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JOHN WAYNE AIRPORT
ORANGE COUNTY

NOISE ABATEMENT PROGRAM
QUARTERLY REPORT

For the period:
January 1, 2025 through March 31, 2025

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 209th 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 (April 1, 2024 - March 31, 2025). The Figure 2 information was developed by Harris Miller Miller and 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

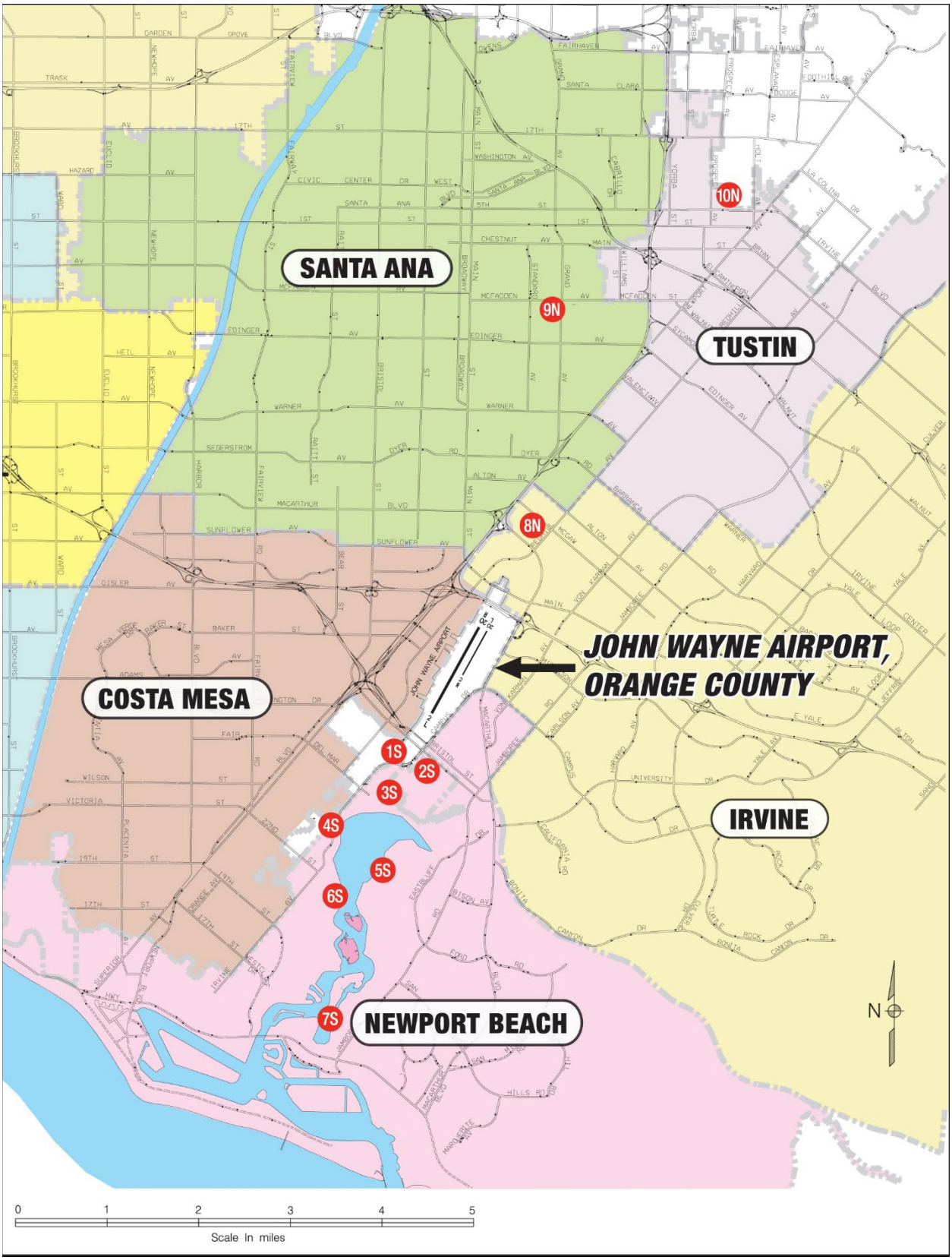
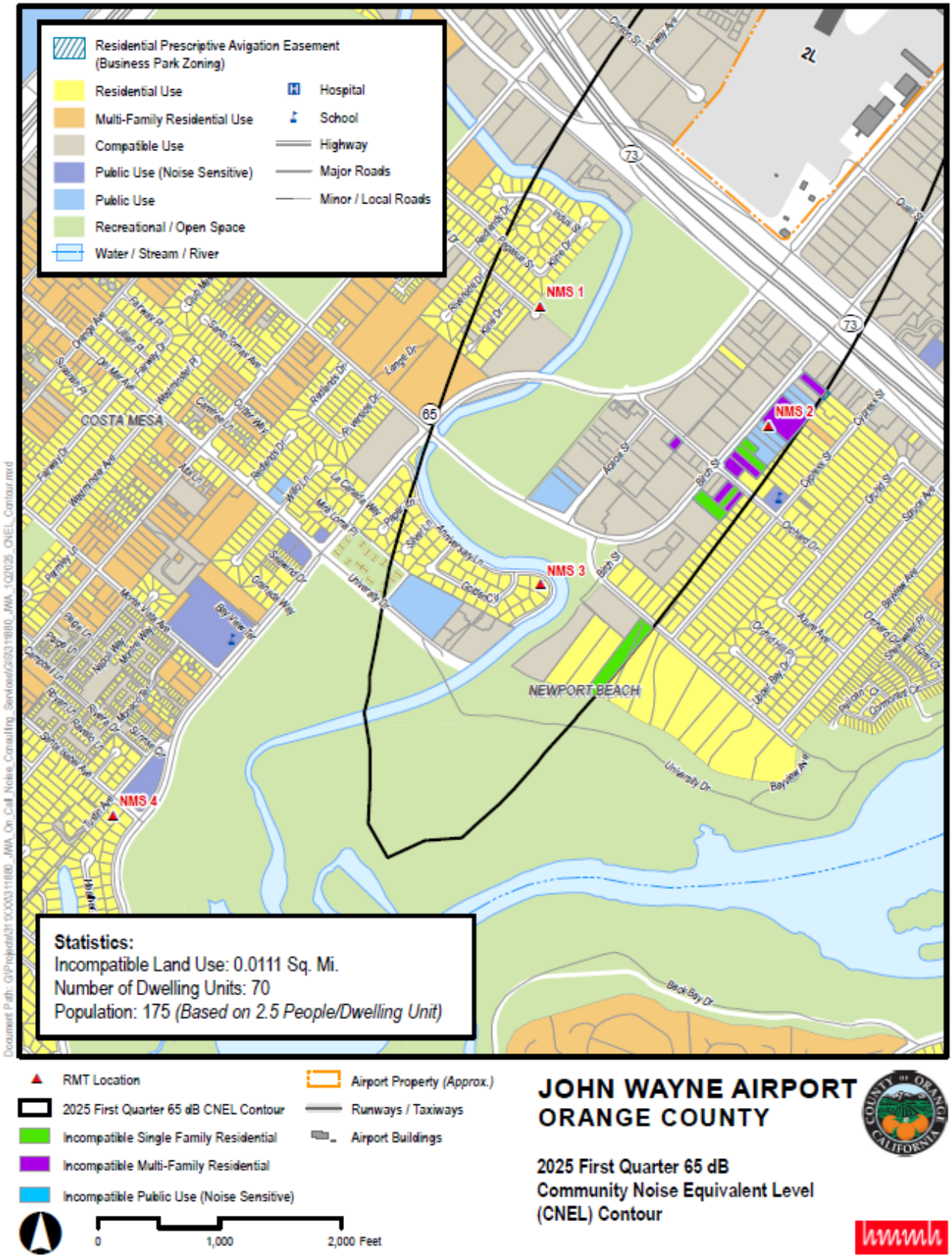


FIGURE 2


Residential Prescriptive Avigation Easement (Business Park Zoning)
Residential Use
Multi-Family Residential Use
Compatible Use
Public Use (Noise Sensitive)
Public Use
Recreational / Open Space
Water / Stream / River
Hospital
School
Highway
Major Roads
Minor / Local Roads
NMS 1
NMS 2
NMS 3
NMS 4
COSTA MESA
NEWPORT BEACH
Statistics:
Incompatible Land Use: 0.0111 Sq. Mi.
Number of Dwelling Units: 70
Population: 175 (Based on 2.5 People/Dwelling Unit)
RMT Location
2025 First Quarter 65 dB CNEL Contour
Incompatible Single Family Residential
Incompatible Multi-Family Residential
Incompatible Public Use (Noise Sensitive)
Airport Property (Approx.)
Runways / Taxiways
Airport Buildings
0
1,000
2,000 Feet
JOHN WAYNE AIRPORT
ORANGE COUNTY
2025 First Quarter 65 dB
Community Noise Equivalent Level
(CNEL) Contour

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 & 12.

TABLE 1
LANDING AND TAKEOFF OPERATIONS
January - March 2025

Period	Carriers		GA Jet (1)	Total	Average Daily
	Jet	Prop		Operations (2)	Jet Operations
January	7,987	0	3,633	24,314	375
February	7,374	0	3,329	21,685	382
March	8,555	0	3,688	24,637	395
First Quarter	23,916	0	10,650	70,636	384
Twelve Months 04/01/24 - 03/31/25	97,704	0	44,427	335,165	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

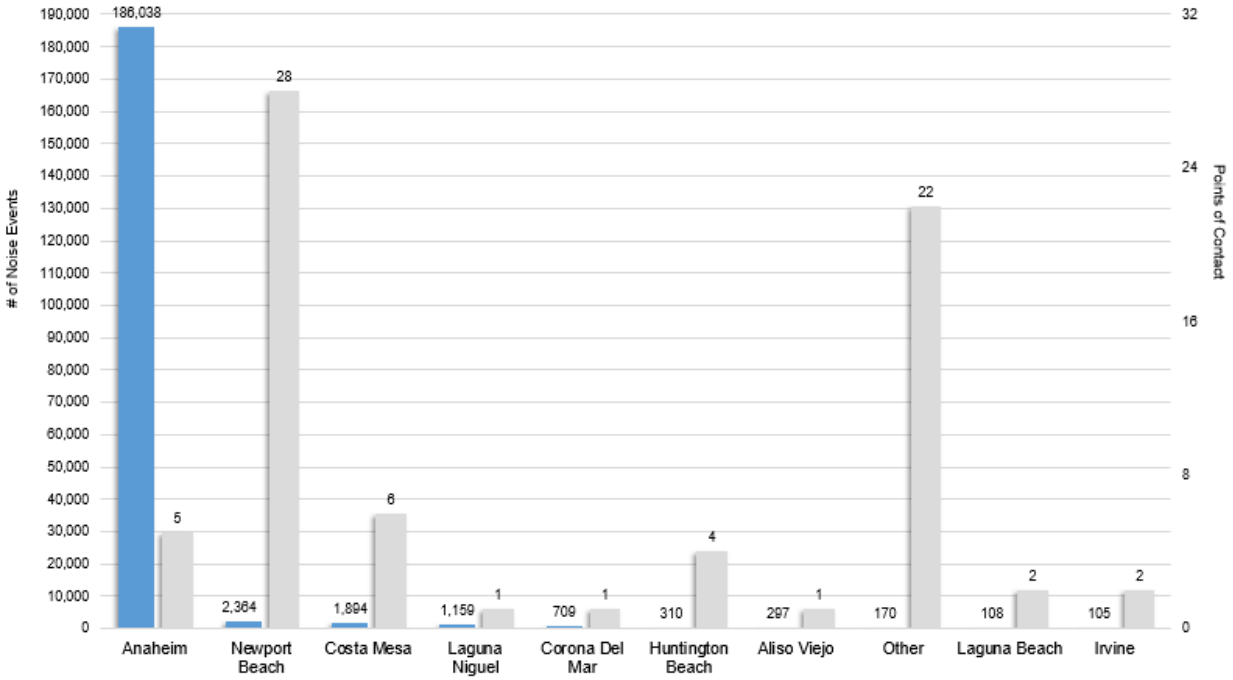
Four hundred eighteen residences in the Santa Ana Heights area have been sound attenuated and an avigation easement reserved through the County's Acoustical Insulation Program, which closed in December 2009. The County has also acquired 46 residences as part of the Purchase Assurance Program, many of 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 dwelling units in Santa Ana Heights remain in the "Noise Impacted Area" (within 65 dB CNEL contour).

COMPLAINT TOTALS (January 1, 2025 - March 31, 2025)

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

193,154 Noise Events | 72 Points of Contact
January 1, 2025 to March 31, 2025



NOTE: The 193,154 Noise Events was a 28.2% increase for the 150,679 Noise Events from last quarter, and a 134.7% increase from the 82,313 Noise Events from the same quarter last year.

FIGURE 3.2
NATURE OF DISTURBANCES

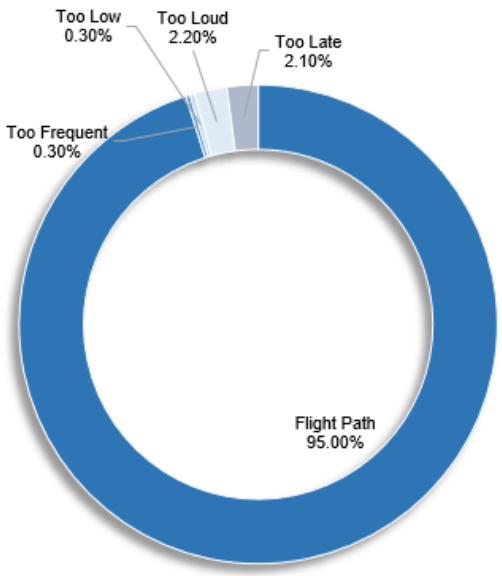


FIGURE 3.3
ENQUIRY METHOD

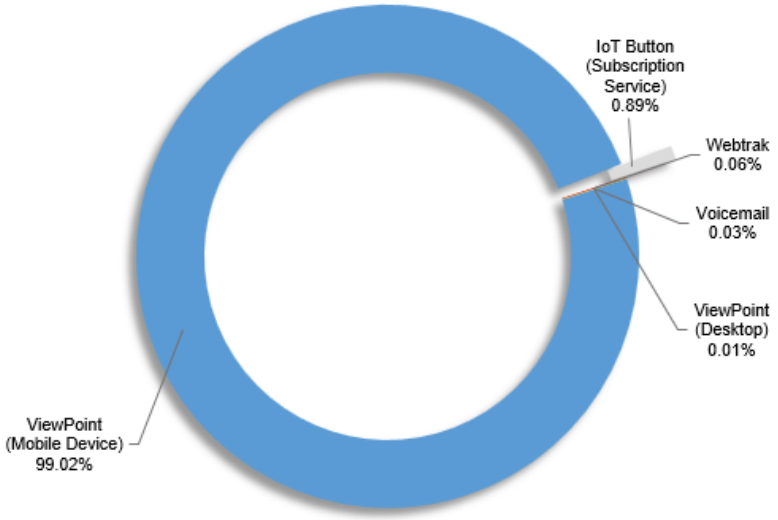


TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 04/01/24 through 03/31/25
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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
Q-2 2024	**68.0**	**66.9**	**66.9**	**60.4**	**59.5**	**60.4**	**56.8**	**68.4**	**44.0**	**58.1**
# Days	**91**	**88**	**91**	**88**	**91**	**88**	**91**	**91**	**77**	**88**
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
Q-3 2024	**67.6**	**66.8**	**66.6**	**59.7**	**58.8**	**59.8**	**55.7**	**68.0**	**43.9**	**57.1**
# Days	**92**	**92**	**92**	**92**	**92**	**90**	**92**	**91**	**81**	**92**
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
Q-4 2024	**67.4**	**66.4**	**66.5**	**59.5**	**58.8**	**59.9**	**56.0**	**67.8**	**42.7**	**57.2**
# Days	**92**	**92**	**92**	**92**	**92**	**90**	**88**	**92**	**71**	**92**
Jan 2025	65.8	64.6	65.9	58.2	57.5	60.3	54.4	66.2	41.8	55.6
# Days	31	31	31	31	31	31	31	31	25	31
Feb 2025	67.5	66.4	66.4	59.9	59.3	59.8	56.0	68.0	42.4	57.8
# Days	28	28	28	28	28	28	27	28	19	28
Mar 2025	67.9	67.0	66.7	60.4	59.9	60.0	57.4	68.6	43.5	58.5
# Days	31	31	31	31	31	31	31	31	22	31
Q-1 2025	**67.2**	**66.1**	**66.3**	**59.6**	**59.0**	**60.0**	**56.1**	**67.7**	**42.6**	**57.4**
# Days	**90**	**90**	**90**	**90**	**90**	**90**	**89**	**90**	**66**	**90**
Q-2 2024 thru Q-1 2025										
Total	**67.6**	**66.6**	**66.6**	**59.8**	**59.0**	**60.0**	**56.2**	**68.0**	**43.4**	**57.5**
# Days	**365**	**362**	**365**	**362**	**365**	**358**	**360**	**364**	**295**	**362**
Q-1 2024 thru Q-4 2024 (Previous 4 Quarters)										
Total	**67.8**	**66.7**	**66.7**	**60.0**	**59.3**	**60.2**	**56.5**	**68.1**	**43.6**	**57.7**
# Days	**366**	**363**	**366**	**363**	**366**	**359**	**361**	**365**	**306**	**362**
Change from Previous 4 Quarters										
	-0.2	**-0.1**	**-0.1**	**-0.2**	**-0.3**	**-0.2**	**-0.3**	**-0.1**	**-0.2**	**-0.2**

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
January 2025

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.8	65.8	65.5	58.9	58.0	58.8	37.1	67.5	42.4	57.4
2	67.4	66.8	66.4	60.0	58.9	59.6	51.4	67.2	40.2	56.8
3	68.2	66.9	67.0	60.7	59.5	60.2	56.1	69.3	39.7	59.3
4	67.9	66.7	66.9	60.4	59.8	60.8	57.1	68.0	40.8	57.8
5	68.5	67.1	67.0	59.6	59.2	59.8	56.1	68.1	*#N/A	56.1
6	67.1	65.8	66.1	59.4	58.6	60.1	55.9	67.0	40.0	56.7
7	58.0	55.1	66.3	51.1	50.3	60.9	43.1	60.5	45.1	45.2
8	60.0	58.1	65.6	50.5	48.0	60.9	50.8	61.5	43.4	45.2
9	62.7	61.3	65.3	53.3	52.7	60.6	49.6	62.5	31.6	44.7
10	64.7	64.1	63.8	56.7	56.8	57.2	53.5	66.4	33.6	55.8
11	66.1	65.0	66.0	58.5	57.5	60.1	54.4	63.8	39.4	51.4
12	56.9	53.5	66.3	40.5	46.6	62.3	39.2	62.3	35.1	31.8
13	55.4	52.8	65.5	38.7	44.5	61.6	32.8	61.7	35.5	41.5
14	62.4	61.7	64.4	52.7	53.1	59.6	49.8	63.1	*#N/A	47.0
15	63.2	62.1	63.1	55.0	53.5	57.4	51.0	64.7	34.0	50.9
16	67.4	66.4	66.1	59.7	58.8	59.4	56.3	68.3	43.1	58.1
17	68.0	66.8	66.8	61.2	60.1	61.0	57.7	68.3	36.4	58.9
18	66.1	64.8	65.0	59.3	58.6	59.4	55.7	65.4	42.3	55.8
19	67.7	66.8	66.7	60.0	59.9	60.6	57.0	67.9	36.3	58.4
20	57.6	54.3	66.9	45.3	47.2	62.7	41.5	62.6	41.4	29.8
21	59.5	57.9	63.7	48.2	46.9	57.7	42.1	60.7	*#N/A	37.9
22	60.5	58.5	65.2	49.5	48.2	59.4	45.9	59.0	31.3	32.3
23	60.3	59.2	65.7	50.8	49.2	60.8	45.4	60.6	*#N/A	28.9
24	65.0	64.1	63.7	54.7	54.4	55.5	49.9	66.5	49.3	51.8
25	66.4	64.7	64.9	59.8	58.1	59.2	55.6	66.9	35.9	57.5
26	68.7	66.7	67.4	62.0	60.4	64.7	58.2	68.7	45.9	59.2
27	68.0	66.5	66.7	60.8	60.4	61.0	57.7	67.4	*#N/A	57.8
28	66.6	65.0	65.0	59.9	58.8	58.5	56.8	66.7	30.2	57.4
29	66.8	65.8	65.4	59.5	59.3	59.1	56.6	66.7	41.4	57.5
30	68.4	67.2	67.3	61.1	60.7	61.2	58.2	68.2	*#N/A	58.4
31	67.5	66.6	66.6	60.1	60.1	59.8	56.9	67.6	45.5	57.8
Days	31	31	31	31	31	31	31	31	25	31
En. Avg	65.8	64.6	65.9	58.2	57.5	60.3	54.4	66.2	41.8	55.6

#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
February 2025

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.4	64.8	65.4	58.5	58.7	57.4	56.1	65.5	43.9	56.1
2	68.2	66.8	67.2	60.4	59.9	60.7	51.4	68.0	*#N/A	58.7
3	68.0	66.9	66.9	58.6	58.2	58.6	#N/A	67.8	*#N/A	57.2
4	66.5	65.4	65.3	59.7	58.6	58.8	52.6	67.0	32.5	57.4
5	67.5	66.3	66.7	60.5	59.4	60.2	57.0	67.2	29.6	58.1
6	68.3	66.6	66.9	61.2	59.8	60.6	45.1	69.2	*#N/A	59.1
7	67.7	66.9	66.5	60.3	60.4	59.9	55.1	68.7	*#N/A	58.6
8	66.4	65.5	65.3	59.0	58.8	58.7	55.9	65.8	40.4	56.4
9	66.9	66.2	66.0	59.7	59.2	59.8	55.2	67.5	36.9	57.7
10	68.0	66.4	66.6	61.2	59.8	59.9	58.0	69.0	*#N/A	59.6
11	66.8	65.8	65.4	59.7	59.1	59.5	57.0	67.3	44.3	58.0
12	67.3	65.3	68.1	59.4	58.7	63.3	55.9	65.9	41.4	55.0
13	68.9	67.0	67.0	61.0	60.8	61.1	57.6	70.5	*#N/A	61.0
14	68.1	67.5	66.6	60.5	61.2	61.2	58.8	69.3	*#N/A	59.3
15	66.5	65.7	65.3	58.8	58.7	59.3	55.9	67.2	44.3	56.0
16	67.1	65.8	65.6	58.4	58.3	58.8	54.5	67.7	43.1	57.2
17	69.0	67.5	67.7	61.7	60.4	60.2	57.7	69.9	43.9	59.7
18	67.6	66.5	66.3	60.3	59.9	60.5	57.5	67.7	49.8	57.7
19	67.5	66.6	66.3	59.9	59.3	59.1	56.2	67.5	44.7	57.1
20	68.0	67.0	66.9	60.7	60.2	60.9	57.3	68.8	40.6	58.4
21	68.0	66.7	66.6	59.9	59.2	59.9	56.1	68.5	32.4	58.5
22	66.0	64.9	64.7	57.1	56.7	57.1	53.8	66.2	*#N/A	54.7
23	67.8	67.0	66.4	59.1	58.7	59.5	55.7	68.5	36.7	57.0
24	67.8	66.8	66.5	59.9	59.6	59.0	56.5	67.6	34.5	57.4
25	66.8	65.8	65.6	58.8	58.4	57.4	52.9	66.6	*#N/A	56.4
26	67.1	66.4	66.1	58.9	58.4	58.4	55.4	66.6	34.3	53.9
27	67.2	66.3	66.0	58.4	57.3	58.3	54.5	68.0	35.1	53.4
28	67.8	66.5	66.6	60.8	59.1	60.2	56.3	68.6	43.9	58.4
Days	28	28	28	28	28	28	27	28	19	28
En. Avg	67.5	66.4	66.4	59.9	59.3	59.8	56.0	68.0	42.4	57.8

#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
March 2025

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	65.9	64.7	64.7	59.4	58.5	58.8	56.1	66.4	*#N/A	56.7
2	67.3	67.3	65.9	59.8	60.8	60.3	57.3	69.5	47.7	59.5
3	67.2	66.5	65.9	59.7	59.8	59.6	57.0	67.9	32.4	57.5
4	66.7	66.0	65.3	59.3	58.9	57.9	56.7	67.3	40.2	57.1
5	67.8	66.5	66.4	60.9	59.7	59.7	57.6	68.4	35.2	59.0
6	68.8	68.1	67.6	61.3	61.7	61.5	59.2	69.5	48.2	60.3
7	69.3	67.9	68.1	62.0	61.3	61.4	59.1	69.4	43.6	59.3
8	66.9	65.7	66.0	59.4	58.8	59.5	55.5	66.8	*#N/A	56.3
9	68.2	67.5	66.7	60.4	59.4	60.1	57.0	68.6	*#N/A	57.4
10	67.5	66.6	66.1	60.0	58.9	59.0	56.5	68.4	30.5	57.5
11	67.4	65.5	65.8	60.5	58.6	60.1	57.0	67.5	41.7	57.7
12	67.5	66.0	66.2	61.0	59.3	60.2	57.8	68.9	*#N/A	59.4
13	68.2	67.3	66.9	59.9	61.3	60.7	55.5	70.2	36.5	60.6
14	69.7	68.1	68.5	62.3	61.4	61.9	59.2	69.8	49.0	60.2
15	66.9	65.6	65.6	59.8	59.2	58.1	56.9	67.2	38.5	57.0
16	68.5	67.5	67.1	61.0	60.4	60.9	57.7	69.4	*#N/A	59.1
17	67.9	67.7	66.7	59.9	61.0	60.5	58.3	69.9	43.9	59.7
18	67.5	66.9	66.6	60.1	59.8	60.0	57.3	67.9	*#N/A	57.7
19	67.7	66.6	67.1	59.6	59.5	59.6	56.6	66.8	36.4	55.4
20	68.4	67.6	67.3	60.8	59.6	60.3	56.3	68.7	40.8	57.8
21	68.2	67.6	67.1	60.1	59.8	58.6	57.0	69.2	40.9	58.6
22	67.4	66.6	66.1	60.0	58.9	59.8	56.3	67.1	44.1	56.8
23	68.1	67.4	67.3	60.8	60.0	61.3	57.9	68.8	45.5	58.4
24	67.9	67.2	67.2	60.5	59.9	60.0	57.1	68.4	28.9	58.4
25	67.0	66.3	65.7	58.5	57.7	56.9	54.5	68.1	42.7	56.7
26	68.1	67.5	66.9	60.7	60.1	58.9	57.1	68.1	*#N/A	58.3
27	68.3	68.0	67.3	61.0	61.1	60.2	58.4	69.1	*#N/A	59.3
28	68.0	67.6	66.9	60.7	59.9	60.0	58.1	68.8	47.8	58.8
29	67.1	66.1	66.0	60.3	59.0	58.8	57.1	67.6	44.8	58.0
30	68.6	67.5	67.5	61.4	60.3	61.3	58.4	69.3	*#N/A	59.4
31	68.1	67.6	66.9	60.5	59.7	59.0	57.9	69.6	32.9	59.2
Days	31	31	31	31	31	31	31	31	22	31
En. Avg	67.9	67.0	66.7	60.4	59.9	60.0	57.4	68.6	43.5	58.5

#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
January - March 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	B38M	88	Average	92.3	91.6	92.3	85.4	84.2	84.8	80.9	86.8	85.2	#N/A
			Count	(80)	(73)	(81)	(79)	(78)	(58)	(63)	(7)	(1)	(0)
Alaska	B38M	42	Average	92.0	91.2	90.7	84.1	84.4	86.1	82.7	85.5	#N/A	#N/A
			Count	(32)	(30)	(33)	(31)	(32)	(29)	(26)	(7)	(0)	(0)
	B737	16	Average	95.7	94.9	94.9	89.6	89.2	89.8	85.6	91.2	#N/A	#N/A
			Count	(15)	(13)	(15)	(15)	(15)	(13)	(15)	(1)	(0)	(0)
	B738	931	Average	98.1	96.7	95.6	89.5	89.5	90.2	87.0	91.2	85.8	80.8
			Count	(833)	(776)	(835)	(824)	(824)	(737)	(776)	(70)	(11)	(10)
Allegiant	A319	50	Average	94.0	93.1	93.0	87.5	86.6	87.2	82.7	87.2	#N/A	#N/A
			Count	(47)	(46)	(47)	(46)	(46)	(46)	(40)	(3)	(0)	(0)
	A320	200	Average	94.9	94.1	92.4	87.5	86.4	87.3	83.2	87.4	80.0	#N/A
			Count	(183)	(173)	(182)	(177)	(180)	(162)	(161)	(15)	(1)	(0)
American	A21N	89	Average	92.5	91.3	91.6	85.1	83.6	85.6	81.5	87.5	84.0	#N/A
			Count	(75)	(66)	(75)	(71)	(72)	(62)	(61)	(10)	(1)	(0)
	A319	3	Average	94.7	93.8	93.1	86.5	85.0	85.9	82.9	#N/A	#N/A	#N/A
			Count	(3)	(3)	(3)	(3)	(3)	(2)	(2)	(0)	(0)	(0)
	A320	22	Average	94.5	94.4	91.6	85.6	85.1	86.1	82.0	#N/A	#N/A	#N/A
			Count	(20)	(19)	(22)	(21)	(22)	(13)	(18)	(0)	(0)	(0)
	A321	100	Average	98.6	98.2	95.4	89.0	88.4	89.3	86.2	90.9	88.2	84.0
			Count	(92)	(79)	(91)	(88)	(90)	(76)	(82)	(6)	(1)	(1)
	B38M	585	Average	93.1	92.2	93.0	85.8	84.8	85.4	81.5	87.6	85.5	79.6
			Count	(530)	(487)	(526)	(521)	(512)	(430)	(411)	(40)	(1)	(1)
	B738	646	Average	98.7	97.7	98.0	91.2	90.1	90.0	86.8	92.6	82.0	81.9
			Count	(568)	(528)	(576)	(564)	(568)	(488)	(513)	(37)	(12)	(5)
Breeze	A223	252	Average	87.9	88.2	86.5	81.7	81.1	81.5	78.3	82.0	#N/A	#N/A
			Count	(225)	(219)	(225)	(204)	(197)	(177)	(51)	(12)	(0)	(0)
Delta	A220	364	Average	88.9	88.9	88.3	81.6	80.4	81.1	78.7	83.3	81.8	81.1
			Count	(324)	(290)	(322)	(285)	(246)	(248)	(59)	(24)	(2)	(1)
	A223	23	Average	89.5	89.8	88.6	82.0	80.6	82.2	78.5	87.6	80.8	#N/A
			Count	(19)	(19)	(19)	(17)	(15)	(13)	(3)	(3)	(2)	(0)
	A320	3	Average	96.8	95.8	95.7	89.7	88.1	87.1	83.3	#N/A	#N/A	#N/A
			Count	(3)	(3)	(3)	(3)	(2)	(3)	(3)	(0)	(0)	(0)
	B738	5	Average	97.5	96.2	96.3	88.8	86.8	88.0	85.6	91.3	77.8	#N/A
			Count	(3)	(3)	(3)	(3)	(2)	(2)	(3)	(1)	(1)	(0)
	B752	296	Average	95.9	95.5	95.3	88.3	87.9	87.6	84.2	89.1	82.6	#N/A
			Count	(266)	(258)	(266)	(264)	(263)	(231)	(237)	(19)	(3)	(0)
FedEx	A306	61	Average	97.5	96.8	95.0	89.2	88.6	89.4	86.0	92.8	80.1	81.7
			Count	(54)	(54)	(52)	(53)	(53)	(54)	(51)	(6)	(1)	(2)
Frontier	A20N	252	Average	88.0	87.9	87.1	81.9	80.1	82.1	79.7	82.1	#N/A	#N/A
			Count	(232)	(216)	(230)	(201)	(135)	(178)	(52)	(12)	(0)	(0)
	A320	16	Average	94.3	93.7	91.7	86.4	85.3	86.9	83.7	87.8	#N/A	#N/A
			Count	(13)	(13)	(13)	(13)	(13)	(12)	(13)	(3)	(0)	(0)
Horizon	E175	407	Average	93.5	92.5	90.9	85.5	85.1	86.9	84.1	89.0	88.4	78.4
			Count	(366)	(350)	(364)	(361)	(362)	(318)	(334)	(31)	(1)	(1)
Southwest	B38M	9	Average	89.3	88.6	87.3	81.2	81.6	83.4	80.2	#N/A	#N/A	#N/A
			Count	(9)	(9)	(9)	(7)	(6)	(7)	(6)	(0)	(0)	(0)
	B737	1682	Average	92.5	92.0	90.2	85.3	85.2	85.8	83.7	89.5	84.4	80.5
			Count	(1506)	(1411)	(1506)	(1488)	(1487)	(1303)	(1306)	(134)	(9)	(5)
	B738	1	Average	87.5	89.3	86.6	83.4	82.8	83.7	80.2	#N/A	#N/A	#N/A
			Count	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(0)	(0)	(0)
Spirit	A20N	226	Average	88.6	87.8	88.0	83.1	81.4	83.0	79.4	83.7	#N/A	#N/A
			Count	(202)	(189)	(201)	(197)	(180)	(162)	(139)	(19)	(0)	(0)
	A320	43	Average	92.6	92.2	90.7	86.0	84.2	85.7	81.8	86.6	79.1	#N/A
			Count	(37)	(37)	(37)	(36)	(37)	(34)	(28)	(2)	(1)	(0)

TABLE 6 (Continued)
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class A
January - March 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
United	A319	32	Average	94.3	93.3	93.0	86.7	85.5	85.9	82.0	#N/A	#N/A	#N/A
			Count	(32)	(32)	(32)	(31)	(30)	(30)	(28)	(0)	(0)	(0)
	A320	116	Average	95.6	94.8	94.5	87.3	85.9	86.7	83.0	#N/A	#N/A	#N/A
			Count	(115)	(107)	(116)	(113)	(113)	(96)	(108)	(0)	(0)	(0)
	B38M	437	Average	92.7	91.7	92.7	85.0	84.9	85.6	81.5	86.5	81.4	#N/A
			Count	(393)	(376)	(390)	(383)	(391)	(333)	(326)	(34)	(2)	(0)
	B737	493	Average	97.1	95.4	96.8	90.7	90.7	90.9	87.1	93.1	86.8	82.3
			Count	(423)	(406)	(426)	(419)	(410)	(351)	(377)	(44)	(11)	(4)
	B738	358	Average	99.1	97.4	98.2	90.6	90.2	90.6	87.8	93.1	88.6	80.2
			Count	(307)	(282)	(304)	(300)	(295)	(226)	(269)	(43)	(13)	(1)
UPS	B752	47	Average	95.3	95.0	93.6	87.1	86.7	87.4	82.8	88.7	#N/A	#N/A
			Count	(40)	(40)	(39)	(40)	(40)	(40)	(37)	(6)	(0)	(0)
WestJet	B38M	13	Average	92.0	91.4	91.9	84.7	84.5	85.8	81.8	#N/A	#N/A	#N/A
			Count	(13)	(12)	(13)	(13)	(12)	(11)	(13)	(0)	(0)	(0)
	B737	72	Average	96.5	95.1	95.8	90.6	89.9	90.8	85.9	91.0	79.2	80.9
			Count	(65)	(57)	(66)	(64)	(66)	(52)	(58)	(5)	(1)	(1)

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
January - March 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American	A21N	170	Average	89.9	89.7	88.4	82.7	81.4	82.4	80.5	83.2	83.7	#N/A
			Count	(156)	(146)	(154)	(148)	(130)	(135)	(26)	(9)	(1)	(0)
Delta	A220	337	Average	88.5	88.7	87.7	81.2	79.8	80.4	78.3	82.2	#N/A	80.6
			Count	(299)	(283)	(301)	(277)	(216)	(224)	(17)	(21)	(0)	(1)
	A223	21	Average	89.2	89.5	87.9	80.4	79.2	79.4	#N/A	80.3	#N/A	#N/A
			Count	(18)	(17)	(18)	(16)	(14)	(14)	(0)	(1)	(0)	(0)
SkyWest Coml.	E175	673	Average	91.4	90.9	89.7	85.4	84.7	86.2	83.5	87.8	#N/A	81.5
			Count	(608)	(568)	(594)	(597)	(605)	(537)	(533)	(44)	(0)	(2)
Southwest	B737	1861	Average	91.5	91.2	89.5	84.9	84.6	85.1	83.4	89.0	79.3	82.2
			Count	(1670)	(1554)	(1671)	(1641)	(1638)	(1494)	(1456)	(157)	(5)	(2)
Spirit	A20N	8	Average	88.3	87.6	87.6	82.3	81.0	82.1	78.4	#N/A	#N/A	#N/A
			Count	(8)	(8)	(8)	(8)	(7)	(8)	(4)	(0)	(0)	(0)

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
January - March 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	423	Average	86.1	86.4	86.5	80.2	78.7	80.1	80.1	82.1	#N/A	#N/A
			Count	(386)	(362)	(387)	(287)	(97)	(224)	(10)	(18)	(0)	(0)
	E145	164	Average	86.8	87.6	87.1	79.8	78.8	79.8	82.3	82.8	#N/A	#N/A
			Count	(150)	(138)	(150)	(95)	(23)	(72)	(1)	(9)	(0)	(0)
SkyWest	CRJ7	77	Average	89.0	88.2	87.7	81.1	81.1	82.7	81.3	87.2	#N/A	#N/A
			Count	(66)	(61)	(66)	(47)	(58)	(63)	(53)	(9)	(0)	(0)
	E175	208	Average	89.8	89.8	88.6	85.0	84.0	85.1	82.8	87.5	78.1	82.9
			Count	(184)	(171)	(184)	(182)	(182)	(160)	(153)	(16)	(1)	(1)

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
January - March 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5071	Average	87.9	87.6	88.7	82.5	82.3	83.0	81.3	84.7	85.7	85.9
			Count	(4465)	(4132)	(4353)	(2726)	(2024)	(2559)	(1023)	(258)	(8)	(2)

TABLE 9
AIR CARRIER OPERATIONAL HISTORY

Carrier		AC Type	Year				
			2021	2022	2023	2024	2025
Air Canada	AC	A223	102	192			
		B38M	6	494	730	728	176
Alaska	AS	A320	4,038	3,888	70		
		B38M				310	87
		B737	24	116	784	300	32
		B738	1,327	2,728	7,088	7,545	1,877
Allegiant	G4	A319	1,076	676	418	596	104
		A320	488	1,399	1,591	1,561	403
American	AA	A21N	88	51	974	2,648	518
		A319	220	498	1,320	420	6
		A320	783	478	660	332	44
		A321	1,035	1,099	1,255	1,072	201
		B38M	17	1,755	1,834	2,666	1,174
		B738	8,144	8,517	7,049	5,899	1,290
Breeze	MX	A223			1,326	2,060	504
		E190			186	68	
		E195			120		
Delta	DL	A220	4,036	3,048	4,420	5,413	1,406
		A223	4	1,934	2,181	1,456	87
		A319	952	2,071	202	148	
		A320	3	532	24		6
		B738	12	58	84	56	11
		B752	1,423	2,010	2,654	2,578	594
FedEx	FM	A306	502	498	496	492	122
Frontier	F9	A20N	1,363	1,818	2,600	2,028	504
		A319	88				
		A320	361	310	230	158	32
Horizon	QX	E175	3,293	1,256	1,648	1,180	822
SkyWest Coml.	SC	E175	3,711	5,446	7,168	7,250	1,347
Southwest	WN	B38M	683	4,038	116	26	18
		B737	22,212	31,166	31,486	30,134	7,092
		B738	7,738	1,720	41	24	2
Spirit	NK	A20N	1,735	2,220	1,492	872	469
		A319	250	158	2		
		A320	346	1,132	1,303	1,546	85
Sun Country	SY	B737	238	8			
		B738	24	2			
United	UA	A319	819	1,047	772	595	64
		A320	1,020	2,054	1,474	1,656	234
		B38M			210	3,062	873
		B737	2,622	4,116	2,721	3,270	985
		B738	2,946	5,685	7,377	3,483	718
		B752	2				
UPS	5X	A306	18	48	38	18	
		B752	392	362	372	398	94
WestJet	WS	B38M				128	26
		B737	112	632	704	584	144
Total			74,253	95,260	95,220	92,760	22,151

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2021	2022	2023	2024	2025
A20N	3,098	4,038	4,092	2,900	973
A21N	88	51	974	2,648	518
A220	4,036	3,048	4,420	5,413	1,406
A223	106	2,126	3,507	3,516	591
A306	520	546	534	510	122
A319	3,405	4,450	2,714	1,759	174
A320	7,039	9,793	5,352	5,253	804
A321	1,035	1,099	1,255	1,072	201
B38M	706	6,287	2,890	6,920	2,354
B737	25,208	36,038	35,695	34,288	8,253
B738	20,191	18,710	21,639	17,007	3,898
B752	1,817	2,372	3,026	2,976	688
E175	7,004	6,702	8,816	8,430	2,169
E190			186	68	
E195			120		
Total	74,253	95,260	95,220	92,760	22,151

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	E135	Embraer	135
A319	Airbus	319	E145	Embraer	145
A320	Airbus	320	E175	Embraer	175
A321	Airbus	321	E190	Embraer	190
B38M	Boeing	737-MAX 8	E195	Embraer	195

TABLE 12
AIR CARRIER AVERAGE DAILY DEPARTURE HISTORY

Carrier		AC Type	Year				
			2021	2022	2023	2024	2025
Air Canada	AC	A223	.140	.263			
		B38M	.008	.677	1.000	.992	.241
Alaska	AS	A320	5.534	5.326	.096		
		B38M				.423	.118
		B737	.033	.159	1.074	.410	.044
		B738	1.816	3.734	9.707	10.309	2.573
Allegiant	G4	A319	1.474	.926	.573	.814	.142
		A320	.668	1.915	2.181	2.131	.553
American	AA	A21N	.121	.068	1.332	3.626	.712
		A319	.296	.682	1.808	.574	.008
		A320	1.082	.655	.904	.454	.060
		A321	1.414	1.507	1.721	1.456	.274
		B38M	.022	2.403	2.518	3.642	1.605
		B738	11.156	11.666	9.655	8.055	1.770
Breeze	MX	A223			1.816	2.814	.690
		E190			.255	.093	
		E195			.164		
Delta	DL	A220	5.529	4.175	6.052	7.393	1.926
		A223	.005	2.649	2.986	1.992	.121
		A319	1.304	2.836	.279	.202	
		A320	.003	.729	.033		.008
		B738	.016	.079	.115	.077	.014
		B752	1.948	2.753	3.638	3.522	.814
FedEx	FM	A306	.688	.682	.679	.672	.167
Frontier	F9	A20N	1.866	2.490	3.562	2.770	.690
		A319	.121				
		A320	.496	.425	.315	.216	.044
Horizon	QX	E175	4.512	1.721	2.258	1.612	1.126
SkyWest Coml.	SC	E175	5.085	7.460	9.816	9.904	1.847
Southwest	WN	B38M	.937	5.532	.162	.036	.025
		B737	30.416	42.693	43.132	41.167	9.715
		B738	10.605	2.353	.055	.033	.003
Spirit	NK	A20N	2.381	3.041	2.038	1.191	.641
		A319	.342	.216	.003		
		A320	.471	1.551	1.789	2.112	.118
Sun Country	SY	B737	.326	.011			
		B738	.033	.003			
United	UA	A319	1.123	1.433	1.058	.814	.088
		A320	1.397	2.814	2.019	2.262	.318
		B38M			.293	4.180	1.197
		B737	3.589	5.644	3.726	4.467	1.351
		B738	4.036	7.786	10.099	4.760	.984
		B752	.003				
UPS	5X	A306	.025	.066	.052	.025	
		B752	.537	.496	.510	.544	.129
WestJet	WS	B38M				.175	.036
		B737	.153	.866	.964	.798	.197
Total			101.712	130.485	130.436	126.716	30.348

QUARTERLY NOISE MEETING

Date: March 25, 2025
Time: 2:00 PM
Place: Virtual (Zoom)

ITEMS DISCUSSED

A summary of the John Wayne Airport ("JWA" or "Airport") February 2025 Airport statistics was provided by Ms. Beatrice Siercke, Access and Noise Office (ANO) Specialist. Mr. Kyle Gorny, ANO Specialist, provided an overview of the Airport's Q4 2024 quarterly noise report ("QNR"). Mr. Nikolas Gaskins, ANO Manager, presented updates on the Airport's Plan Year 2025 Million Annual Passenger (MAP) projection, supplemental allocation of Class E Seat Capacity, and an update on the status of the 2024 Fly Friendly Program tier winners announcement and annual report.

Newport Beach resident, Dr. Jim Mosher, commented on the long term measured aircraft noise level values located on the Airport's website, stating it did not reflect 2024 data. In addition, Dr. Mosher mentioned he could not locate the 2024 annual contour on the website. Mr. Gaskins explained that the annual contour and the 2024 long term measured aircraft noise level values would be updated on the webpage within the next day.

Dr. Mosher mentioned he had recently attended a JWA Airport Land Use Commission (ALUC) meeting. Dr. Mosher had questions regarding the contour used in the Airport Environs Land Use Plan ("AELUP") and mentioned that there appeared to be discrepancies between that contour and the contour presented in the recent QNR. Dr. Mosher explained that the contour in the AELUP shows areas of enhanced noise where propellor aircraft overfly when utilizing the traffic pattern, whereas the contour in the QNR did not represent that enhancement. Mr. Gaskins stated he would discuss with the Airport's acoustical engineering consultant, as well as Ms. Julie Fitch, JWA's Planning Manager, who oversees ALUC.

Dr. Mosher commented on the Airport's "Facts at a Glance" webpage which had previously compared 2023 and 2022 operational data. Dr. Mosher mentioned that the data needed to be updated to show 2024 statistics. Mr. Gaskins informed Dr. Mosher that the information had been updated to reflect the 2024 and 2023 comparison data, and directed Dr. Mosher to visit the webpage once more to confirm.

Dr. Mosher asked if JSX's regularly scheduled flights and on-demand flights count towards the Airport's MAP. Mr. Gaskins explained that the regularly scheduled flights do count towards the MAP being JSX is a Qualified Commuter Air Carrier at JWA. Mr. Gaskins noted, that to the Airport's knowledge, JSX is not operating any on-demand service separate from their scheduled service.

Mr. Gaskins went on to explain that the Airport has seen a decrease in load factor percentages due to several contributors. Mr. Gaskins explained that some of these contributors included aircraft manufacturer delays in deliveries, recently imposed tariffs, and the recent wildfires in Southern California. Mr. Gaskins continued to share that the current MAP projection is 11.1. Mr. Gaskins further explained that the Airport was in the process of reallocating up to 245,000 supplemental seats for the remainder of the 2025 Plan Year. Mr. Gaskins did note that while the Airport is providing this supplemental allocation, there is no guarantee that the carriers will utilize all of it.

Mr. Gaskins provided a 2024 Fly Friendly Program (FFP) update, informing attendees that the FFP tier winners would be recognized at an upcoming Board of Supervisors meeting sometime in April. Mr. Gaskins highlighted that there has been some positive growth when it comes to the FFP annual results, particularly in the nighttime noise reduction category, when compared to Years 1 and 2 of the program.

Mr. Gaskins stated that the Airport was awaiting confirmation from the Newport Beach Aviation Committee on when the altitude and noise analysis would be presented. Mr. Gaskins mentioned that it may occur at the April 21, 2025, meeting.

Dr. Mosher asked if JSX's passengers will be counted toward the MAP now that JSX is operating out of Jay's Air Center. Mr. Gaskins reassured Dr. Mosher that JSX is still required to adhere to the Access Plan regulations, regardless of operations location. Dr. Mosher commented that JSX's office and passenger reception area resulted from a "through the fence" agreement, and asked if that was consistent with the Access Plan. Mr. Gaskins explained that he did not have those details but that question could be addressed at an upcoming Airport Commission meeting.

Dr. Mosher commented that the Fly Friendly Program's scoring report is not downloadable, specifically into an Excel spreadsheet, and asked if the Airport would contact BridgeNet International ("BridgeNet") and request that the feature be implemented. Mr. Gaskins informed Dr. Mosher that he would contact the vendor about this feature to see what it would entail to implement.

Dr. Mosher asked how aircraft, such as HDJT (N426DH) and CL30 (N22XZ), have almost perfect scores and the other operations with the same aircraft have lower scores. Dr. Mosher mentioned that both operators can be found in the non-participants tier of the FFP scoring report when sorted by quiet departure noise score. Dr. Mosher inquired why the CL30 did not receive a score in the quietest fleet score.

Dr. Mosher also asked if BridgeNet is identifying all JSX operations. Mr. Gaskins responded that the FFP scoring report strictly monitors general aviation operations.

Lastly, Mr. Gaskins shared that next-generation aircraft operations are increasing at JWA. Mr. Gaskins mentioned that a report highlighting this increase would be presented to Orange County Board of Supervisors, Vice Chair Katrina Foley, at an upcoming JWA Advisory Group meeting.

QUARTERLY NOISE MEETING ROSTER
March 25, 2025

NAME	ORGANIZATION
Jim Mosher	Resident – Newport Beach
Drew Teicheira	Newport Beach Aviation Committee
Nikolas Gaskins	John Wayne Airport
Anthony Cangey	John Wayne Airport
Beatrice Siercke	John Wayne Airport
Kyle Gorny	John Wayne Airport

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):

   0.0111 Sq. Mi.

2. Estimated Number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:

   70

3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:

   175 (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:

   LJ24 – 4 (Arrivals + Departures)

5. Total number of aircraft operations during the calendar quarter:

   70,636

6. Number of Air Carrier operations during the calendar quarter:
   (Not mandatory)

   23,916

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)

   46,673

9. Estimated number of operations by Military aircraft during the calendar quarter:
   (Not mandatory)

   47