JOHN WAYNE AIRPORT
ORANGE COUNTY

NOISE ABATEMENT PROGRAM
QUARTERLY REPORT

For the period:
April 1, 2025 through June 30, 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 210th 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 (July 1, 2024 - June 30, 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

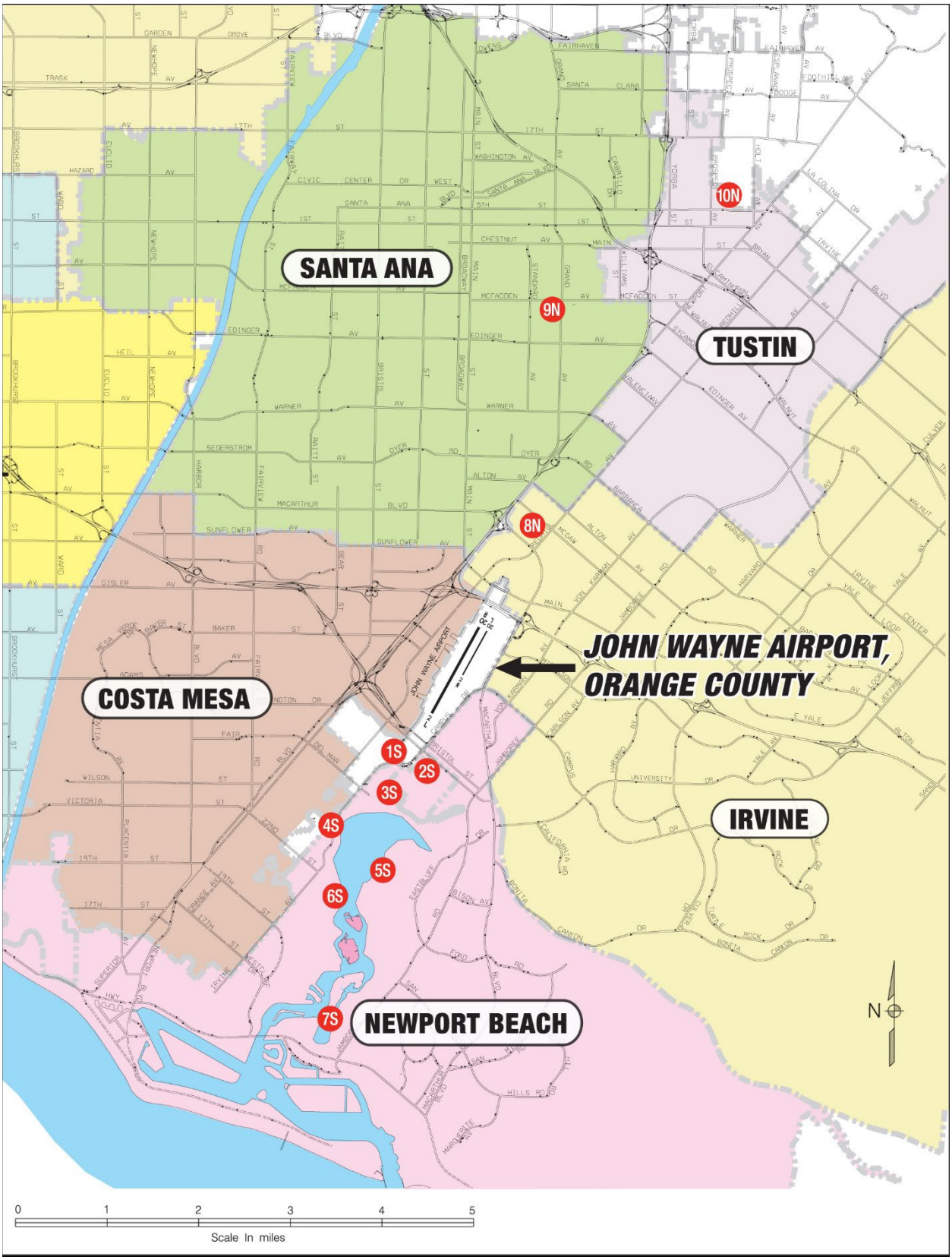
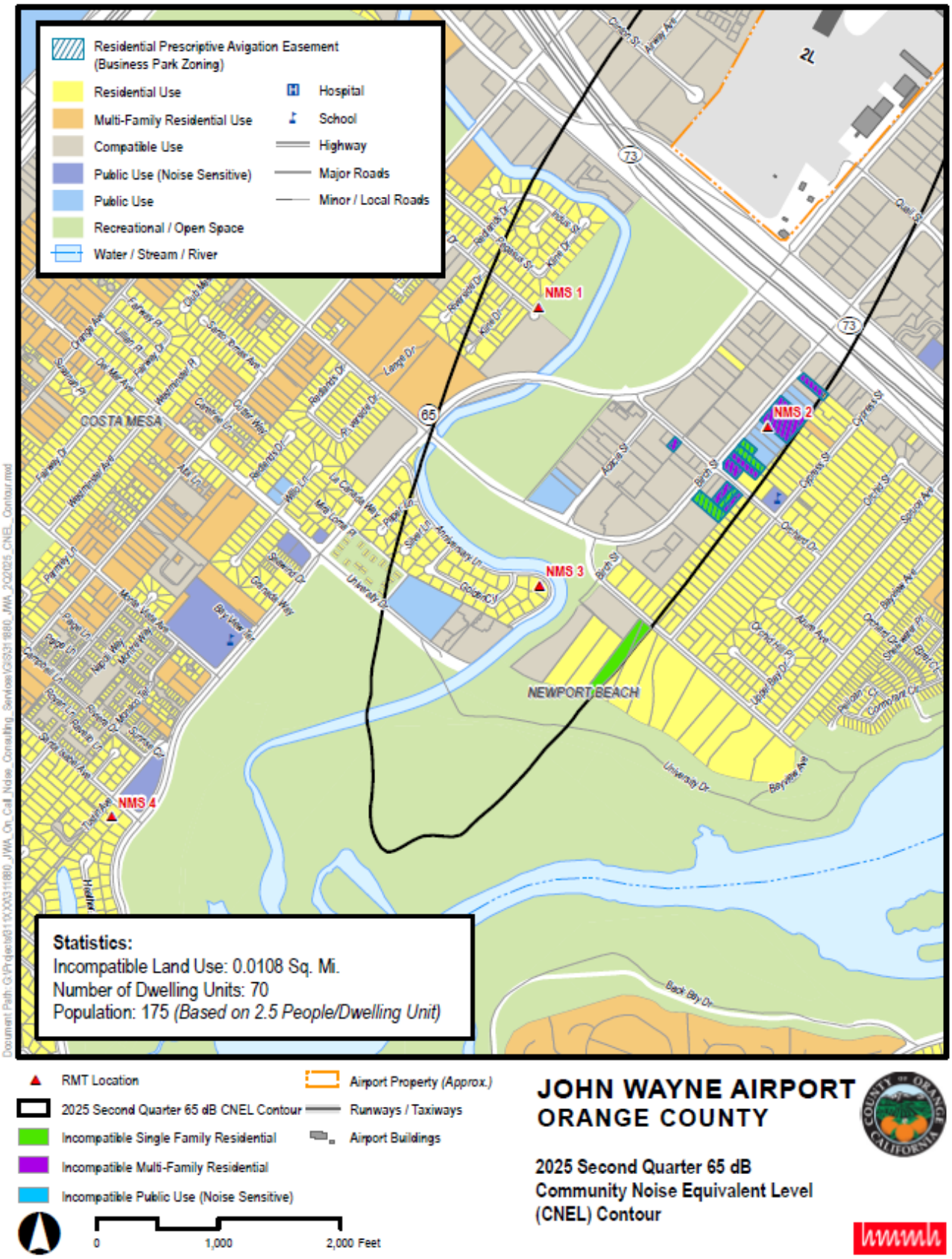


FIGURE 2
NOISE IMPACT AREA MAP



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
April - June 2025

Period	Carriers		GA Jet (1)	Total	Average Daily
	Jet	Prop		Operations (2)	Jet Operations
April	8,393	0	3,791	25,837	406
May	8,892	0	3,677	30,464	405
June	8,920	0	3,885	28,295	427
Second Quarter	26,205	0	11,353	84,596	413
Twelve Months 07/01/24 - 06/30/25	99,429	0	45,190	346,645	396

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

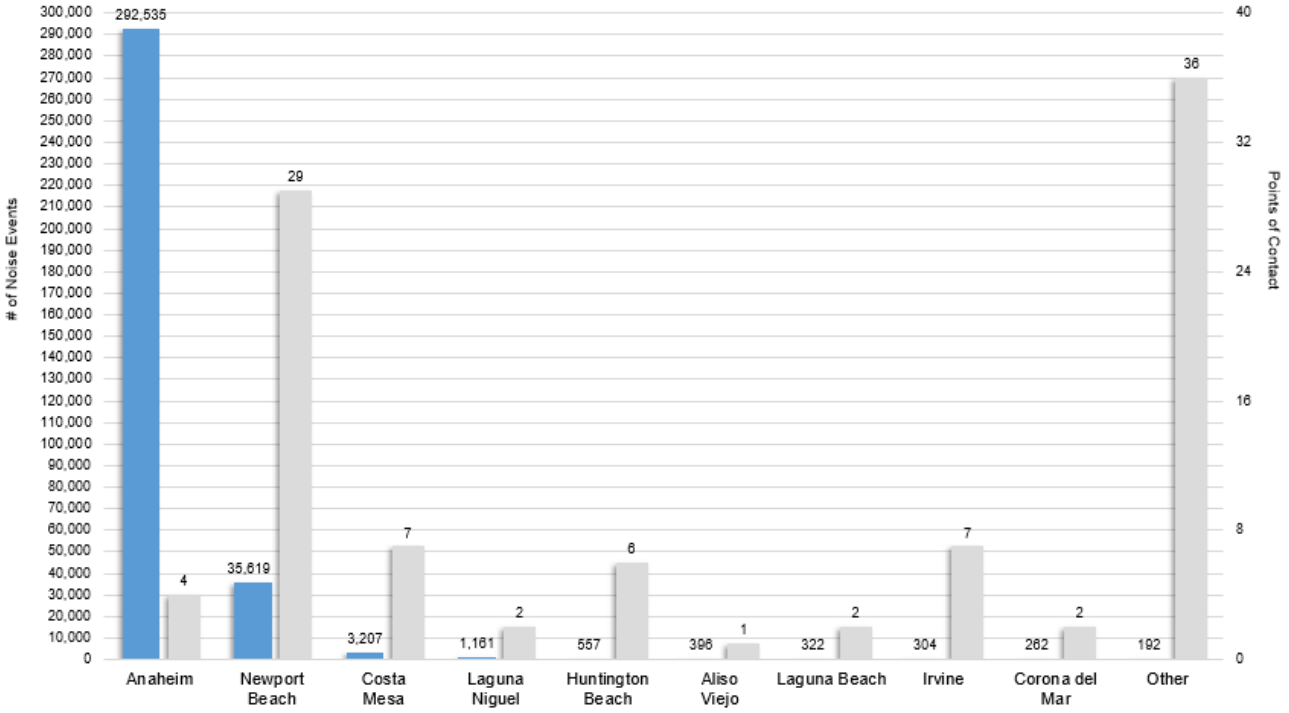
Four hundred eighteen residences in the Santa Ana Heights area have been sound attenuated and an avigation easement reserved through the County's Acoustical Insulation Program, which closed in December 2009. The County has also acquired 46 residences as part of the Purchase Assurance Program, many of 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 (April 1, 2025 - June 30, 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

334,555 Noise Events | 96 Points of Contact
April 1, 2025 to June 30, 2025



NOTE: The 334,555 Noise Events was a 73.2% increase for the 193,154 Noise Events from last quarter, and a 53% increase from the 218,708 Noise Events from the same quarter last year.

FIGURE 3.2
NATURE OF DISTURBANCES

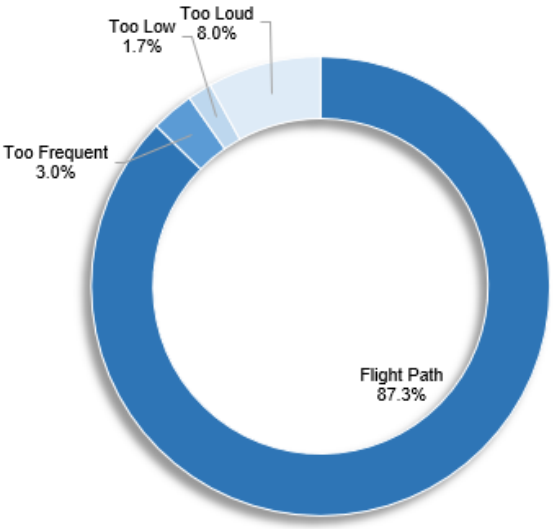


FIGURE 3.3
ENQUIRY METHOD

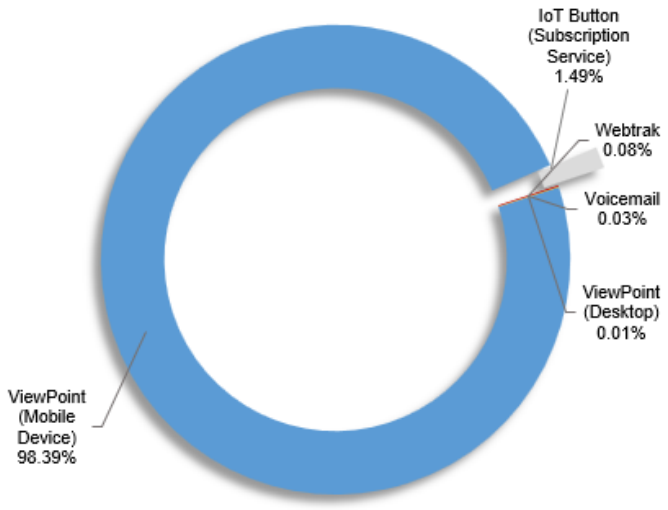


TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 07/01/24 through 06/30/25
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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**
Apr 2025	67.5	66.9	66.4	60.1	59.4	59.8	56.9	68.3	44.4	58.2
# Days	30	30	30	30	30	30	30	30	26	30
May 2025	67.7	67.0	66.5	60.3	59.1	59.5	56.9	68.5	41.7	58.3
# Days	31	31	31	31	31	31	31	31	19	31
Jun 2025	68.1	67.4	67.1	60.4	59.4	60.6	56.6	68.8	44.5	57.9
# Days	30	30	30	30	30	30	30	30	21	30
Q-2 2025	**67.8**	**67.1**	**66.7**	**60.3**	**59.3**	**60.0**	**56.8**	**68.6**	**43.8**	**58.2**
# Days	**91**	**91**	**91**	**91**	**91**	**91**	**91**	**91**	**66**	**91**
Q-3 2024 thru Q-2 2025										
Total	**67.5**	**66.6**	**66.5**	**59.8**	**59.0**	**59.9**	**56.1**	**68.0**	**43.3**	**57.5**
# Days	**365**	**365**	**365**	**365**	**365**	**361**	**360**	**364**	**284**	**365**
Q-2 2024 thru Q-1 2025 (Previous 4 Quarters)										
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**
Change from Previous 4 Quarters										
	-0.1	**0.0**	**-0.1**	**0.0**	**0.0**	**-0.1**	**-0.1**	**0.0**	**-0.1**	**0.0**

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
April 2025

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.1	67.0	65.8	58.8	60.1	58.6	56.4	68.3	30.9	58.2
2	67.7	67.5	66.6	60.3	60.0	60.3	57.5	68.7	*#N/A	58.9
3	68.2	67.3	67.0	61.3	60.6	61.4	58.3	69.0	45.8	59.1
4	68.1	67.8	66.9	59.9	60.1	59.9	57.1	68.4	46.8	58.1
5	64.8	64.4	64.3	55.5	55.6	57.8	53.5	66.4	39.6	54.7
6	67.1	66.8	65.9	58.8	58.2	58.6	55.5	68.3	*#N/A	57.5
7	67.5	66.9	65.9	59.9	58.5	57.0	55.9	68.2	32.0	57.4
8	66.7	66.0	66.0	59.7	58.2	57.3	56.1	67.4	41.1	57.3
9	67.1	66.5	66.1	59.7	58.1	58.9	55.4	67.7	46.9	57.4
10	68.3	67.8	67.6	60.6	59.7	59.9	56.8	68.0	45.6	57.7
11	67.5	67.1	66.4	60.1	58.8	59.0	56.4	68.6	*#N/A	58.5
12	66.6	65.4	65.1	58.1	56.4	58.0	55.0	67.2	32.2	57.3
13	68.0	67.2	66.8	60.7	59.5	60.3	56.3	68.9	36.5	58.8
14	68.0	67.3	66.9	60.6	59.5	59.8	56.5	68.1	35.9	58.1
15	66.5	65.8	65.3	59.4	58.8	59.4	56.0	67.1	31.9	57.3
16	67.3	67.0	67.1	60.3	59.9	60.9	58.3	67.9	43.4	57.9
17	68.1	67.7	66.9	61.6	60.5	60.2	58.2	69.5	51.8	59.4
18	67.5	67.1	66.6	60.5	60.3	60.2	58.1	68.7	43.9	58.9
19	66.4	66.1	65.6	58.8	58.9	59.3	56.0	66.6	*#N/A	56.0
20	67.5	67.0	66.6	60.1	59.7	60.1	56.7	68.7	46.0	58.6
21	68.2	67.7	67.2	60.2	60.1	60.1	57.0	68.9	48.7	59.0
22	66.9	66.5	66.0	59.4	59.5	59.0	56.5	67.6	44.3	57.7
23	67.4	66.9	66.4	60.5	59.7	59.7	57.3	68.0	43.3	58.3
24	68.3	67.7	67.2	61.1	60.5	61.3	58.4	69.8	38.6	59.6
25	67.4	66.9	66.2	60.7	59.8	60.7	58.1	69.3	42.7	59.5
26	66.5	65.6	65.3	59.9	58.6	59.7	56.3	67.6	45.3	57.8
27	68.1	67.8	67.2	61.1	60.6	61.6	58.1	69.4	46.1	59.4
28	68.1	67.1	66.9	60.6	59.6	60.5	58.0	68.3	38.4	58.3
29	66.9	66.1	65.9	60.1	59.3	60.2	56.7	67.6	40.2	57.5
30	67.9	66.7	66.9	60.6	59.1	59.7	57.0	67.9	45.1	58.1
Days	30	30	30	30	30	30	30	30	26	30
En. Avg	67.5	66.9	66.4	60.1	59.4	59.8	56.9	68.3	44.4	58.2

#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
May 2025

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.4	67.7	67.2	61.1	59.8	59.7	57.9	68.9	*#N/A	58.8
2	67.6	67.3	66.5	60.5	59.4	60.4	57.3	68.7	28.9	58.5
3	66.4	65.4	65.1	58.9	55.8	58.5	54.5	66.6	41.4	56.1
4	68.5	67.2	67.1	61.7	59.6	61.2	58.2	69.5	40.8	59.6
5	68.3	66.9	66.8	61.2	59.4	60.2	58.1	69.1	*#N/A	59.5
6	67.7	66.7	66.4	60.6	59.0	59.9	57.1	67.9	49.6	58.4
7	67.7	67.7	66.6	59.9	59.9	60.0	57.1	68.3	32.5	58.3
8	68.1	67.8	67.2	60.3	60.1	60.3	57.3	68.5	42.0	57.9
9	67.7	67.3	66.5	59.2	58.7	58.2	55.7	68.4	42.9	57.3
10	66.3	65.9	65.2	57.4	56.4	57.3	54.5	66.3	*#N/A	55.4
11	67.6	66.9	66.0	60.0	58.3	58.8	55.7	68.9	*#N/A	58.9
12	67.5	66.7	66.2	60.4	58.9	58.9	57.3	68.8	28.5	59.1
13	66.9	66.3	65.8	59.9	59.0	58.4	57.1	68.0	*#N/A	58.2
14	67.4	67.0	66.1	60.0	59.4	55.0	57.0	68.8	44.3	58.4
15	68.6	68.0	67.7	61.4	60.6	60.3	58.2	69.0	*#N/A	58.9
16	68.2	66.7	66.9	61.2	59.5	56.6	57.1	69.3	46.9	59.2
17	67.0	65.8	65.5	60.0	58.6	56.0	56.6	67.7	*#N/A	57.5
18	68.5	67.9	67.1	61.2	60.2	59.0	58.2	69.2	*#N/A	58.9
19	68.1	67.7	66.9	60.4	59.7	59.4	57.5	68.9	41.0	58.8
20	67.6	67.0	66.5	59.9	58.3	59.7	56.1	67.6	33.4	56.7
21	67.4	67.0	66.6	59.3	57.9	59.0	55.9	68.1	33.2	57.6
22	68.2	67.4	67.2	60.9	59.6	60.8	57.1	69.1	*#N/A	58.7
23	68.0	66.7	67.0	60.7	59.5	60.7	56.7	69.5	32.2	59.3
24	66.4	65.8	65.3	59.9	58.5	59.4	56.5	67.6	39.3	57.9
25	67.1	66.6	65.8	60.1	59.1	60.0	57.1	68.7	41.2	58.6
26	67.9	67.5	66.9	60.6	59.4	61.0	57.5	69.4	29.9	59.1
27	67.8	66.9	66.9	60.5	59.3	60.7	56.7	68.3	36.7	58.0
28	67.2	66.8	66.2	59.9	59.0	59.9	56.0	68.2	*#N/A	58.0
29	68.0	67.5	67.2	60.5	60.0	61.0	57.6	69.0	36.3	59.0
30	67.6	66.7	66.5	59.7	58.6	59.8	55.6	68.7	*#N/A	58.3
31	66.6	65.8	65.6	58.3	56.8	58.1	54.0	67.0	*#N/A	56.3
Days	31	31	31	31	31	31	31	31	19	31
En. Avg	67.7	67.0	66.5	60.3	59.1	59.5	56.9	68.5	41.7	58.3

#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
June 2025

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.4	68.1	67.4	60.0	59.8	60.7	57.2	68.7	*#N/A	58.4
2	68.2	67.6	67.0	61.1	60.0	61.4	57.6	69.2	42.9	58.9
3	67.6	67.0	66.6	59.8	59.3	60.0	56.2	68.2	37.3	57.4
4	67.6	67.0	66.6	59.9	59.5	59.9	56.1	68.4	*#N/A	58.1
5	68.9	68.5	67.9	61.7	60.8	62.0	58.2	69.4	46.1	59.3
6	68.3	67.9	67.4	60.9	60.4	61.2	57.4	69.3	46.4	59.1
7	67.2	66.6	66.2	59.5	59.2	59.8	56.2	67.4	33.7	57.0
8	68.6	68.0	67.5	60.5	59.7	60.7	56.5	69.5	33.9	58.9
9	68.3	67.1	67.0	59.6	58.8	60.6	56.2	69.1	*#N/A	58.3
10	67.9	67.0	66.8	59.8	58.8	60.1	55.4	68.5	36.5	56.7
11	67.8	66.9	66.7	59.4	58.0	59.6	55.1	68.6	45.8	56.9
12	69.0	67.9	68.0	61.4	59.2	61.2	56.7	69.8	38.6	58.6
13	68.1	67.3	67.2	60.4	58.8	60.7	56.8	69.7	46.7	58.4
14	67.3	66.0	66.5	59.1	57.6	59.1	54.6	67.4	*#N/A	56.9
15	68.4	67.7	67.3	59.9	59.4	60.4	56.0	68.8	*#N/A	58.0
16	68.5	67.9	67.4	60.5	59.1	60.7	56.6	68.9	37.4	57.3
17	68.0	67.2	66.9	59.6	59.2	60.2	56.4	67.8	40.8	56.6
18	68.1	66.9	67.1	60.6	59.0	60.3	56.7	68.9	37.7	58.2
19	68.5	67.7	67.4	60.9	60.1	61.2	56.7	69.4	*#N/A	58.1
20	68.0	67.3	66.9	60.9	59.5	60.7	56.6	69.0	43.8	58.6
21	67.1	66.2	66.0	60.1	58.9	60.2	56.7	67.5	46.0	56.7
22	68.6	68.0	67.7	61.3	60.4	61.7	58.1	69.3	*#N/A	58.5
23	68.3	67.4	67.3	61.8	59.9	61.3	57.4	69.4	47.3	58.7
24	67.9	67.2	66.7	60.4	60.0	60.6	57.4	68.1	44.8	56.2
25	68.0	67.1	66.8	60.3	59.6	60.0	56.9	69.0	34.1	57.4
26	68.4	67.6	67.4	61.2	60.0	60.8	57.3	69.8	52.7	58.7
27	68.5	67.8	67.4	60.9	59.5	61.0	56.4	69.6	*#N/A	59.0
28	68.0	66.9	67.0	58.8	58.3	59.6	55.1	67.5	*#N/A	56.0
29	67.8	67.5	66.9	59.7	59.4	59.9	55.5	68.9	39.9	57.7
30	67.9	67.3	67.0	59.9	59.4	60.0	55.8	68.5	38.0	57.0
Days	30	30	30	30	30	30	30	30	21	30
En. Avg	68.1	67.4	67.1	60.4	59.4	60.6	56.6	68.8	44.5	57.9

#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
April - June 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	B38M	89	Average	91.8	91.3	92.3	85.2	84.3	85.3	80.8	87.0	#N/A	#N/A
			Count	(88)	(82)	(87)	(80)	(85)	(66)	(78)	(1)	(0)	(0)
Alaska	B38M	52	Average	92.3	91.8	90.9	84.1	84.3	86.1	83.1	#N/A	#N/A	#N/A
			Count	(51)	(47)	(52)	(51)	(50)	(45)	(52)	(0)	(0)	(0)
	B737	9	Average	95.9	95.8	94.9	89.8	89.4	89.6	85.7	89.9	#N/A	#N/A
			Count	(8)	(8)	(8)	(7)	(8)	(5)	(7)	(1)	(0)	(0)
	B738	1028	Average	97.9	96.9	95.5	89.4	89.1	90.1	86.9	92.0	#N/A	#N/A
			Count	(1022)	(953)	(1017)	(986)	(939)	(865)	(1001)	(1)	(0)	(0)
Allegiant	A319	58	Average	94.0	93.3	93.1	88.0	86.5	87.5	83.2	#N/A	#N/A	#N/A
			Count	(58)	(52)	(58)	(56)	(58)	(51)	(56)	(0)	(0)	(0)
	A320	252	Average	94.7	94.2	92.5	87.7	86.2	87.3	83.2	86.0	#N/A	#N/A
			Count	(249)	(234)	(248)	(237)	(238)	(219)	(245)	(1)	(0)	(0)
American	A21N	91	Average	92.3	91.5	91.2	84.6	83.2	84.9	80.9	90.6	79.1	#N/A
			Count	(89)	(85)	(90)	(86)	(65)	(72)	(62)	(1)	(1)	(0)
	A320	25	Average	95.4	94.9	93.2	86.4	85.1	85.7	81.5	#N/A	#N/A	#N/A
			Count	(24)	(24)	(24)	(23)	(24)	(25)	(20)	(0)	(0)	(0)
	A321	103	Average	98.7	98.7	95.4	88.9	88.4	89.6	86.6	88.6	#N/A	#N/A
			Count	(101)	(92)	(101)	(93)	(98)	(74)	(92)	(1)	(0)	(0)
	B38M	792	Average	93.2	92.6	93.3	86.1	84.9	85.4	81.2	92.6	84.1	80.2
			Count	(784)	(742)	(776)	(742)	(712)	(630)	(686)	(4)	(2)	(1)
	B738	519	Average	98.9	98.2	98.3	91.5	90.2	89.9	86.8	93.9	79.9	#N/A
			Count	(512)	(472)	(509)	(475)	(475)	(410)	(484)	(1)	(1)	(0)
Breeze	A223	271	Average	88.4	88.9	87.2	82.0	81.4	82.0	78.5	#N/A	#N/A	#N/A
			Count	(269)	(244)	(270)	(254)	(238)	(221)	(72)	(0)	(0)	(0)
Delta	A220	303	Average	88.7	89.2	88.3	81.3	79.8	80.7	78.2	87.7	76.2	#N/A
			Count	(297)	(282)	(298)	(274)	(213)	(231)	(29)	(3)	(1)	(0)
	A223	105	Average	90.7	90.7	90.7	82.8	81.2	82.2	78.5	89.9	83.5	#N/A
			Count	(100)	(90)	(99)	(92)	(84)	(77)	(33)	(5)	(2)	(0)
	A319	23	Average	95.7	95.0	95.1	88.8	86.4	86.4	81.4	#N/A	#N/A	#N/A
			Count	(23)	(19)	(23)	(21)	(22)	(22)	(22)	(0)	(0)	(0)
	A320	2	Average	96.9	96.1	96.0	90.0	88.4	88.6	84.5	#N/A	#N/A	#N/A
			Count	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(0)	(0)	(0)
	B738	5	Average	97.4	96.9	96.8	88.9	87.9	87.7	85.3	#N/A	#N/A	#N/A
			Count	(5)	(5)	(5)	(5)	(5)	(3)	(4)	(0)	(0)	(0)
	B752	356	Average	96.1	96.1	95.8	88.6	88.0	87.8	84.2	90.8	86.1	#N/A
			Count	(353)	(334)	(351)	(330)	(323)	(275)	(341)	(1)	(1)	(0)
FedEx	A306	61	Average	96.7	96.6	94.4	89.1	88.2	89.4	85.9	#N/A	#N/A	#N/A
			Count	(61)	(59)	(61)	(60)	(61)	(59)	(57)	(0)	(0)	(0)
Frontier	A20N	244	Average	88.1	88.4	87.7	82.1	79.9	82.2	79.2	83.1	#N/A	#N/A
			Count	(241)	(228)	(238)	(224)	(158)	(198)	(99)	(1)	(0)	(0)
	A320	11	Average	94.7	94.9	92.2	86.8	85.3	86.7	84.1	#N/A	#N/A	#N/A
			Count	(11)	(10)	(11)	(10)	(9)	(8)	(11)	(0)	(0)	(0)
Horizon	E175	249	Average	93.4	92.7	90.7	85.4	84.9	87.0	84.0	89.6	#N/A	#N/A
			Count	(246)	(237)	(245)	(233)	(241)	(219)	(239)	(2)	(0)	(0)
Southwest	B38M	9	Average	90.2	89.9	88.6	82.2	82.7	84.0	80.5	#N/A	#N/A	#N/A
			Count	(9)	(8)	(9)	(7)	(7)	(9)	(7)	(0)	(0)	(0)
	B737	1726	Average	92.7	92.4	90.6	85.4	85.3	86.1	83.3	89.9	#N/A	#N/A
			Count	(1711)	(1596)	(1710)	(1635)	(1574)	(1469)	(1619)	(4)	(0)	(0)
	B738	2	Average	92.6	92.6	90.4	85.0	84.2	85.9	83.0	#N/A	#N/A	#N/A
			Count	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(0)	(0)	(0)
Spirit	A20N	344	Average	88.2	88.1	87.8	82.6	80.9	82.2	79.3	84.7	#N/A	#N/A
			Count	(339)	(320)	(338)	(321)	(253)	(296)	(183)	(1)	(0)	(0)
	A320	38	Average	92.4	92.3	90.7	86.1	84.4	85.6	81.9	#N/A	#N/A	#N/A
			Count	(38)	(35)	(37)	(36)	(35)	(33)	(36)	(0)	(0)	(0)

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

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
United	A319	89	Average	94.5	93.7	93.3	87.3	85.4	86.4	82.4	#N/A	#N/A	#N/A
			Count	(88)	(82)	(87)	(81)	(80)	(75)	(84)	(0)	(0)	(0)
	A320	277	Average	95.2	94.7	94.1	87.1	85.9	86.4	82.8	86.5	#N/A	#N/A
			Count	(275)	(250)	(274)	(263)	(264)	(242)	(267)	(1)	(0)	(0)
	B38M	629	Average	93.1	92.3	93.3	85.3	84.9	85.8	81.5	88.7	85.4	#N/A
			Count	(623)	(579)	(621)	(597)	(556)	(516)	(587)	(5)	(2)	(0)
	B737	369	Average	97.3	95.9	97.1	90.6	90.5	90.8	87.0	94.5	87.5	#N/A
			Count	(364)	(340)	(360)	(349)	(339)	(294)	(346)	(4)	(2)	(0)
	B738	237	Average	99.1	97.7	98.4	90.6	89.8	90.2	87.2	94.2	88.8	#N/A
			Count	(234)	(215)	(232)	(212)	(201)	(179)	(219)	(2)	(1)	(0)
UPS	B752	51	Average	95.2	95.3	93.8	87.4	86.7	88.0	83.8	#N/A	#N/A	#N/A
			Count	(51)	(49)	(51)	(50)	(48)	(49)	(51)	(0)	(0)	(0)
WestJet	B38M	15	Average	92.0	91.5	92.3	85.7	84.7	86.7	82.0	#N/A	#N/A	#N/A
			Count	(15)	(15)	(15)	(14)	(15)	(7)	(13)	(0)	(0)	(0)
	B737	47	Average	96.0	95.2	95.5	90.1	89.4	90.2	85.5	92.9	#N/A	#N/A
			Count	(46)	(44)	(44)	(43)	(41)	(33)	(45)	(1)	(0)	(0)

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
April - June 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American	A21N	169	Average Count	90.1 (169)	90.2 (155)	88.6 (166)	82.8 (160)	81.5 (142)	82.9 (132)	79.0 (59)	#N/A (0)	#N/A (0)	#N/A (0)
Delta	A220	297	Average Count	88.6 (291)	89.0 (265)	88.0 (295)	81.2 (267)	79.7 (184)	80.4 (205)	78.5 (18)	80.7 (1)	#N/A (0)	#N/A (0)
	A223	10	Average Count	89.1 (10)	89.6 (10)	87.7 (10)	81.2 (9)	80.3 (6)	79.9 (9)	77.7 (1)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	1056	Average Count	91.5 (1048)	91.2 (975)	89.8 (1038)	85.3 (1005)	84.5 (998)	86.3 (901)	83.2 (1017)	88.0 (2)	#N/A (0)	#N/A (0)
Southwest	B737	2048	Average Count	91.3 (2028)	91.3 (1884)	89.5 (2008)	84.9 (1968)	84.5 (1937)	85.2 (1797)	82.7 (1921)	90.3 (3)	#N/A (0)	#N/A (0)

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
April - June 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	425	Average Count	86.1 (416)	86.7 (383)	86.8 (419)	79.9 (302)	78.6 (78)	80.1 (239)	80.1 (4)	80.6 (2)	#N/A (0)	#N/A (0)
	E145	240	Average Count	86.8 (236)	87.9 (216)	87.3 (235)	79.8 (136)	79.2 (36)	79.8 (129)	79.3 (4)	81.8 (1)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	85	Average Count	88.4 (85)	88.3 (76)	87.6 (82)	81.2 (49)	81.0 (62)	82.9 (70)	81.0 (76)	#N/A (0)	#N/A (0)	#N/A (0)
	E175	261	Average Count	89.5 (253)	90.0 (242)	88.4 (256)	84.8 (237)	83.7 (245)	84.9 (236)	82.5 (241)	89.7 (1)	#N/A (0)	#N/A (0)

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
April - June 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5406	Average Count	87.9 (5200)	87.9 (4827)	88.8 (5128)	82.6 (3153)	82.1 (2181)	83.1 (3019)	81.5 (1178)	84.7 (23)	81.5 (2)	79.2 (3)

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	354
Alaska	AS	A320	4,038	3,888	70		
		B38M				310	193
		B737	24	116	784	300	50
		B738	1,327	2,728	7,088	7,545	3,935
Allegiant	G4	A319	1,076	676	418	596	221
		A320	488	1,399	1,591	1,561	912
American	AA	A21N	88	51	974	2,648	1,039
		A319	220	498	1,320	420	6
		A320	783	478	660	332	94
		A321	1,035	1,099	1,255	1,072	408
		B38M	17	1,755	1,834	2,666	2,758
		B738	8,144	8,517	7,049	5,899	2,328
Breeze	MX	A223			1,326	2,060	1,046
		E190			186	68	
		E195			120		
Delta	DL	A220	4,036	3,048	4,420	5,413	2,602
		A223	4	1,934	2,181	1,456	318
		A319	952	2,071	202	148	46
		A320	3	532	24		10
		B738	12	58	84	56	21
		B752	1,423	2,010	2,654	2,578	1,308
FedEx	FM	A306	502	498	496	492	244
Frontier	F9	A20N	1,363	1,818	2,600	2,028	996
		A319	88				
		A320	361	310	230	158	54
Horizon	QX	E175	3,293	1,256	1,648	1,180	1,320
SkyWest Coml.	SC	E175	3,711	5,446	7,168	7,250	3,463
Southwest	WN	B38M	683	4,038	116	26	36
		B737	22,212	31,166	31,486	30,134	14,645
		B738	7,738	1,720	41	24	6
Spirit	NK	A20N	1,735	2,220	1,492	872	1,157
		A319	250	158	2		
		A320	346	1,132	1,303	1,546	161
Sun Country	SY	B737	238	8			
		B738	24	2			
United	UA	A319	819	1,047	772	595	242
		A320	1,020	2,054	1,474	1,656	788
		B38M			210	3,062	2,134
		B737	2,622	4,116	2,721	3,270	1,722
		B738	2,946	5,685	7,377	3,483	1,193
		B752	2				
UPS	5X	A306	18	48	38	18	
		B752	392	362	372	398	196
WestJet	WS	B38M				128	56
		B737	112	632	704	584	238
Total			74,253	95,260	95,220	92,760	46,300

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2021	2022	2023	2024	2025
A20N	3,098	4,038	4,092	2,900	2,153
A21N	88	51	974	2,648	1,039
A220	4,036	3,048	4,420	5,413	2,602
A223	106	2,126	3,507	3,516	1,364
A306	520	546	534	510	244
A319	3,405	4,450	2,714	1,759	515
A320	7,039	9,793	5,352	5,253	2,019
A321	1,035	1,099	1,255	1,072	408
B38M	706	6,287	2,890	6,920	5,531
B737	25,208	36,038	35,695	34,288	16,655
B738	20,191	18,710	21,639	17,007	7,483
B752	1,817	2,372	3,026	2,976	1,504
E175	7,004	6,702	8,816	8,430	4,783
E190			186	68	
E195			120		
Total	74,253	95,260	95,220	92,760	46,300

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	.485
Alaska	AS	A320	5.534	5.326	.096		
		B38M				.423	.263
		B737	.033	.159	1.074	.410	.068
		B738	1.816	3.734	9.707	10.309	5.392
Allegiant	G4	A319	1.474	.926	.573	.814	.301
		A320	.668	1.915	2.181	2.131	1.252
American	AA	A21N	.121	.068	1.332	3.626	1.425
		A319	.296	.682	1.808	.574	.008
		A320	1.082	.655	.904	.454	.129
		A321	1.414	1.507	1.721	1.456	.559
		B38M	.022	2.403	2.518	3.642	3.775
		B738	11.156	11.666	9.655	8.055	3.192
Breeze	MX	A223			1.816	2.814	1.433
		E190			.255	.093	
		E195			.164		
Delta	DL	A220	5.529	4.175	6.052	7.393	3.570
		A223	.005	2.649	2.986	1.992	.436
		A319	1.304	2.836	.279	.202	.063
		A320	.003	.729	.033		.014
		B738	.016	.079	.115	.077	.027
		B752	1.948	2.753	3.638	3.522	1.789
FedEx	FM	A306	.688	.682	.679	.672	.334
Frontier	F9	A20N	1.866	2.490	3.562	2.770	1.364
		A319	.121				
		A320	.496	.425	.315	.216	.074
Horizon	QX	E175	4.512	1.721	2.258	1.612	1.808
SkyWest Coml.	SC	E175	5.085	7.460	9.816	9.904	4.742
Southwest	WN	B38M	.937	5.532	.162	.036	.049
		B737	30.416	42.693	43.132	41.167	20.063
		B738	10.605	2.353	.055	.033	.008
Spirit	NK	A20N	2.381	3.041	2.038	1.191	1.584
		A319	.342	.216	.003		
		A320	.471	1.551	1.789	2.112	.222
Sun Country	SY	B737	.326	.011			
		B738	.033	.003			
United	UA	A319	1.123	1.433	1.058	.814	.332
		A320	1.397	2.814	2.019	2.262	1.079
		B38M			.293	4.180	2.921
		B737	3.589	5.644	3.726	4.467	2.362
		B738	4.036	7.786	10.099	4.760	1.636
		B752	.003				
UPS	5X	A306	.025	.066	.052	.025	
		B752	.537	.496	.510	.544	.268
WestJet	WS	B38M				.175	.077
		B737	.153	.866	.964	.798	.326
Total			101.712	130.485	130.436	126.716	63.430

QUARTERLY NOISE MEETING

Date: June 24, 2025
Time: 2:00 PM
Place: Virtual (Zoom)

ITEMS DISCUSSED

A summary of the John Wayne Airport ("JWA" or "Airport") May 2025 Airport Statistics was provided by Mr. Nikolas Gaskins, JWA Access & Noise Office ("ANO") Manager. Mr. Gaskins presented updates on the operation projections for 2025, noting a decrease in the first few months of the year and a possible projected decrease in August and September. Mr. Gaskins mentioned that Commuter Carrier operations increased most likely due to the relocation of JSX from ACI Jet to Jay's Air Center, which permitted an increase in JSX's passenger allocation from 95,070 to 130,000 passengers for 2025. Mr. Kyle Gorny, ANO Specialist, then provided an overview of the Airport's Q1 2025 quarterly noise report ("QNR").

Mr. Gaskins provided an update on the Plan Year 2026 capacity allocation process, reminding attendees that the Airport will confirm in February 2026 whether it meets the Environmental Impact Report ("EIR") 617 mitigation measure, LU-2. Mr. Gaskins explained that if the Airport meets the requirements, the Airport anticipates an increase from 11.8 to 12.5 million annual passengers ("MAP").

Mr. Gaskins informed attendees that all 2024 Fly Friendly Program data had been compiled, and the tier winners announcement was made in May 2025 during a special recognition event at Clay Lacy. Mr. Gaskins went on to explain that extensive outreach has been conducted, and the Airport is beginning to see positive changes. Mr. Gaskins did reiterate, however, it will take time for operators to become fully aware of the program and its elements.

Mr. Gaskins shared that the Airport has been involved in researching the concerns of Central Park West residents in Irvine. Mr. Gaskins mentioned that the Airport is actively working with JWA flight schools on possible solutions. While the Airport is thoroughly investigating the matter, Mr. Gaskins stated that certain actions fall outside the authority of the County of Orange, and are instead, under the jurisdiction of the Federal Aviation Administration ("FAA").

Newport Beach resident, Ms. Seti Lee, inquired about potential solutions to current noise concerns, noting that the level of noise experienced had not been anticipated. Ms. Lee referenced a sound insulation program that was implemented several years ago. Mr. Gaskins responded that a program had existed approximately 20 years ago, specifically for those homes within the 65 decibel ("dB") contour. However, Mr. Gaskins stated the program in no longer active. Mr. Gaskins mentioned that while some noise reductions may appear minimal, we are entering an era of transitioning to next-generation aircraft, which are designed to operate cleaner and more efficiently. Mr. Gaskins explained that as more of these aircraft are deployed at higher levels, it is hoped that they will contribute to a noticeable improvement in noise levels.

Central Park West resident, Ms. Pattie Leslie, mentioned a conversation she had with a community member that is an Alaska Airlines pilot. Ms. Leslie stated that she was informed that some airlines may choose to operate flights despite curfew restrictions, and accept the associated penalties. Mr. Gaskins explained that the current settlement agreement, set to expire in December 2030, will be renegotiated with the settlement parties. Mr. Gaskins mentioned that discussions, such as adjusting the fine structure, may be addressed. Mr. Gaskins explained that the Airport is actively reviewing this issue.

Ms. Leslie asked which community groups are part of the settlement agreement, and whether it would be worthwhile to explore joining one of them. Mr. Gaskins responded that Ms. Leslie is certainly welcome to research and join one of the groups, if able. Additionally, Mr. Gaskins explained that one group, Stop Polluting Our Newport ("SPON") may be more focused on issues surrounding Newport Beach, while the other group, Airport Working Group ("AWG") may represent more communities surrounding the Airport.

Mr. Jack Stranberg, Newport Beach Aviation Committee Member, asked what million annual passenger ("MAP") Limitation the Airport is using for allocation of capacity in Plan Year 2026. Mr. Gaskins explained that while the MAP Limitation is set at 11.8, the Airport allocates approximately 11.5 to provide a buffer in the event load factors increase during the Plan Year. Mr. Gaskins further explained that if the MAP Limitation increases to 12.5 million in 2026 and trends indicate lower-than-expected usage, the Airport should be able to offer additional capacity to carriers.

Dr. Jim Mosher, Newport Beach resident, expressed concern that the current noise contour discussed at a recent Airport Land Use Commission ("ALUC") meeting may not accurately reflect noise from smaller propellor aircraft, noting that the contours being used were originally produced in the 1980s. Mr. Gaskins responded that all aircraft noise is represented in the current contour. Mr. Gaskins stated that he will reach out to the ALUC Executive Officer, Ms. Julie Fitch, to discuss the matter further.

Dr. Mosher also suggested implementing remote NMS to ensure more accurate data collection. Mr. Gaskins mentioned he could contact the Airport's noise monitoring system services vendor to discuss portable noise monitoring, but also emphasized that noise modeling is a preferred and reliable method of noise data collection by most airports throughout the country.

Dr. Mosher inquired about the QNR, specifically referencing Table 2, which shows a sharp drop in readings across all monitors except NMS 6S. Mr. Gaskins explained that reverse flow operations tend to be more frequent from November through March, and any significant drop at NMS 6S could be attributed to arrival operations and ongoing construction at the NMS location. Dr. Mosher suggested that it would be helpful to separate the number of operations, as the counts in the report do not appear to align with data from each NMS. Mr. Gaskins responded that the thresholds set at each NMS determine noise event collection, which explains why, at times, more readings may be recorded at NMS 1S, 2S, and 3S, while a decline is observed at the remaining NMS locations. Mr. Gaskins asked Dr. Mosher to send an email with further details for follow-up.

Dr. Mosher asked about the progress of the Airport's noise and operations data portal. Mr. Gaskins advised that the Airport is currently researching several approaches to how the data portal will be built and displayed. Mr. Gaskins added that the Airport still has the public-facing Detailed Noise Events Report available on the Airport's website.

Dr. Mosher asked about a previous question asked at the last quarterly noise meeting regarding the Fly Friendly Program scoring of a Challenger 300 and HondaJet aircraft. Mr. Gaskins advised that BridgeNet is still researching the matter.

QUARTERLY NOISE MEETING ROSTER
June 24, 2025

NAME	ORGANIZATION
Jack Stranberg	Newport Beach Aviation Committee Member
Jim Mosher	Newport Beach Resident
Patti Leslie	Irvine Resident
Seti Lee	Newport Beach Resident
Unknown Caller	Unknown
Constance Towers	John Wayne Airport
Nikolas Gaskins	John Wayne Airport
Anthony Cangey	John Wayne Airport
Beatrice Siercke	John Wayne Airport
Cristina Fimbres	John Wayne Airport
Cassandra Linares	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):

   0.0108 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:

   B738 - 3,590 (Arrivals + Departures)

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

   84,596

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

   26,205

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)

   58,327

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

   64