

JOHN WAYNE AIRPORT
ORANGE COUNTY



NOISE ABATEMENT PROGRAM

QUARTERLY REPORT

For the period:
October 1, 2025 through December 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:


A1A528A921AF49F...

Charlene V. Reynolds
Airport Director
John Wayne Airport, Orange County

INTRODUCTION

This is the 212th 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 (January 1, 2025 - December 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

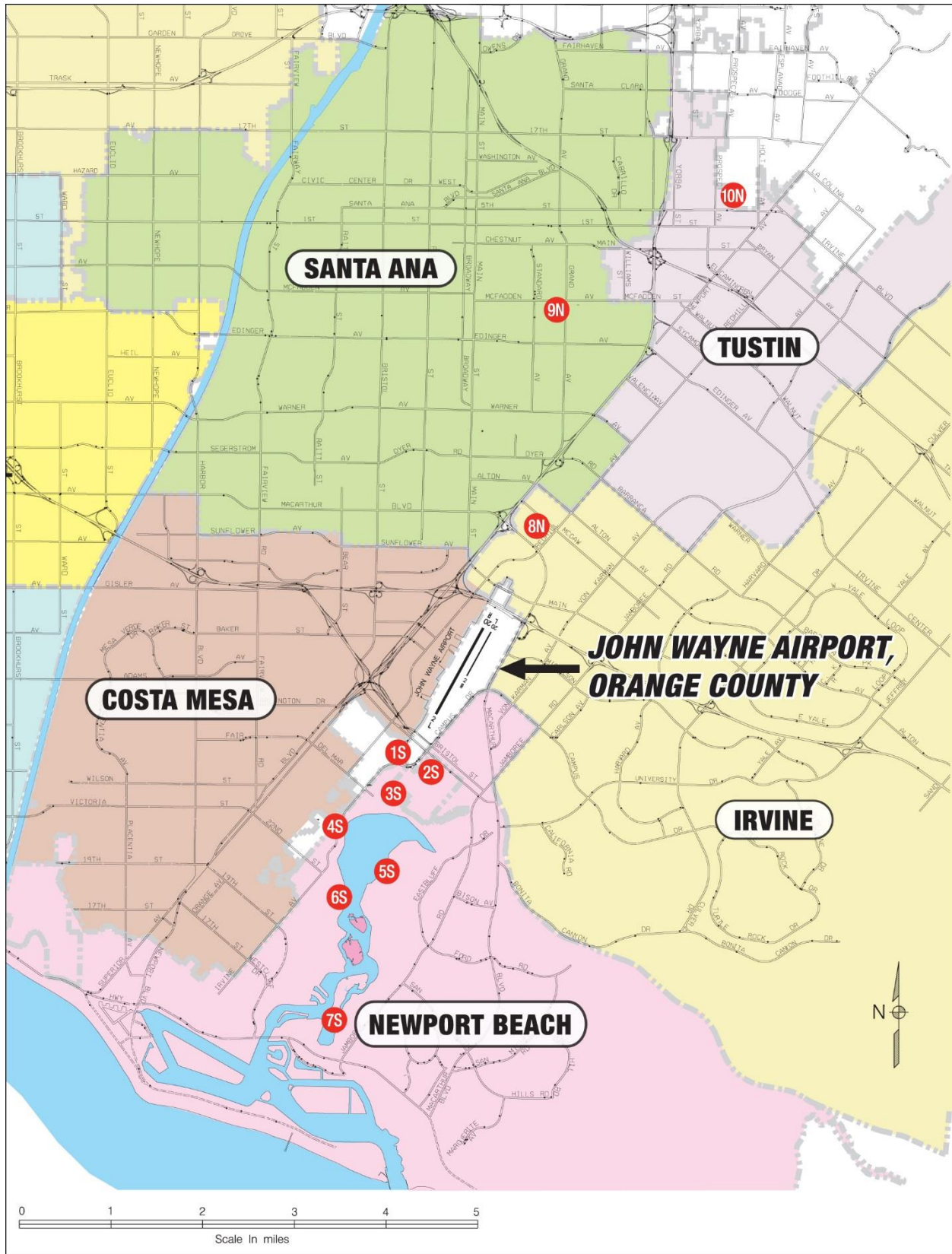
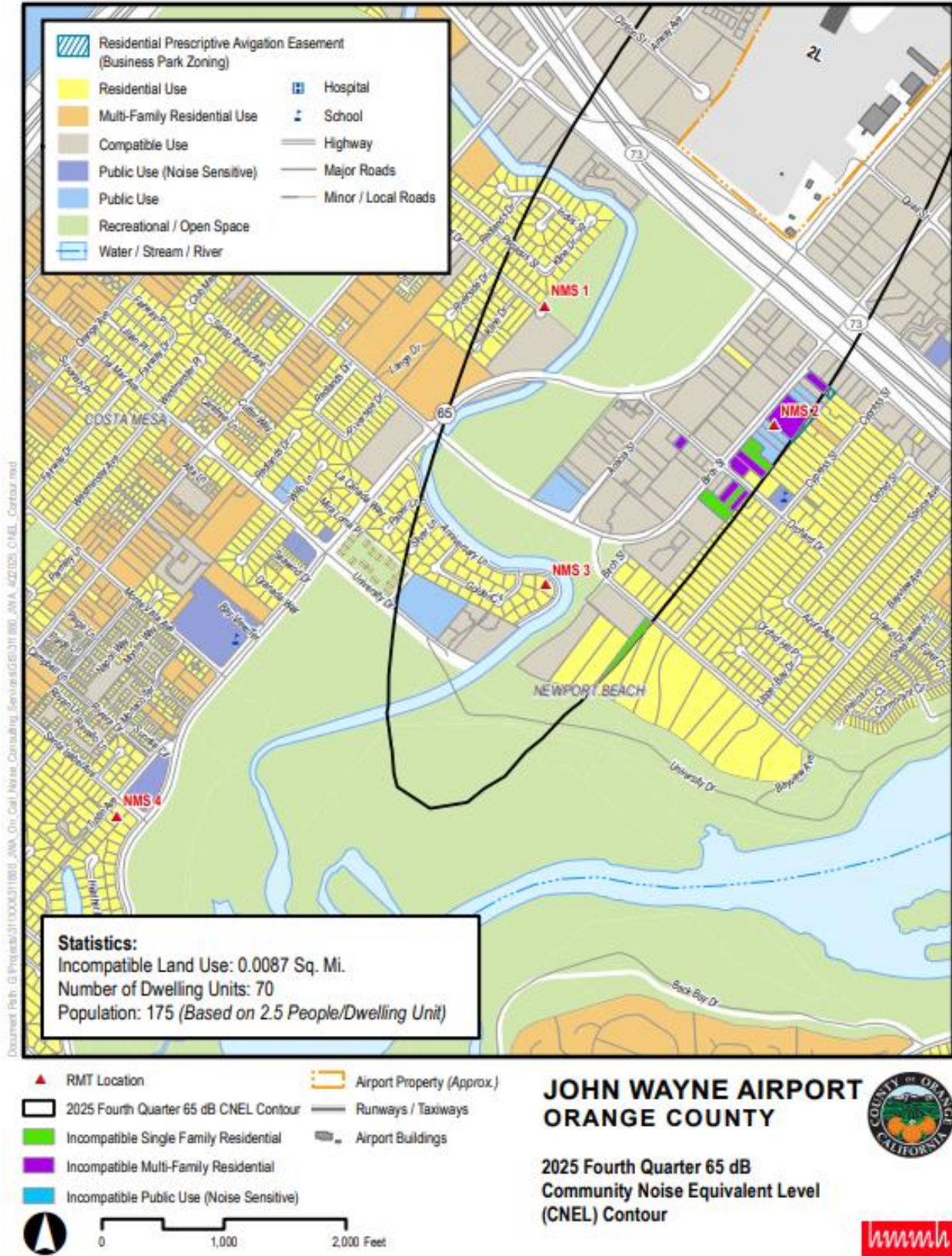


FIGURE 2



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 & 11.

TABLE 1
 LANDING AND TAKEOFF OPERATIONS
 October - December 2025

Period	Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
October	8,876	0	4,057	28,346	417
November	8,513	0	3,843	22,658	412
December	8,695	0	3,816	25,578	404
Fourth Quarter	26,084	0	11,716	76,582	411
Twelve Months 01/01/25 - 12/31/25	102,763	0	45,650	319,042	406

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.

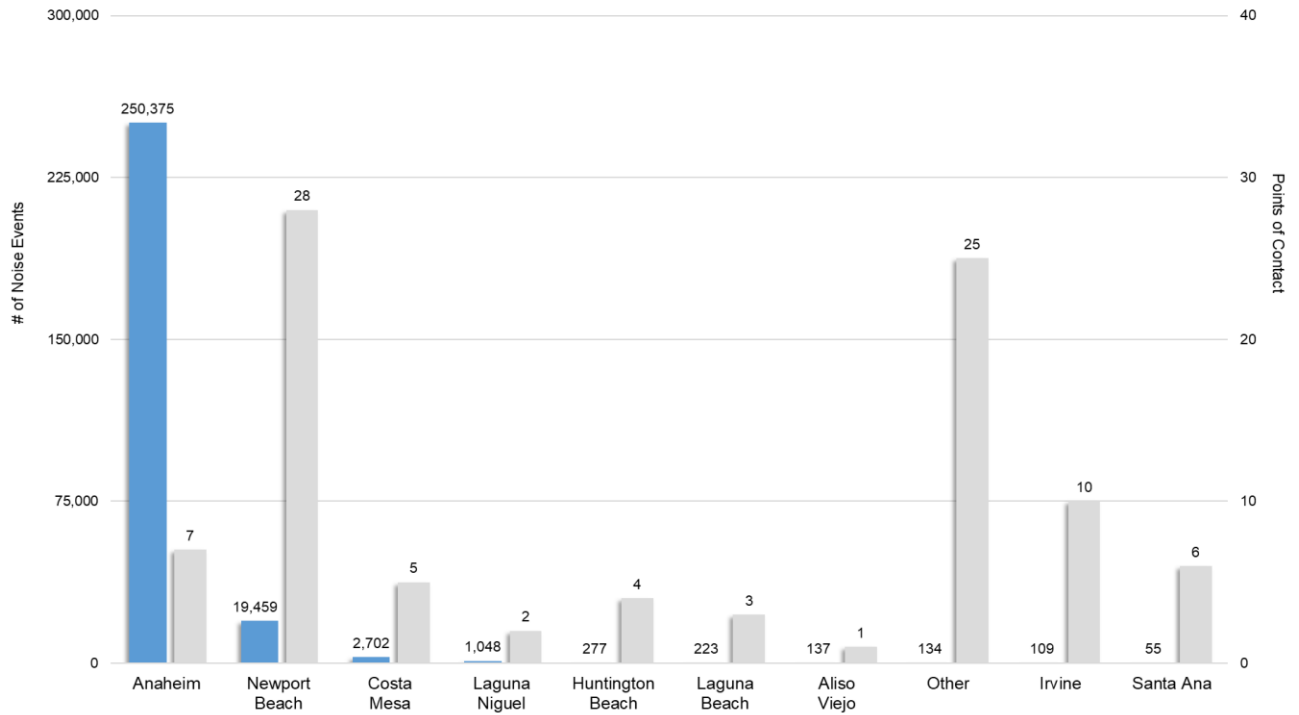
ACOUSTICAL INSULATION PROGRAM

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 (October 1, 2025 - December 31, 2025)

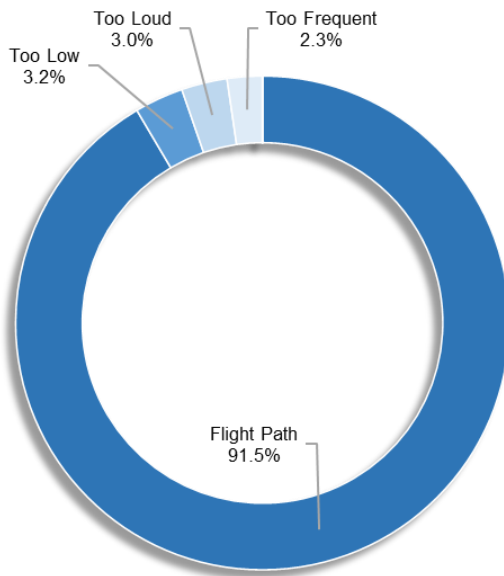
The Airport's Access and Noise Office receives and investigates noise complaints (noise events) from local citizens and all other sources. Figures 3.1, 3.2, and 3.3 illustrate the distribution of reported noise events from local communities, the nature of disturbance, and the method of how the noise events were reported to the Airport.

**FIGURE 3.1
REPORTED NOISE EVENTS**
274,519 Noise Events | 91 Points of Contact
October 1, 2025 to December 31, 2025



NOTE: The 274,519 Noise Events was a 176.4% increase for the 99,316 Noise Events from last quarter, and a 82.2% increase from the 150,679 Noise Events from the same quarter last year.

**FIGURE 3.2
NATURE OF DISTURBANCES**



**FIGURE 3.3
ENQUIRY METHOD**

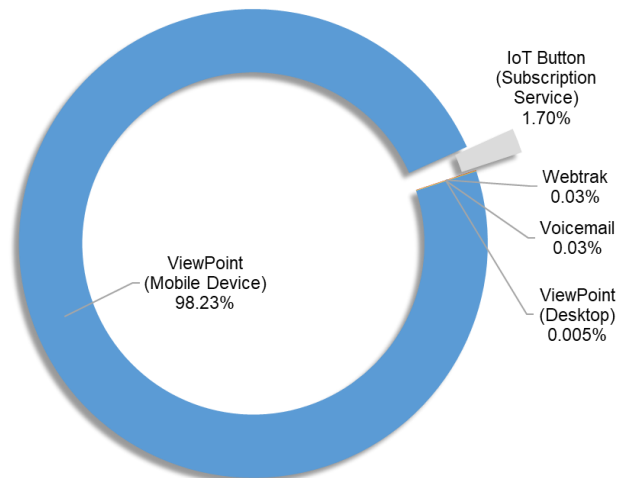


TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 01/01/25 through 12/31/25
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Jan 2025	65.8	64.6	65.9	58.2	57.5	60.3	54.4	66.2	41.7	55.6
# Days	31	31	31	31	31	31	31	31	24	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	60.5	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	60.1	56.1	67.7	42.6	57.4
# Days	90	90	90	90	90	90	89	90	65	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	44.3	57.9
# Days	30	30	30	30	30	30	30	30	22	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	67	91
Jul 2025	68.2	67.4	66.9	60.4	59.6	60.7	56.7	68.8	43.6	58.1
# Days	31	31	31	31	31	31	31	31	17	31
Aug 2025	67.7	66.7	66.6	59.4	58.4	59.6	55.4	68.1	44.1	57.4
# Days	31	31	31	31	31	31	31	31	12	31
Sep 2025	67.7	66.6	66.4	58.6	58.4	59.5	55.5	67.7	39.9	57.3
# Days	30	30	30	30	30	30	30	30	15	30
Q-3 2025	67.9	66.9	66.6	59.5	58.8	60.0	55.9	68.2	42.9	57.6
# Days	92	92	92	92	92	92	92	92	44	92
Oct 2025	68.2	66.7	66.7	59.8	59.3	60.5	56.6	68.0	40.8	57.8
# Days	31	31	31	31	31	31	31	31	18	31
Nov 2025	67.9	66.0	66.7	59.4	58.9	61.1	56.3	67.8	44.9	57.5
# Days	30	30	30	30	30	30	30	30	24	30
Dec 2025	67.7	65.9	66.6	59.2	58.6	60.8	56.4	67.6	41.5	57.3
# Days	31	31	31	31	31	31	30	31	20	31
Q-4 2025	67.9	66.2	66.6	59.5	59.0	60.8	56.4	67.8	43.0	57.6
# Days	92	92	92	92	92	92	91	92	62	92
Q-1 2025 thru Q-4 2025										
Total	67.7	66.6	66.6	59.7	59.0	60.2	56.3	68.1	43.1	57.7
# Days	365	365	365	365	365	365	363	365	238	365
Q-4 2024 thru Q-3 2025 (Previous 4 Quarters)										
Total	67.6	66.7	66.5	59.7	59.0	60.0	56.2	68.1	43.0	57.6
# Days	365	365	365	365	365	363	360	365	247	365
Change from Previous 4 Quarters										
	0.1	-0.1	0.1	0.0	0.0	0.2	0.1	0.0	0.1	0.1

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
October 2025

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.1	65.8	66.0	58.8	58.9	60.0	55.6	67.5	*#N/A	57.4
2	68.3	67.3	66.7	60.4	59.9	61.0	57.2	68.7	36.7	58.3
3	68.6	67.4	66.7	60.3	59.9	61.0	57.4	69.0	*#N/A	59.1
4	67.3	65.8	65.6	58.7	58.1	59.6	56.1	66.4	42.6	56.3
5	69.3	67.9	67.6	61.1	60.3	61.9	58.4	68.5	40.2	58.7
6	68.8	67.4	67.1	60.9	60.1	61.1	57.4	68.7	31.6	58.9
7	67.5	66.2	65.9	59.1	58.2	59.2	54.7	66.8	*#N/A	56.3
8	67.6	66.4	66.3	59.6	58.9	59.9	55.7	67.5	*#N/A	57.3
9	69.4	68.1	67.9	60.5	60.4	61.9	57.0	69.1	33.6	59.1
10	69.2	68.1	67.7	60.3	59.9	61.2	56.7	68.7	35.6	58.5
11	67.0	65.7	65.5	58.6	58.1	59.6	55.4	65.7	*#N/A	55.4
12	69.4	68.1	67.5	60.8	60.3	61.6	58.1	69.4	40.3	59.0
13	69.7	67.4	67.6	62.3	60.2	62.0	59.0	69.6	*#N/A	60.1
14	67.9	65.8	66.6	60.1	59.5	60.9	56.7	67.9	29.7	58.6
15	68.1	66.7	66.7	59.9	60.0	60.6	57.2	67.0	42.8	57.6
16	68.9	67.4	67.3	60.6	60.2	61.5	57.7	69.1	36.3	58.8
17	68.6	67.3	67.4	60.1	59.9	61.2	57.3	68.0	*#N/A	57.5
18	67.3	65.7	66.0	57.8	58.0	58.9	55.1	65.3	26.6	54.6
19	69.1	67.4	67.3	59.6	59.8	60.6	56.8	68.7	*#N/A	58.4
20	68.5	66.9	66.9	59.4	59.3	60.3	56.1	68.2	48.8	57.8
21	66.9	65.6	65.5	58.2	58.1	59.1	54.5	67.4	*#N/A	57.5
22	67.5	66.2	65.9	59.0	59.3	59.4	56.7	67.7	*#N/A	58.0
23	68.8	67.2	67.2	60.3	60.0	61.2	57.8	68.7	40.6	58.7
24	68.7	66.7	67.0	60.3	59.9	61.3	57.1	68.8	35.7	58.7
25	67.0	65.4	65.3	58.4	57.7	58.9	55.0	66.0	*#N/A	56.0
26	69.4	67.8	67.7	60.8	60.6	61.8	58.0	69.5	39.7	59.4
27	67.8	66.8	67.2	59.8	59.5	60.9	56.8	68.1	34.7	58.1
28	66.8	65.4	65.5	57.9	57.5	59.2	55.2	66.4	*#N/A	54.6
29	66.8	65.0	65.0	56.3	56.0	57.3	53.3	66.0	*#N/A	53.8
30	67.7	66.0	66.0	58.6	57.8	59.1	54.3	68.0	32.1	57.1
31	66.9	65.2	65.3	59.0	58.0	59.4	54.6	66.4	45.6	56.2
Days	31	31	31	31	31	31	31	31	18	31
En. Avg	68.2	66.7	66.7	59.8	59.3	60.5	56.6	68.0	40.8	57.8

#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
November 2025

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	66.8	65.4	64.9	57.2	56.9	58.4	53.6	66.2	36.3	55.3
2	68.5	66.8	66.8	59.8	59.0	60.5	55.8	68.5	*#N/A	58.0
3	68.2	66.3	66.3	59.7	59.0	60.2	55.9	67.8	35.8	58.4
4	67.0	65.7	65.6	59.4	58.4	60.1	55.9	67.0	48.8	56.9
5	67.9	66.7	66.4	59.7	59.6	60.6	57.3	67.3	44.3	57.7
6	68.6	67.2	67.0	60.2	59.9	61.3	57.7	68.5	35.9	58.6
7	68.7	67.0	67.1	59.7	59.5	61.1	56.8	68.4	*#N/A	58.5
8	66.4	64.5	65.1	58.3	57.2	58.9	54.3	65.8	34.9	55.6
9	68.4	66.9	66.8	59.2	58.8	60.3	55.9	69.0	*#N/A	58.3
10	68.2	66.6	66.6	58.2	58.2	59.4	55.4	68.1	34.7	57.1
11	68.0	66.4	66.1	58.8	58.6	59.9	55.7	67.0	*#N/A	56.9
12	67.9	66.2	66.1	59.0	58.3	59.7	55.7	67.1	29.8	57.1
13	68.0	66.2	66.3	60.6	59.0	60.6	57.2	68.8	48.0	58.4
14	65.4	62.6	69.0	57.1	56.3	64.6	52.8	67.4	51.8	53.7
15	67.5	65.1	65.5	59.3	58.4	59.4	55.6	66.3	40.6	56.7
16	68.9	67.0	67.0	61.1	60.3	61.4	58.1	69.2	40.9	59.5
17	68.6	66.4	66.6	60.5	60.2	61.0	58.1	68.7	50.2	59.4
18	67.5	65.6	65.6	59.7	59.1	60.0	57.1	66.8	45.9	57.0
19	67.7	65.8	66.0	59.5	59.7	60.5	57.1	67.5	42.0	57.6
20	69.6	66.5	68.4	61.9	60.5	63.2	58.6	68.0	44.7	59.1
21	63.2	60.0	69.7	53.4	56.1	66.4	47.8	66.5	51.0	50.7
22	64.0	61.6	65.3	54.7	55.4	60.9	52.4	67.1	43.4	55.5
23	68.6	66.6	66.8	60.8	59.9	61.1	57.5	69.0	*#N/A	58.6
24	68.7	66.7	67.3	60.6	60.4	61.6	58.2	68.0	38.6	58.1
25	69.2	67.2	67.5	60.2	59.8	61.1	57.3	68.3	29.5	57.5
26	68.4	66.4	66.6	58.9	58.1	59.8	55.7	68.2	*#N/A	56.4
27	63.3	61.5	61.4	54.6	53.9	55.0	50.9	62.1	35.2	51.0
28	67.5	65.7	65.4	59.1	58.1	59.4	56.0	67.8	34.8	57.6
29	68.7	67.0	67.1	60.6	59.9	61.4	57.2	68.7	37.5	58.6
30	69.1	67.2	67.6	60.8	60.6	61.7	57.4	69.4	43.0	59.8
Days	30	30	30	30	30	30	30	30	24	30
En. Avg	67.9	66.0	66.7	59.4	58.9	61.1	56.3	67.8	44.9	57.5

#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
 December 2025

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.8	67.1	67.3	60.6	60.2	61.7	57.7	68.9	*#N/A	58.7
2	67.7	66.0	66.1	59.4	59.4	60.5	56.4	67.4	42.4	57.9
3	66.3	64.6	67.5	58.0	58.0	63.0	55.4	65.0	35.3	54.0
4	67.3	65.7	65.9	58.8	58.5	59.6	55.9	66.5	*#N/A	55.2
5	67.7	66.3	66.2	59.1	58.6	59.5	55.9	67.6	34.6	56.2
6	66.3	64.5	64.6	57.6	57.1	58.2	54.5	65.5	27.8	54.9
7	68.8	67.3	67.4	60.2	59.9	60.6	57.2	67.8	*#N/A	57.6
8	68.3	66.6	67.0	59.3	58.7	60.5	56.8	66.7	41.7	55.8
9	66.5	65.0	65.2	57.2	57.1	58.2	54.5	66.0	41.8	54.7
10	67.0	65.6	66.0	58.2	57.8	59.0	55.2	66.6	37.8	55.3
11	68.2	66.8	66.4	59.9	58.9	60.0	56.2	67.9	*#N/A	57.3
12	68.4	66.9	67.0	59.9	59.2	60.5	56.5	68.7	*#N/A	58.7
13	66.6	65.0	64.9	57.1	57.1	58.4	54.5	66.3	*#N/A	56.1
14	69.1	67.5	67.1	59.7	59.9	61.0	57.2	68.9	35.5	58.9
15	68.1	66.4	66.4	59.0	58.8	60.3	56.5	67.3	41.7	56.8
16	67.3	65.7	65.7	58.2	57.6	58.9	53.9	67.5	42.3	56.9
17	67.5	65.8	65.9	58.8	58.3	59.7	56.3	67.6	40.5	57.6
18	68.4	66.6	67.1	59.5	59.4	60.4	56.0	68.5	*#N/A	58.6
19	67.9	65.8	66.3	59.0	58.4	60.1	55.8	68.4	*#N/A	57.3
20	67.1	65.2	66.1	59.1	58.4	59.4	56.1	68.1	46.1	57.4
21	68.9	67.6	67.6	60.8	60.4	61.4	57.6	68.8	44.1	58.9
22	68.6	67.1	67.0	60.4	59.5	61.0	57.0	68.8	39.2	58.3
23	69.0	66.0	66.7	61.6	59.0	61.0	57.8	69.2	40.2	59.9
24	67.2	65.1	64.9	60.0	58.1	58.8	56.9	67.8	*#N/A	58.6
25	66.2	64.1	64.2	59.2	57.6	58.8	56.9	67.3	31.1	57.6
26	69.3	67.2	67.2	61.0	60.6	61.7	58.4	69.3	*#N/A	59.9
27	68.7	66.8	67.2	60.4	60.2	61.3	57.7	68.3	44.2	58.4
28	65.5	62.9	68.9	55.6	56.6	65.2	52.7	64.4	40.6	49.2
29	59.5	55.2	68.0	40.0	49.8	64.3	*#N/A	63.1	*#N/A	35.9
30	67.3	65.5	66.1	58.5	57.3	60.0	55.1	68.0	46.3	56.8
31	67.7	65.4	66.0	60.1	58.5	60.4	56.8	66.9	39.7	56.9
Days	31	31	31	31	31	31	30	31	20	31
En. Avg	67.7	65.9	66.6	59.2	58.6	60.8	56.4	67.6	41.5	57.3

#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
October - December 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	B38M	86	Average Count	92.7 (79)	91.3 (74)	92.5 (79)	85.0 (80)	84.1 (80)	85.1 (78)	80.3 (76)	91.0 (6)	#N/A (0)	#N/A (0)
Alaska	B38M	125	Average Count	93.1 (117)	91.4 (113)	91.3 (116)	84.0 (118)	84.0 (119)	86.2 (116)	83.1 (114)	87.1 (6)	#N/A (0)	#N/A (0)
	B737	19	Average Count	97.2 (17)	95.4 (16)	95.7 (17)	90.2 (17)	89.6 (17)	90.7 (16)	86.6 (16)	93.5 (2)	79.0 (1)	80.8 (2)
	B738	936	Average Count	98.9 (869)	96.8 (836)	96.1 (879)	89.3 (857)	89.2 (878)	90.4 (855)	87.1 (869)	94.0 (48)	82.8 (26)	81.4 (29)
Allegiant	A319	81	Average Count	95.1 (74)	93.1 (71)	93.8 (74)	87.8 (72)	86.6 (74)	88.0 (74)	83.6 (73)	90.6 (7)	79.5 (2)	#N/A (0)
	A320	185	Average Count	95.6 (172)	94.0 (169)	92.7 (173)	87.4 (169)	86.1 (174)	87.6 (165)	83.5 (171)	89.8 (9)	80.5 (1)	77.8 (2)
American	A21N	196	Average Count	91.8 (174)	90.4 (171)	90.0 (176)	83.5 (173)	81.9 (166)	84.0 (166)	80.1 (92)	87.6 (16)	83.8 (4)	#N/A (0)
	A319	2	Average Count	94.3 (2)	93.1 (2)	91.8 (2)	83.9 (2)	84.8 (2)	86.0 (2)	82.0 (1)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	61	Average Count	95.7 (57)	94.1 (56)	93.0 (56)	85.9 (53)	84.8 (58)	86.3 (54)	81.9 (58)	90.3 (2)	#N/A (0)	#N/A (0)
	A321	120	Average Count	99.5 (109)	98.4 (101)	96.5 (109)	88.8 (104)	88.1 (108)	89.5 (102)	86.1 (104)	92.5 (9)	86.5 (3)	82.3 (2)
	B38M	1042	Average Count	93.7 (965)	92.0 (922)	93.3 (974)	85.7 (964)	84.7 (981)	85.6 (945)	81.1 (885)	90.8 (56)	81.7 (9)	77.9 (1)
	B738	152	Average Count	99.4 (136)	97.7 (128)	98.5 (141)	91.4 (139)	90.2 (140)	90.3 (132)	87.1 (136)	96.5 (10)	85.2 (8)	81.8 (4)
Breeze	A223	236	Average Count	89.1 (216)	88.5 (214)	87.4 (220)	81.8 (205)	81.1 (210)	81.9 (216)	78.1 (65)	85.6 (12)	#N/A (0)	#N/A (0)
	E190	2	Average Count	92.0 (2)	91.5 (2)	89.7 (2)	86.1 (2)	85.2 (2)	87.5 (2)	85.2 (2)	#N/A (0)	#N/A (0)	#N/A (0)
Delta	A220	285	Average Count	89.2 (269)	88.6 (261)	88.3 (268)	81.0 (258)	79.7 (219)	80.7 (266)	78.1 (27)	84.9 (13)	79.7 (1)	#N/A (0)
	A223	184	Average Count	90.6 (163)	89.6 (152)	89.8 (167)	82.2 (158)	80.6 (141)	81.4 (155)	78.2 (40)	87.5 (17)	81.2 (6)	#N/A (0)
	A319	11	Average Count	95.6 (11)	94.5 (10)	94.3 (11)	88.0 (10)	86.4 (11)	87.2 (11)	81.9 (10)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	38	Average Count	96.7 (35)	94.9 (34)	95.7 (35)	88.9 (35)	87.6 (33)	87.7 (35)	83.3 (33)	92.7 (3)	81.5 (2)	77.8 (1)
	B738	2	Average Count	96.2 (2)	95.3 (2)	95.5 (2)	88.3 (2)	86.9 (2)	87.2 (2)	84.3 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	B752	343	Average Count	96.7 (305)	95.6 (289)	95.9 (309)	88.5 (304)	88.0 (313)	87.8 (298)	84.2 (301)	93.7 (26)	84.6 (19)	81.3 (11)
FedEx	A306	61	Average Count	97.6 (55)	96.4 (55)	94.4 (56)	88.9 (57)	88.2 (57)	89.7 (57)	86.2 (56)	95.3 (4)	81.5 (3)	82.2 (3)
Frontier	A20N	247	Average Count	89.1 (229)	88.2 (224)	88.1 (224)	81.9 (223)	79.9 (160)	82.4 (220)	79.3 (87)	86.3 (14)	#N/A (0)	#N/A (0)
	A320	12	Average Count	95.2 (8)	94.0 (7)	92.7 (9)	86.1 (9)	84.5 (9)	86.4 (9)	82.9 (9)	89.5 (3)	78.3 (1)	77.8 (1)
Horizon	E175	177	Average Count	94.9 (166)	93.2 (162)	91.4 (166)	85.1 (165)	84.7 (167)	87.3 (162)	84.0 (163)	91.7 (9)	77.6 (1)	79.8 (4)
Southwest	B38M	4	Average Count	90.2 (4)	90.1 (3)	88.2 (4)	82.1 (2)	82.1 (4)	84.8 (4)	81.5 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	1728	Average Count	94.0 (1611)	92.6 (1543)	90.9 (1624)	85.1 (1603)	85.3 (1637)	86.4 (1585)	83.5 (1595)	92.3 (76)	80.1 (16)	80.2 (19)
Spirit	A20N	46	Average Count	89.2 (44)	87.8 (45)	88.3 (46)	82.8 (45)	80.8 (38)	82.9 (43)	79.4 (28)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	159	Average Count	93.7 (145)	92.4 (140)	91.0 (143)	85.8 (144)	84.1 (148)	85.9 (145)	81.9 (131)	89.6 (9)	81.1 (3)	79.8 (1)

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

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
United	A319	114	Average Count	95.4 (98)	93.0 (96)	93.7 (103)	87.1 (102)	85.5 (103)	86.7 (101)	82.4 (98)	90.2 (10)	86.1 (2)	#N/A (0)
	A320	108	Average Count	95.9 (97)	94.2 (96)	94.4 (97)	87.3 (95)	85.6 (94)	86.5 (94)	82.4 (95)	90.5 (11)	79.9 (1)	78.2 (2)
	B38M	834	Average Count	93.4 (779)	91.5 (754)	93.2 (786)	84.8 (772)	84.8 (792)	85.9 (770)	81.3 (769)	90.2 (32)	86.7 (5)	78.5 (2)
	B737	329	Average Count	98.2 (293)	95.6 (280)	97.5 (295)	90.5 (291)	90.6 (294)	91.2 (279)	87.4 (275)	95.0 (30)	86.7 (19)	81.1 (11)
	B738	160	Average Count	99.4 (142)	97.0 (126)	98.3 (149)	90.4 (143)	89.8 (146)	90.6 (135)	87.6 (140)	93.9 (10)	86.9 (3)	81.1 (4)
UPS	B752	51	Average Count	96.0 (49)	94.9 (48)	94.5 (49)	86.8 (49)	86.7 (49)	88.0 (49)	83.7 (48)	89.7 (2)	#N/A (0)	#N/A (0)
WestJet	B38M	5	Average Count	92.9 (5)	91.1 (5)	92.6 (5)	85.4 (5)	84.5 (5)	86.1 (5)	81.5 (5)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	47	Average Count	96.6 (44)	94.6 (43)	95.8 (42)	89.9 (44)	89.3 (43)	90.7 (43)	85.7 (43)	91.7 (2)	80.0 (2)	#N/A (0)

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
October - December 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American	A21N	43	Average Count	91.7 (43)	90.8 (39)	89.9 (42)	83.8 (42)	82.1 (42)	83.9 (41)	79.0 (20)	#N/A (0)	#N/A (0)	#N/A (0)
Delta	A220	286	Average Count	89.1 (264)	88.4 (255)	88.2 (270)	81.2 (259)	79.5 (196)	80.6 (252)	82.0 (12)	84.3 (11)	#N/A (0)	#N/A (0)
	A223	41	Average Count	89.9 (36)	88.9 (36)	88.5 (38)	81.0 (34)	79.8 (27)	80.6 (29)	76.7 (2)	86.9 (3)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	1142	Average Count	91.8 (1063)	90.7 (1016)	89.6 (1070)	84.8 (1052)	84.1 (1077)	86.2 (1046)	83.0 (1048)	90.9 (58)	80.3 (6)	78.4 (9)
Southwest	B38M	30	Average Count	89.3 (29)	88.4 (27)	87.1 (28)	80.5 (30)	81.1 (27)	83.3 (27)	79.6 (22)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	2170	Average Count	92.8 (2010)	91.7 (1932)	90.0 (2016)	84.8 (1993)	84.6 (2044)	85.7 (1986)	83.0 (1983)	92.0 (112)	80.6 (33)	79.7 (25)

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
October - December 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	509	Average Count	86.5 (467)	85.8 (458)	86.9 (475)	80.4 (426)	78.6 (178)	80.4 (428)	78.1 (13)	84.6 (27)	#N/A (0)	#N/A (0)
	E145	309	Average Count	87.6 (279)	87.2 (274)	87.9 (285)	80.2 (253)	78.7 (105)	80.4 (256)	77.5 (6)	86.3 (16)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	82	Average Count	89.0 (74)	88.1 (68)	87.5 (75)	81.1 (35)	81.4 (69)	82.7 (73)	81.3 (68)	90.5 (6)	#N/A (0)	#N/A (0)
	E175	219	Average Count	91.6 (207)	90.5 (187)	89.4 (206)	84.8 (205)	84.0 (210)	85.9 (203)	83.2 (203)	91.9 (8)	78.8 (2)	79.2 (3)

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
October - December 2025

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5579	Average Count	88.3 (5012)	87.2 (4809)	88.8 (4932)	82.1 (3062)	81.8 (2243)	82.9 (3459)	81.4 (1148)	86.9 (281)	81.8 (28)	81.1 (6)

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	702
Alaska	AS	A320	4,038	3,888	70		
		B38M				310	628
		B737	24	116	784	300	98
		B738	1,327	2,728	7,088	7,545	7,864
Allegiant	G4	A319	1,076	676	418	596	471
		A320	488	1,399	1,591	1,561	1,758
American	AA	A21N	88	51	974	2,648	2,010
		A319	220	498	1,320	420	12
		A320	783	478	660	332	326
		A321	1,035	1,099	1,255	1,072	908
		B38M	17	1,755	1,834	2,666	6,290
		B738	8,144	8,517	7,049	5,899	3,652
Breeze	MX	A223			1,326	2,060	2,078
		E190			186	68	4
		E195			120		
Delta	DL	A220	4,036	3,048	4,420	5,413	5,036
		A223	4	1,934	2,181	1,456	1,054
		A319	952	2,071	202	148	154
		A320	3	532	24		86
		B738	12	58	84	56	31
		B752	1,423	2,010	2,654	2,578	2,780
FedEx	FM	A306	502	498	496	492	486
Frontier	F9	A20N	1,363	1,818	2,600	2,028	1,960
		A319	88				
		A320	361	310	230	158	114
Horizon	QX	E175	3,293	1,256	1,648	1,180	2,042
SkyWest Coml.	SC	E175	3,711	5,446	7,168	7,250	7,937
Southwest	WN	B38M	683	4,038	116	26	2,932
		B737	22,212	31,166	31,486	30,134	27,452
		B738	7,738	1,720	41	24	26
Spirit	NK	A20N	1,735	2,220	1,492	872	1,668
		A319	250	158	2		
		A320	346	1,132	1,303	1,546	635
Sun Country	SY	B737	238	8			
		B738	24	2			
United	UA	A319	819	1,047	772	595	622
		A320	1,020	2,054	1,474	1,656	1,258
		B38M			210	3,062	5,205
		B737	2,622	4,116	2,721	3,270	3,232
		B738	2,946	5,685	7,377	3,483	1,973
		B752	2				
UPS	5X	A306	18	48	38	18	
		B752	392	362	372	398	402
WestJet	WS	B38M				128	87
		B737	112	632	704	584	415
Total			74,253	95,260	95,220	92,760	94,388

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2021	2022	2023	2024	2025
A20N	3,098	4,038	4,092	2,900	3,628
A21N	88	51	974	2,648	2,010
A220	4,036	3,048	4,420	5,413	5,036
A223	106	2,126	3,507	3,516	3,132
A306	520	546	534	510	486
A319	3,405	4,450	2,714	1,759	1,259
A320	7,039	9,793	5,352	5,253	4,177
A321	1,035	1,099	1,255	1,072	908
B38M	706	6,287	2,890	6,920	15,844
B737	25,208	36,038	35,695	34,288	31,197
B738	20,191	18,710	21,639	17,007	13,546
B752	1,817	2,372	3,026	2,976	3,182
E175	7,004	6,702	8,816	8,430	9,979
E190			186	68	4
E195			120		
Total	74,253	95,260	95,220	92,760	94,388

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	Bombardier	CRJ-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	.962
Alaska	AS	A320	5.534	5.326	.096		
		B38M				.423	.860
		B737	.033	.159	1.074	.410	.134
		B738	1.816	3.734	9.707	10.309	10.775
Allegiant	G4	A319	1.474	.926	.573	.814	.644
		A320	.668	1.915	2.181	2.131	2.411
American	AA	A21N	.121	.068	1.332	3.626	2.753
		A319	.296	.682	1.808	.574	.016
		A320	1.082	.655	.904	.454	.447
		A321	1.414	1.507	1.721	1.456	1.244
		B38M	.022	2.403	2.518	3.642	8.611
		B738	11.156	11.666	9.655	8.055	5.008
Breeze	MX	A223			1.816	2.814	2.847
		E190			.255	.093	.005
		E195			.164		
Delta	DL	A220	5.529	4.175	6.052	7.393	6.904
		A223	.005	2.649	2.986	1.992	1.444
		A319	1.304	2.836	.279	.202	.211
		A320	.003	.729	.033		.118
		B738	.016	.079	.115	.077	.041
		B752	1.948	2.753	3.638	3.522	3.805
FedEx	FM	A306	.688	.682	.679	.672	.666
Frontier	F9	A20N	1.866	2.490	3.562	2.770	2.685
		A319	.121				
		A320	.496	.425	.315	.216	.156
Horizon	QX	E175	4.512	1.721	2.258	1.612	2.797
SkyWest Coml.	SC	E175	5.085	7.460	9.816	9.904	10.868
Southwest	WN	B38M	.937	5.532	.162	.036	4.016
		B737	30.416	42.693	43.132	41.167	37.605
		B738	10.605	2.353	.055	.033	.036
Spirit	NK	A20N	2.381	3.041	2.038	1.191	2.285
		A319	.342	.216	.003		
		A320	.471	1.551	1.789	2.112	.871
Sun Country	SY	B737	.326	.011			
		B738	.033	.003			
United	UA	A319	1.123	1.433	1.058	.814	.849
		A320	1.397	2.814	2.019	2.262	1.723
		B38M			.293	4.180	7.132
		B737	3.589	5.644	3.726	4.467	4.430
		B738	4.036	7.786	10.099	4.760	2.701
UPS	5X	A306	.025	.066	.052	.025	
		B752	.537	.496	.510	.544	.551
WestJet	WS	B38M				.175	.118
		B737	.153	.866	.964	.798	.570
Total			101.712	130.485	130.436	126.716	129.301

QUARTERLY NOISE MEETING

Date: December 17, 2025

Time: 2:00 PM

Place: Virtual (Zoom)

ITEMS DISCUSSED

Mr. Nikolas Gaskins, Access and Noise (ANO) Manager, provided an introduction, briefly outlining the topics to be discussed during the Quarterly Noise Meeting.

A summary of the John Wayne Airport (JWA) October 2025 airport statistics was provided by Mr. Anthony Cangey, ANO Specialist, highlighting an 8.4% year-to-year passenger increase. Mr. Cangey also provided an overview of the Quarterly Noise Report for the third quarter of 2025.

Mr. Gaskins stated that the Orange County Board of Supervisors approved the Plan Year 2026 Capacity Allocations with an 11.8 MAP.

Mr. Gaskins provided an update regarding the EIR 617 LU-2 Mitigation Measure, noting that the Airport is unlikely to meet the threshold required to increase the million annual passengers (MAP) limit to 12.5. Mr. Gaskins stated that the Airport will continue to make efforts to meet the threshold during the 2026 Plan Year, which could result in the increase occurring in the 2027 Plan Year.

Mr. Gaskins also shared that he, the Airport Director, and the Assistant Airport Director have been meeting with the airlines to discuss topics related to air service development, such as fleet mix, performance measures, and potential market updates.

Lastly, Mr. Gaskins shared that two additional features will be available on the Fly Friendly Program (FFP) scoring dashboard, which is located on the FFP webpage, and are expected to be launched within the next couple of weeks.

Dr. Jim Mosher, Newport Beach resident, commented that there was a change in the land use parcel designation for Figure 2 in the 3Q25 report. Dr. Mosher mentioned that 20052 Birch Street, in Newport Beach, a previously residential property, will be demolished and turned into a Fletcher Jones car wash. Mr. Gaskins notified Dr. Mosher that he would provide this information to the JWA Land Use Planning Manager.

Dr. Mosher stated he does not believe the Million Annual Passengers (MAP) increase referenced earlier will go directly to 12.5 MAP based on compliant annual noise contour values, but rather, the increase will be based on what is within 1 dB or less. Mr. Gaskins stated he would inform Airport staff to ensure messaging remains consistent.

QUARTERLY NOISE MEETING

Dr. Mosher asked why Southwest Airlines' Boeing MAX8 operations decreased after a higher count in August and September. Mr. Gaskins explained that the Airport was aware and had publicly stated that Southwest could incorporate a high number of Boeing MAX8 operations at JWA based on network planning schedules for those months. Mr. Gaskins also explained that while it is not regularly scheduled at those counts, the Airport was appreciative and understands some of the challenges carriers have in bringing in these newer aircraft - seat count, runway length, noise monitor locations, etc.

Dr. Mosher stated that within the Fly Friendly reports, he thought he saw a new feature that was briefly launched on the website, then taken down. Mr. Gaskins explained that the latest feature may have been briefly launched and was likely removed when the Airport decided to review formatting consistency across all reports on the dashboard.

Dr. Mosher asked if the Fly Friendly dashboard could be downloaded by the public. Mr. Gaskins stated that the ability to download the information has been brought up to JWA Executive Management and may be considered in future years.

Mr. Joe August, a Newport Beach resident, asked about the status of the "missing" noise events from flight matching and mentioned that this has been a request since Metroplex implementation. Mr. Gaskins informed him that this item is on Supervisor Foley's JWA Advisory Group agenda, listed as "on the horizon." Mr. Gaskins explained that the Airport is currently managing the Access Plan amendments, capacity allocations, and upcoming settlement negotiations.

QUARTERLY NOISE MEETING ROSTER
December 15, 2025

NAME

ORGANIZATION

Jim Mosher

Newport Beach Resident

Jack Stranberg

Newport Beach Aviation Committee Member

Nancy Scarbrough

Stop Polluting Our Newport (SPON)

Joe August

Newport Beach Resident

Nikolas Gaskins

John Wayne Airport

Anthony Cangey

John Wayne Airport

Cristina Fimbres

John Wayne Airport

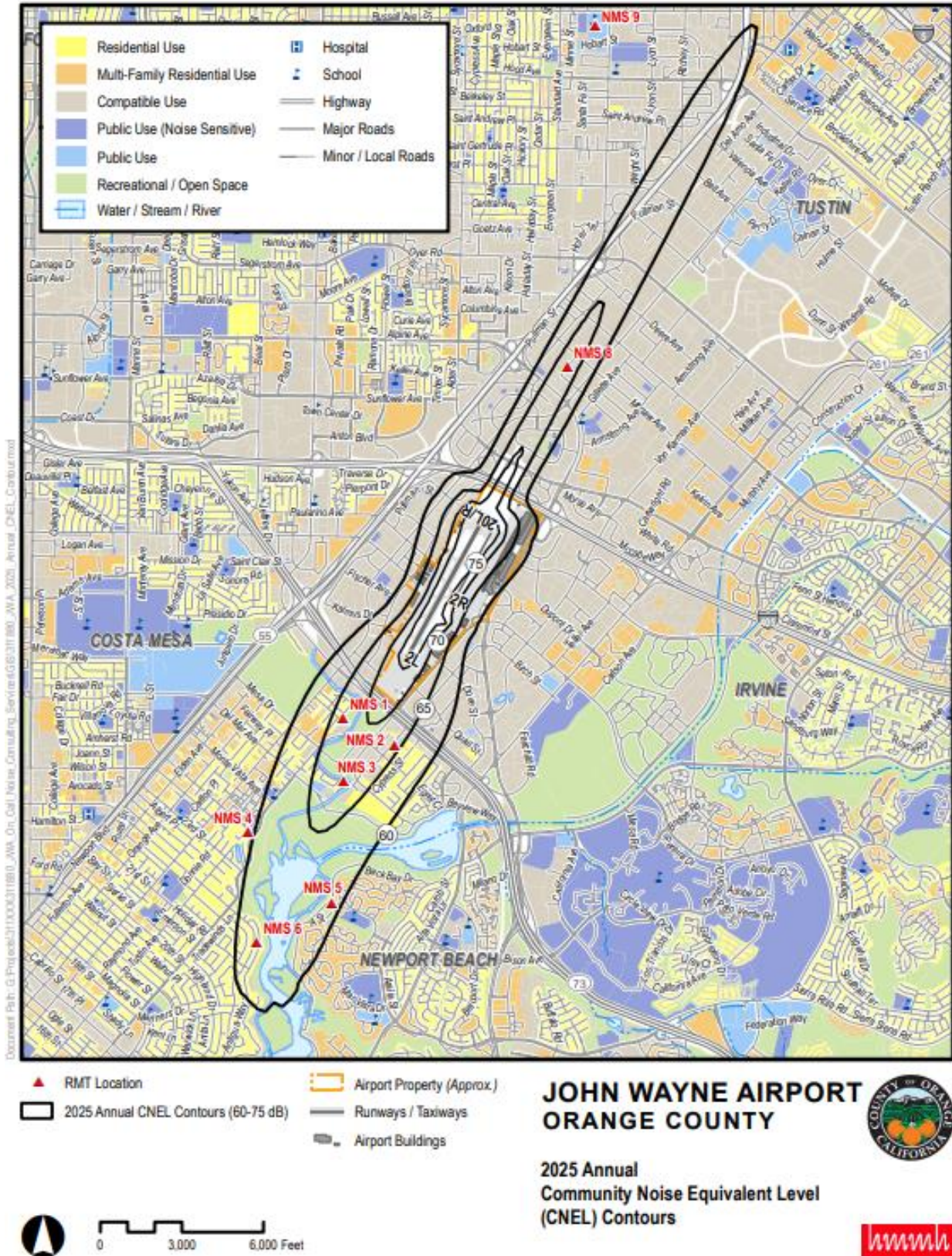
Cassandra Linares

John Wayne Airport

Betty Siercke

John Wayne Airport

2025 Annual Community Noise Equivalent Level (CNEL) Contours



REVISED
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):
0.0087 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 – 2,480 (Arrivals + Departures)
5. Total number of aircraft operations during the calendar quarter:
76,582
6. Number of Air Carrier operations during the calendar quarter:
(Not mandatory)
26,084
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)
50,466
9. Estimated number of operations by Military aircraft during the calendar quarter:
(Not mandatory)
32