2004

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Alaska Air	B7377	419	Average Count	91.1 (378)	90.3 (363)	87.8 (384)	80.9 (374)	83.8 (334)	83.5 (380)	80.9 (374)	89.5 (30)	79.7 (13)	78.4 (8)
Aloha	B7377	90	Average Count	91.3 (83)	90.0 (84)	87.2 (84)	82.2 (82)	82.9 (68)	82.7 (82)	79.9 (75)	88.4 (6)	77.8 (3)	#N/A (0)
Southwest	B7373	96	Average Count	93.3 (85)	91.6 (78)	89.7 (85)	83.8 (86)	84.9 (77)	85.3 (86)	82.1 (83)	90.4 (10)	79.6 (5)	78.0 (5)
	B7377	1978	Average Count	90.8 (1789)	90.1 (1718)	86.7 (1806)	81.2 (1705)	82.6 (1549)	82.3 (1804)	79.9 (1522)	90.1 (135)	81.1 (60)	78.2 (49)
United	A320	34	Average Count	90.2 (32)	89.4 (32)	89.5 (32)	84.3 (32)	83.9 (31)	84.3 (32)	81.8 (31)	84.4 (2)	#N/A (0)	#N/A (0)
	B757	544	Average Count	90.5 (487)	89.7 (475)	88.2 (493)	82.2 (481)	82.7 (405)	84.3 (490)	81.6 (476)	87.6 (43)	80.7 (14)	79.2 (12)

TABLE 8

MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS

Commuter

January - March 2004

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American Eagle	E140	1003	Average Count	86.6 (909)	85.8 (875)	88.3 (910)	79.6 (659)	79.6 (682)	80.2 (903)	78.7 (97)	85.1 (74)	82.3 (9)	#N/A (0)
Atlantic Southeast	CL60	264	Average Count	90.1 (236)	88.9 (226)	88.1 (237)	80.2 (192)	82.1 (199)	83.1 (235)	81.1 (214)	85.9 (15)	78.9 (6)	80.5 (1)
Mesa Airlines	CL60	228	Average Count	85.7 (212)	84.4 (205)	86.3 (213)	78.9 (114)	79.9 (152)	78.9 (199)	78.7 (9)	82.1 (12)	#N/A (0)	#N/A (0)
SkyWest	CL60	262	Average Count	85.4 (236)	83.9 (229)	87.7 (235)	82.7 (107)	78.5 (141)	80.5 (233)	78.7 (22)	85.0 (18)	79.7 (2)	#N/A (0)
	E120	518	Average Count	82.5 (463)	82.5 (442)	82.8 (463)	80.3 (78)	82.6 (367)	81.0 (444)	81.1 (50)	82.5 (44)	83.2 (12)	79.9 (6)

MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS

General Aviation

January - March 2004

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	2674	Average Count	89.3 (1985)	88.2 (1865)	90.1 (1970)	84.3 (1132)	83.9 (1058)	84.4 (1714)	84.5 (707)	86.7 (167)	88.3 (26)	83.9 (18)

TABLE 9
AIR CARRIER OPERATIONAL HISTORY

Carrier	AC Type	Year					
		2000	2001	2002	2003	2004	
Alaska Air	AS	B7374	4,242	3,269	4,343	4,850	1,812
		B7377	5,658	6,906	7,196	7,089	1,084
Aloha	AQ	B7377	5	1,378	2,182	2,910	903
America West	AW	A319	746	263	631	2,883	363
		A320	1,575	2,062	1,888	2,955	718
		B7373	10,892	10,572	7,931	3,184	1,016
		B757	471	339	208		26
American	AA	B7378	655	7,778	6,200	4,663	2,290
		B757	8,621	6,415	7,670	7,612	424
		MD80	4,931	3,178	2,606	1,048	334
		MD90	7,276	1,254			
Continental	CO	B7373	2		2		
		B7375	2,030	1,350	1,744	1,640	355
		B7377	3,189	3,741	3,050	3,378	856
		B7378		2		4	
		B757				4	
Delta	DL	B7373	4				
		B7378			397	878	20
		B757	2,086	2,034	2,105	2,503	1,012
		MD90	4,121	4,039	3,610	2,597	496
FedEx	FM	A300	82	6	10	26	2
		A310	404	490	494	476	122
Frontier Airlines	F9	A318				2	6
		A319			10	379	447
		B7373				214	54
Midwest	YX	B717				302	316
Northwest	NW	A319	481	503	854	2,790	690
		A320	2,554	2,130	2,003	57	22
Southwest	WN	B7373	1,566	1,847	1,827	252	80
		B7375	7,977	8,873	8,744	8,231	1,044
		B7377	280	1,330	6,209	10,498	4,112
TWA	TW	B757	1,730	1,479			
		MD80	314	8			
UPS	5X	B757	508	496	452	448	118
US Airways	US	A319	1,455	1,077	1,456	895	
		A320	2	2		4	
		A321		2			
		B757		348			
United	UA	A319	797	1,569	2,384	2,211	558
		A320	1,785	2,028	2,183	2,403	855
		B7373	882	779	70	10	5
		B7375		38	103	8	
		B757	7,522	7,181	6,045	6,492	1,415

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2000	2001	2002	2003	2004
A300	82	6	10	26	2
A310	404	490	494	476	122
A318				2	6
A319	3,479	3,412	5,335	9,158	2,058
A320	5,916	6,222	6,074	5,419	1,595
A321		2			
B717				302	316
B7373	13,346	13,198	9,830	3,660	1,155
B7374	4,242	3,269	4,343	4,850	1,812
B7375	10,007	10,261	10,591	9,879	1,399
B7377	9,132	13,355	18,637	23,875	6,955
B7378	655	7,780	6,597	5,545	2,310
B757	20,938	18,292	16,480	17,085	2,969
MD80	5,245	3,186	2,606	1,048	334
MD90	11,397	5,293	3,610	2,597	496

FIGURE 5
AIRCRAFT OPERATIONAL HISTORY

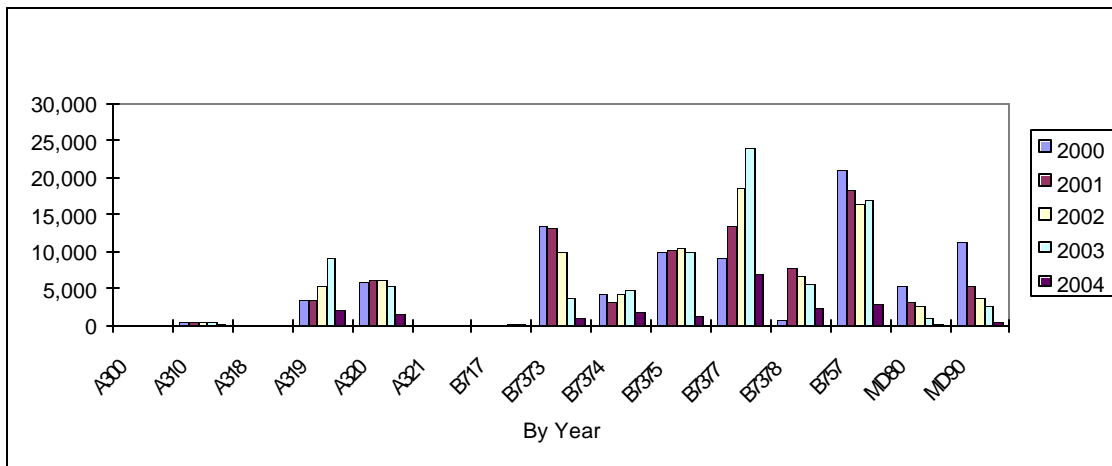


TABLE 11
AIR CARRIER AVERAGE DAILY DEPARTURE HISTORY

Carrier	AC Type	Year					
		2000	2001	2002	2003	2004	
Alaska Air	AS	B7374	5.806	4.477	5.942	6.644	9.956
		B7377	7.719	9.466	9.866	9.710	5.956
Aloha	AQ	B7377	0.014	1.888	2.986	3.984	4.956
America West	AW	A319	1.019	0.362	0.863	3.937	2.000
		A320	2.150	2.822	2.578	4.047	3.945
		B7373	14.874	14.477	10.877	4.373	5.571
		B757	0.642	0.466	0.285	0.036	
American	AA	B7378	0.893	10.652	8.493	6.386	12.593
		B757	11.779	8.789	10.507	10.430	2.330
		MD80	6.743	4.353	3.575	1.433	1.835
		MD90	9.932	1.723			
Continental	CO	B7373	0.005		0.003		
		B7375	2.776	1.852	2.386	2.247	1.956
		B7377	4.352	5.126	4.178	4.627	4.703
		B7378		0.003		0.005	
		B757				0.005	
Delta	DL	B7373	0.005				
		B7378			0.542	1.200	0.110
		B757	2.850	2.786	2.882	3.425	5.560
		MD90	5.628	5.523	4.937	3.562	2.714
FedEx	FM	A300	0.112	0.008	0.014	0.036	0.011
		A310	0.552	0.671	0.677	0.652	0.670
Frontier Airlines	F9	A318				0.003	0.033
		A319			0.014	0.518	2.451
		B7373				0.293	0.297
Midwest	YX	B717				0.414	1.736
Northwest	NW	A319	0.656	0.690	1.173	3.822	3.791
		A320	3.492	2.918	2.742	0.079	0.121
Southwest	WN	B7373	2.142	2.523	2.512	0.345	0.440
		B7375	10.893	12.153	11.981	11.279	5.736
		B7377	0.383	1.827	8.493	14.378	22.593
TWA	TW	B757	2.366	2.027			
		MD80	0.429	0.011			
UPS	5X	B757	0.694	0.679	0.619	0.614	0.648
US Airways	US	A319	1.989	1.474	1.997	1.227	
		A320	0.003	0.003		0.005	
		A321		0.003			
		B757		0.477			
United	UA	A319	1.082	2.159	3.277	3.038	3.055
		A320	2.432	2.770	2.978	3.279	4.714
		B7373	1.202	1.066	0.096	0.014	0.022
		B7375		0.052	0.140	0.011	
		B757	10.298	9.844	8.288	8.896	7.780

NOISE ABATEMENT COMMITTEE MEETING

Date: February 26, 2004

Time: 2:00 PM

Place: Eddie Martin Building

AGENDA ITEMS AND ITEMS DISCUSSED:

1. Airport Statistics

Irma Ortega gave a summary on the Airport Statistics citing information published in the JWA Airport Statistics Report for January 2004. She noted that airline passenger traffic and total aircraft operations increased in January 2004 as compared to the same month in January 2003.

2. Status of the Santa Ana Heights Acoustical Insulation Program (SAHAIP)

Carl Braatz provided an update on the SAHAIP program citing that there were no Notices of Completion filed this quarter. The final project, of Phase 10, continues with a targeted completion date of August 2004 at a cost of \$567,000 for 15 dwellings.

3. Additional topic discussion and/or comments and questions

Question: Joe Deaton, a Newport Beach resident asked if there were any terminal expansion plans.

Answer: Eric Freed explained that there are plans to add 6 additional gates and additional parking and that the project has gone out for bid for design and construction. The targeted completion date for this project is 2008.

Eric Freed also explained that Mesa Airlines will start operating as a commercial carrier effective April 1, 2004 if they pass their noise test. The test is scheduled March 1, 2004 using a CRJ-900.

4. Tentative date for the next Noise Abatement Committee Meeting

The date for the next quarterly Noise Abatement Committee meeting will be announced by letter approximately two weeks before the meeting.

NAC ROSTER

February 26, 2004

NAME

ORGANIZATION

Phi Hong

UPS

Joseph Deaton

Newport Beach Resident

Carl Braatz

John Wayne Airport

Eric Freed

John Wayne Airport

John Escobedo

John Wayne Airport

Ramey Gonzalez

John Wayne Airport

Irma Ortega

John Wayne Airport

Bonnie Streeter

John Wayne Airport