JOHN WAYNE AIRPORT
ORANGE COUNTY

NOISE ABATEMENT PROGRAM
QUARTERLY REPORT

For the period:
January 1, 2026 through March 31, 2026

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 213th 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, 2025 - March 31, 2026). 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

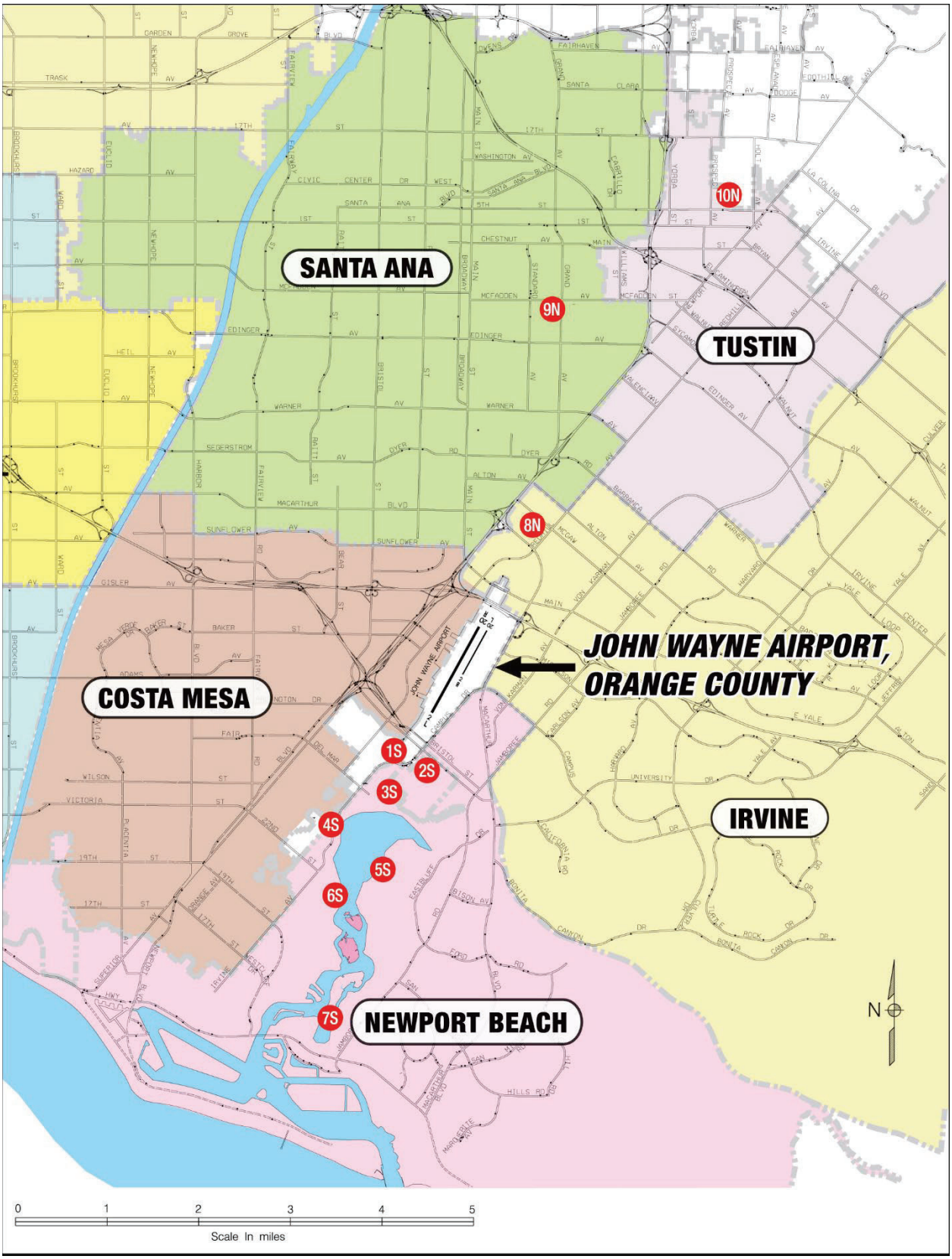
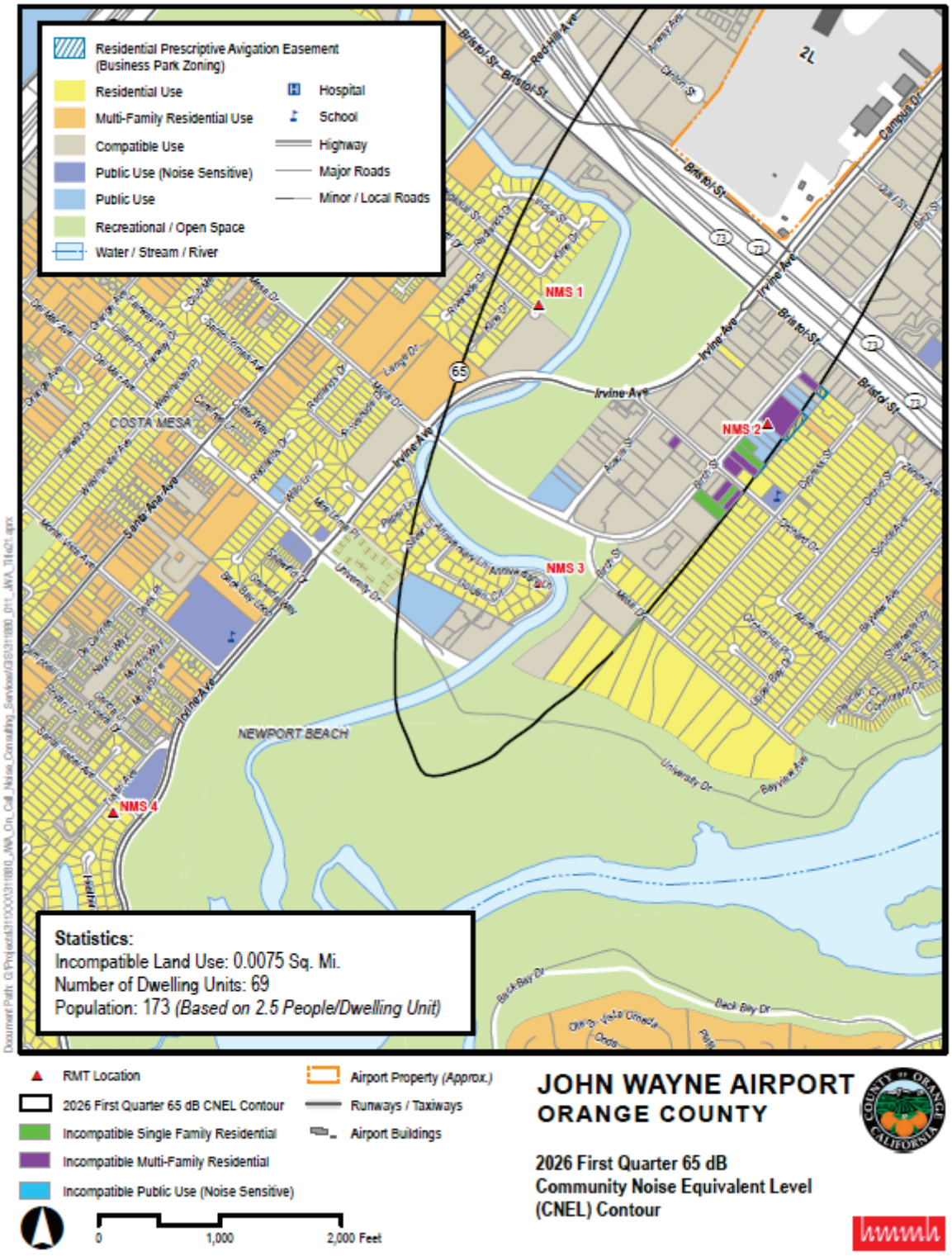


FIGURE 2



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
January - March 2026

Period	Carriers		GA Jet (1)	Total	Average Daily
	Jet	Prop		Operations (2)	Jet Operations
January	8,251	0	3,499	33,073	379
February	7,749	0	3,478	30,259	401
March	8,732	0	4,196	35,348	417
First Quarter	24,732	0	11,173	98,680	399
Twelve Months 04/01/25 - 03/31/26	103,579	0	46,173	347,086	410

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.

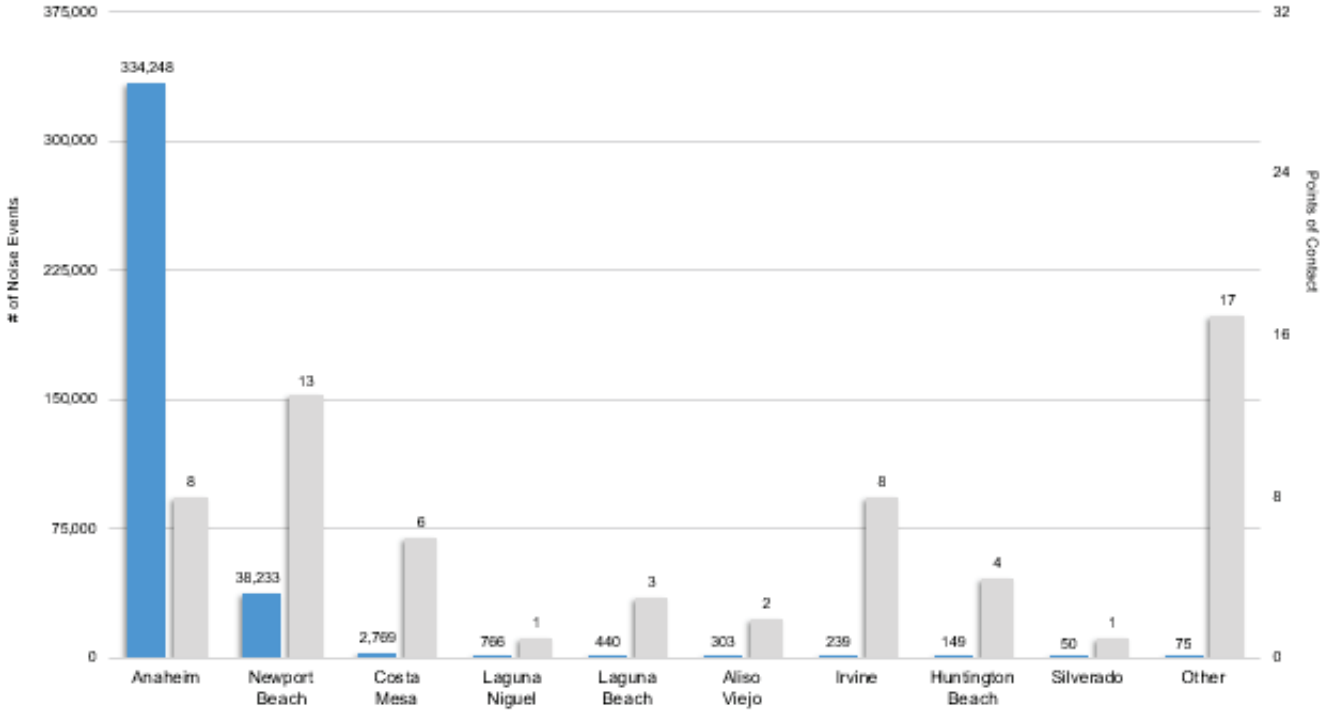
ACOUSTICAL INSULATION PROGRAM

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. Sixty-nine dwelling units in Santa Ana Heights remain in the "Noise Impacted Area" (within 65 dB CNEL contour).

COMPLAINT TOTALS (January 1, 2026 - March 31, 2026)

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
377,272 Noise Events | 63 Points of Contact
January 1, 2026 to March 31, 2026



NOTE: The 377,272 Noise Events was a 37.4% increase from the 274,519 Noise Events from last quarter, and a 95.3% increase from the 193,154 Noise Events from the same quarter last year.

FIGURE 3.2
NATURE OF DISTURBANCES

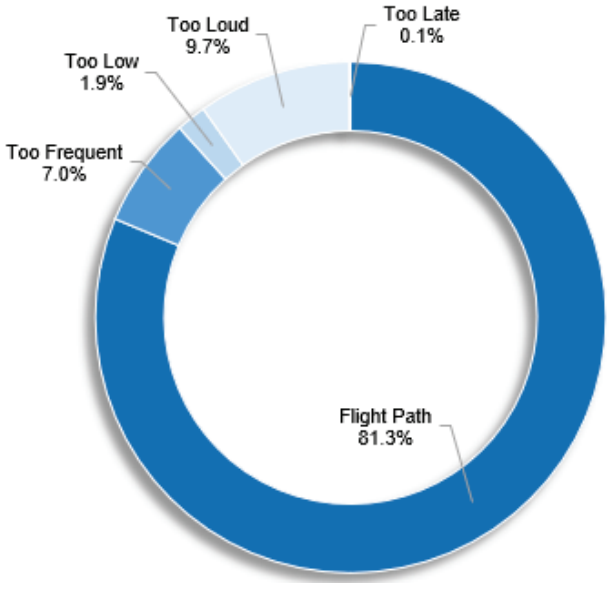


FIGURE 3.3
ENQUIRY METHOD

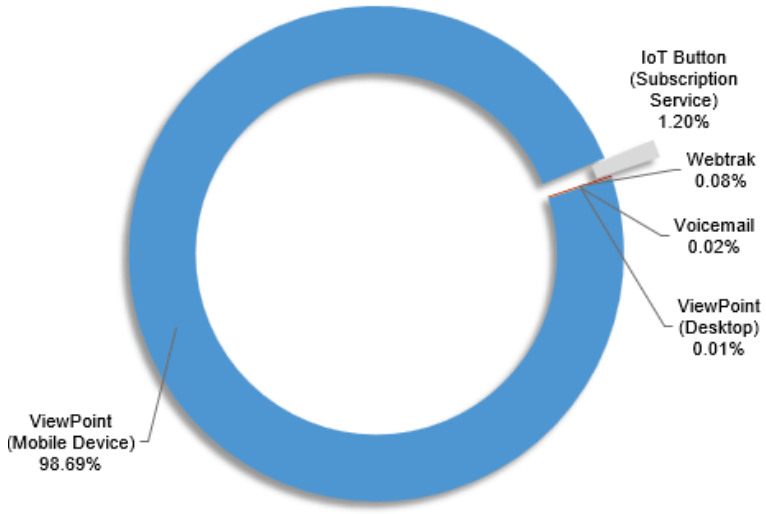


TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 04/01/25 through 03/31/26
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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**
Jan 2026	66.5	64.7	65.6	58.2	57.6	59.7	55.2	66.5	40.8	56.6
# Days	31	31	31	30	31	31	30	31	20	25
Feb 2026	67.1	65.6	65.8	59.1	58.7	59.9	56.2	67.4	39.1	57.3
# Days	28	28	28	28	28	28	27	28	22	28
Mar 2026	67.1	65.7	66.2	58.6	58.0	60.1	55.4	67.5	40.2	57.1
# Days	31	31	31	31	31	31	30	31	25	30
Q-1 2026	**66.9**	**65.3**	**65.9**	**58.6**	**58.1**	**59.9**	**55.6**	**67.1**	**40.0**	**57.0**
# Days	**90**	**90**	**90**	**89**	**90**	**90**	**87**	**90**	**67**	**83**
Q-2 2025 thru Q-1 2026										
Total	**67.6**	**66.5**	**66.5**	**59.5**	**58.8**	**60.2**	**56.2**	**68.0**	**42.6**	**57.6**
# Days	**365**	**365**	**365**	**364**	**365**	**365**	**361**	**365**	**240**	**358**
Q-1 2025 thru Q-4 2025 (Previous 4 Quarters)										
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**
Change from Previous 4 Quarters										
	-0.1	**-0.1**	**-0.1**	**-0.2**	**-0.2**	**0.0**	**-0.1**	**-0.1**	**-0.5**	**-0.1**

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
January 2026

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.5	65.8	65.7	59.2	59.2	59.8	56.6	67.6	*#N/A	58.1
2	68.6	66.5	66.5	60.9	59.4	60.6	57.5	69.5	36.7	59.7
3	68.9	66.4	66.7	60.9	59.6	60.9	57.8	68.3	30.2	58.7
4	68.8	66.5	66.8	61.4	60.2	61.3	58.4	70.0	45.3	60.6
5	68.2	66.5	67.0	61.1	60.3	61.0	58.6	68.5	44.7	58.9
6	67.0	65.0	65.4	59.3	58.7	59.6	56.4	66.9	36.8	57.0
7	66.6	65.4	65.2	58.8	59.0	59.5	56.2	66.5	*#N/A	56.7
8	66.3	65.0	66.1	58.6	58.5	61.3	55.7	66.7	41.1	55.4
9	56.6	52.3	65.9	42.0	44.1	62.0	43.6	60.0	28.6	#N/A
10	55.1	50.5	64.1	*#N/A	40.4	60.4	*#N/A	59.8	36.7	#N/A
11	64.1	62.2	66.5	54.2	54.1	61.7	50.8	64.4	36.2	#N/A
12	61.0	59.6	65.4	50.6	50.0	60.7	46.8	63.2	35.0	#N/A
13	64.6	63.5	63.7	55.3	55.6	56.5	52.9	64.7	*#N/A	#N/A
14	65.1	62.6	66.0	56.4	55.6	60.1	53.0	64.1	45.8	#N/A
15	67.0	65.4	65.4	58.7	58.0	59.2	55.4	66.8	*#N/A	55.9
16	68.5	66.3	67.0	58.8	58.1	59.9	55.8	67.5	*#N/A	52.9
17	64.6	62.7	63.6	55.8	54.9	56.8	52.6	64.1	44.3	52.2
18	66.3	64.6	64.7	57.2	56.8	58.1	54.0	66.4	40.2	55.7
19	67.7	66.1	66.1	59.1	58.6	59.7	56.0	67.4	39.9	56.8
20	66.4	64.8	64.8	57.2	57.1	57.5	54.2	66.6	34.5	56.5
21	66.9	65.4	65.5	58.9	58.1	59.3	55.4	67.5	*#N/A	56.8
22	67.8	66.2	66.9	59.8	59.7	61.1	57.0	67.9	*#N/A	57.9
23	68.2	66.2	67.1	59.7	60.2	60.6	57.1	67.8	41.2	58.0
24	65.5	64.1	64.0	57.9	57.4	58.1	55.0	65.2	38.1	55.5
25	67.9	66.2	65.8	58.9	58.4	59.6	55.3	68.1	*#N/A	56.3
26	66.1	64.3	64.6	56.7	56.4	57.2	53.0	65.1	*#N/A	53.6
27	64.7	63.4	63.3	55.6	55.4	55.9	52.4	64.6	*#N/A	53.1
28	65.6	64.4	64.5	55.7	56.5	57.1	52.3	66.0	42.7	55.1
29	65.1	63.2	66.9	56.5	55.4	61.8	52.9	64.1	40.8	50.7
30	66.3	64.5	65.1	57.5	56.8	57.1	54.7	66.3	33.7	54.8
31	64.9	63.6	63.5	56.8	55.5	57.3	53.1	63.8	*#N/A	52.8
Days	31	31	31	30	31	31	30	31	20	25
En. Avg	66.5	64.7	65.6	58.2	57.6	59.7	55.2	66.5	40.8	56.6

#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 2026

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.3	65.9	66.0	58.4	58.2	59.6	55.6	67.5	37.1	57.0
2	67.5	65.8	66.2	59.5	58.5	60.2	56.4	67.1	33.1	56.7
3	66.5	64.7	65.5	57.0	57.1	58.1	54.2	65.6	36.7	53.3
4	56.5	53.6	64.9	45.5	42.5	60.7	*#N/A	63.6	40.5	37.0
5	67.0	65.4	65.1	58.9	57.1	58.9	54.9	67.3	35.4	56.6
6	67.5	66.2	66.3	60.0	59.2	60.4	57.0	67.8	41.0	58.2
7	65.7	64.4	64.9	57.7	57.9	58.8	55.2	64.8	32.0	54.3
8	67.1	65.8	65.8	58.1	57.8	59.0	55.0	66.2	46.8	55.4
9	67.1	65.4	65.8	59.3	58.3	58.9	55.8	67.4	39.8	56.9
10	66.3	64.3	64.9	59.6	57.5	58.9	56.1	67.1	39.2	57.7
11	67.0	65.2	65.4	59.2	59.1	59.5	56.8	67.2	33.3	57.7
12	68.2	66.7	66.9	60.2	60.3	60.9	57.5	69.1	*#N/A	59.1
13	68.1	66.4	66.5	60.9	59.5	60.9	57.7	69.1	41.7	59.2
14	66.5	64.8	65.2	59.2	58.1	59.4	55.9	66.1	39.3	56.3
15	67.7	65.9	66.3	60.9	59.7	61.4	57.5	68.0	38.3	58.4
16	68.8	67.2	67.1	60.7	61.0	61.4	57.6	69.8	29.7	60.5
17	66.8	65.4	65.7	60.2	58.8	60.5	56.6	68.6	*#N/A	59.2
18	66.4	65.4	64.4	57.9	59.4	59.4	55.0	67.1	*#N/A	57.5
19	67.9	66.6	66.4	60.0	60.9	61.1	57.3	69.5	29.7	60.0
20	67.9	66.2	66.3	60.0	59.5	60.4	56.7	67.9	39.0	58.1
21	66.5	64.8	65.2	58.3	58.1	59.3	55.5	65.8	32.8	55.7
22	67.3	66.0	66.2	58.9	59.0	60.1	56.1	68.2	40.5	57.5
23	67.2	66.3	66.0	59.1	59.0	59.7	55.5	66.2	*#N/A	55.6
24	67.1	65.4	65.4	58.3	57.6	58.7	53.8	65.9	37.5	55.4
25	67.5	65.8	66.0	59.6	58.7	60.4	56.5	66.7	38.2	56.6
26	68.2	66.8	67.0	59.5	59.5	60.6	57.2	67.6	*#N/A	57.3
27	66.9	66.0	65.7	58.0	58.0	59.0	55.3	67.7	*#N/A	56.8
28	65.8	64.2	64.2	57.5	56.7	57.3	54.1	65.7	36.6	55.5
Days	28	28	28	28	28	28	27	28	22	28
En. Avg	67.1	65.6	65.8	59.1	58.7	59.9	56.2	67.4	39.1	57.3

#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
March 2026

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	68.3	67.1	66.9	59.4	59.8	60.6	56.8	68.2	#N/A	58.1
2	67.6	66.4	66.4	59.5	59.3	60.5	56.6	67.7	45.8	57.9
3	66.6	65.3	65.4	58.9	58.4	59.8	55.8	67.1	34.6	57.0
4	66.8	63.6	65.6	58.4	57.7	59.2	55.2	67.1	35.2	57.0
5	67.3	66.1	66.7	58.7	59.3	61.7	56.2	67.7	40.8	56.9
6	62.2	59.7	68.6	51.5	52.8	64.7	45.4	64.3	40.6	43.7
7	56.6	51.4	65.7	42.3	43.7	61.6	*#N/A	59.5	30.4	#N/A
8	64.8	63.2	65.2	56.2	54.7	60.7	52.4	67.7	29.2	55.5
9	67.7	66.4	66.3	59.8	59.6	60.2	57.0	68.0	29.3	58.3
10	66.8	65.6	65.6	59.6	58.9	60.1	56.5	66.7	36.8	57.1
11	67.2	66.1	66.2	58.7	58.8	60.0	55.8	67.2	47.6	57.1
12	67.8	66.3	66.4	58.3	58.4	59.3	56.2	67.6	*#N/A	56.1
13	67.0	66.0	65.6	58.0	57.5	58.9	54.7	67.2	*#N/A	56.5
14	66.0	63.9	64.4	58.3	56.8	58.5	54.5	66.6	40.2	56.4
15	68.3	67.1	67.2	59.8	59.7	61.1	56.9	69.0	30.4	58.4
16	67.7	66.6	66.6	58.3	58.2	59.3	55.8	67.8	44.3	56.9
17	66.3	65.2	64.6	56.3	56.4	57.8	53.9	66.1	44.0	54.4
18	66.4	65.1	65.1	57.4	57.0	58.1	54.3	66.5	32.0	56.0
19	68.0	66.7	66.7	59.1	58.5	60.0	56.0	68.0	41.0	57.1
20	67.6	66.4	66.1	58.3	58.0	59.0	55.3	67.7	34.4	57.2
21	67.1	65.5	65.9	58.4	57.8	59.0	54.5	66.5	*#N/A	56.2
22	68.3	66.8	66.6	59.7	58.1	59.6	54.8	69.0	*#N/A	58.8
23	68.1	66.6	66.9	59.9	58.9	60.3	55.7	67.7	35.1	58.0
24	67.1	65.3	65.9	59.1	57.9	59.4	55.1	67.3	*#N/A	57.2
25	67.1	66.0	65.9	58.5	58.2	59.0	54.9	67.4	39.1	57.0
26	68.2	67.0	66.9	59.7	59.1	60.3	56.4	68.5	42.6	57.9
27	67.7	66.3	66.3	59.5	58.3	59.8	55.5	68.4	38.1	58.2
28	66.7	65.4	65.3	57.7	57.3	58.2	53.4	66.6	34.4	56.1
29	68.0	66.6	66.2	58.4	57.9	58.8	54.4	68.5	29.0	57.0
30	67.8	66.1	66.2	60.3	58.1	60.4	55.2	68.5	29.3	58.4
31	66.8	65.2	65.5	59.3	58.2	60.0	56.3	67.7	37.2	58.0
Days	31	31	31	31	31	31	30	31	25	30
En. Avg	67.1	65.7	66.2	58.6	58.0	60.1	55.4	67.5	40.2	57.1

#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 2026

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	B38M	83	Average	92.7	91.3	92.6	85.1	83.9	84.9	80.5	88.2	#N/A	#N/A
			Count	(76)	(71)	(74)	(73)	(75)	(69)	(66)	(7)	(0)	(0)
Alaska	B38M	151	Average	92.7	91.1	91.0	83.8	83.7	86.0	82.6	86.7	#N/A	#N/A
			Count	(133)	(129)	(137)	(131)	(136)	(118)	(132)	(14)	(0)	(0)
	B737	48	Average	96.7	95.0	95.4	89.3	89.2	90.0	86.3	91.6	#N/A	82.0
			Count	(41)	(38)	(44)	(43)	(43)	(42)	(41)	(3)	(0)	(1)
	B738	866	Average	98.5	96.6	95.8	89.1	89.0	90.2	86.9	91.9	79.4	79.0
			Count	(763)	(714)	(784)	(763)	(775)	(725)	(764)	(68)	(2)	(5)
Allegiant	A319	53	Average	94.6	93.0	93.2	87.5	86.3	87.5	83.1	89.1	#N/A	#N/A
			Count	(50)	(49)	(50)	(51)	(51)	(50)	(51)	(2)	(0)	(0)
	A320	217	Average	94.7	93.3	92.2	86.8	85.7	86.9	82.6	89.0	79.7	77.7
			Count	(195)	(184)	(197)	(193)	(197)	(178)	(191)	(15)	(1)	(1)
American	A21N	104	Average	92.8	91.0	91.4	84.5	83.1	85.3	81.1	88.8	83.6	78.1
			Count	(84)	(75)	(86)	(82)	(87)	(81)	(70)	(15)	(5)	(2)
	A321	102	Average	99.2	98.2	96.0	88.6	87.8	89.2	85.9	91.5	82.6	#N/A
			Count	(92)	(85)	(92)	(88)	(90)	(81)	(88)	(7)	(1)	(0)
	B38M	1130	Average	93.2	91.9	92.9	85.3	84.4	85.3	80.9	88.2	80.1	80.0
			Count	(991)	(921)	(1010)	(994)	(1009)	(935)	(871)	(96)	(4)	(1)
	B738	65	Average	99.1	97.7	98.3	91.0	89.9	90.1	86.8	91.5	82.0	82.5
			Count	(56)	(52)	(58)	(55)	(58)	(48)	(57)	(5)	(1)	(1)
Breeze	A223	272	Average	88.1	87.9	86.5	81.3	80.5	81.3	78.2	84.5	#N/A	#N/A
			Count	(242)	(234)	(247)	(228)	(220)	(220)	(52)	(19)	(0)	(0)
Delta	A220	255	Average	88.8	88.4	88.0	80.7	79.6	80.4	77.5	82.9	#N/A	#N/A
			Count	(238)	(227)	(236)	(225)	(169)	(217)	(19)	(13)	(0)	(0)
	A223	135	Average	89.9	89.6	88.8	81.4	80.0	80.9	77.9	82.2	#N/A	#N/A
			Count	(119)	(110)	(120)	(110)	(96)	(101)	(14)	(13)	(0)	(0)
	A320	1	Average	97.2	96.2	95.9	87.6	85.9	85.5	81.9	#N/A	#N/A	#N/A
			Count	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(0)	(0)	(0)
	B738	2	Average	97.7	96.5	97.2	88.8	88.0	87.6	84.7	#N/A	#N/A	#N/A
			Count	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(0)	(0)	(0)
	B752	303	Average	96.5	95.5	95.7	88.5	87.9	87.7	83.9	91.5	85.7	80.4
			Count	(268)	(255)	(274)	(267)	(273)	(246)	(256)	(22)	(4)	(4)
FedEx	A306	53	Average	97.6	96.4	94.3	88.7	87.9	89.3	85.8	93.1	80.0	81.3
			Count	(46)	(48)	(46)	(46)	(48)	(48)	(45)	(5)	(2)	(2)
Frontier	A20N	269	Average	88.6	87.9	87.6	81.5	79.9	82.1	79.6	82.6	#N/A	#N/A
			Count	(241)	(229)	(230)	(223)	(150)	(208)	(80)	(19)	(0)	(0)
	A320	8	Average	94.3	93.6	91.3	85.3	83.4	85.2	82.0	86.2	#N/A	#N/A
			Count	(7)	(7)	(7)	(7)	(7)	(6)	(7)	(1)	(0)	(0)
Horizon	E175	180	Average	95.4	93.4	92.0	84.9	84.6	87.5	83.9	90.1	#N/A	78.5
			Count	(160)	(154)	(159)	(159)	(162)	(149)	(157)	(17)	(0)	(1)
Southwest	B38M	12	Average	87.8	88.0	86.8	80.1	81.3	82.9	79.1	86.4	#N/A	#N/A
			Count	(9)	(8)	(10)	(9)	(8)	(7)	(8)	(2)	(0)	(0)
	B737	1640	Average	93.0	91.9	90.2	84.8	84.7	85.9	83.0	90.4	80.2	80.2
			Count	(1456)	(1360)	(1466)	(1446)	(1483)	(1358)	(1420)	(125)	(8)	(6)
	B738	4	Average	93.6	92.9	89.4	83.8	83.9	85.0	82.3	#N/A	#N/A	#N/A
			Count	(4)	(4)	(3)	(4)	(4)	(4)	(4)	(0)	(0)	(0)
Spirit	A20N	4	Average	87.1	86.6	85.8	80.3	79.0	79.6	#N/A	#N/A	#N/A	#N/A
			Count	(4)	(3)	(4)	(2)	(1)	(3)	(0)	(0)	(0)	(0)
	A320	249	Average	92.4	91.7	90.0	85.2	83.6	85.0	81.3	85.7	#N/A	#N/A
			Count	(215)	(204)	(223)	(217)	(216)	(206)	(173)	(19)	(0)	(0)

TABLE 6 (Continued)
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class A
January - March 2026

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
United	A319	56	Average	95.3	93.2	93.7	86.9	85.5	86.5	82.6	88.2	#N/A	#N/A
			Count	(49)	(47)	(51)	(49)	(50)	(49)	(46)	(5)	(0)	(0)
	A320	82	Average	96.3	94.7	95.0	87.0	85.6	86.5	82.7	90.3	87.6	#N/A
			Count	(68)	(64)	(70)	(65)	(72)	(52)	(69)	(9)	(1)	(0)
	B38M	805	Average	93.2	91.5	93.1	84.6	84.6	85.7	81.3	88.1	85.4	78.2
			Count	(717)	(656)	(731)	(703)	(725)	(661)	(682)	(63)	(5)	(1)
	B737	342	Average	97.8	95.4	97.3	90.3	90.6	91.1	87.4	93.3	85.8	79.5
			Count	(291)	(274)	(299)	(294)	(291)	(261)	(284)	(34)	(12)	(6)
	B738	128	Average	99.0	96.8	98.0	90.2	89.6	90.4	87.4	92.6	86.4	78.2
			Count	(108)	(94)	(110)	(107)	(111)	(101)	(107)	(15)	(4)	(1)
UPS	B752	50	Average	95.4	94.7	93.8	86.3	86.3	87.4	82.8	88.7	#N/A	#N/A
			Count	(46)	(46)	(46)	(46)	(46)	(46)	(46)	(4)	(0)	(0)
WestJet	B38M	6	Average	92.4	91.0	92.3	84.9	84.7	85.9	82.3	87.9	#N/A	#N/A
			Count	(4)	(3)	(4)	(4)	(4)	(3)	(3)	(2)	(0)	(0)
	B737	45	Average	96.5	94.8	95.6	89.6	89.2	90.4	85.5	93.0	#N/A	#N/A
			Count	(41)	(42)	(43)	(38)	(42)	(40)	(41)	(2)	(0)	(0)

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
January - March 2026

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American	A21N	192	Average	91.1	90.1	89.1	82.9	81.4	83.1	79.4	84.6	#N/A	#N/A
			Count	(174)	(162)	(172)	(173)	(161)	(160)	(75)	(15)	(0)	(0)
Breeze	A223	55	Average	88.4	88.2	86.7	80.7	80.5	81.2	78.1	84.3	#N/A	#N/A
			Count	(51)	(46)	(51)	(44)	(44)	(43)	(9)	(4)	(0)	(0)
Delta	A220	294	Average	89.2	88.2	88.4	81.4	79.7	80.9	78.1	84.2	80.1	#N/A
			Count	(253)	(224)	(258)	(240)	(186)	(225)	(38)	(28)	(2)	(0)
	A223	60	Average	90.1	89.4	89.2	81.9	80.3	81.1	78.4	87.3	83.3	#N/A
			Count	(55)	(53)	(56)	(49)	(49)	(45)	(8)	(4)	(1)	(0)
SkyWest Coml.	E175	1057	Average	91.7	90.6	89.5	84.6	84.0	86.2	82.8	89.1	#N/A	82.0
			Count	(930)	(874)	(939)	(921)	(952)	(887)	(925)	(93)	(0)	(2)
Southwest	B38M	7	Average	88.0	87.6	86.5	79.4	80.6	82.6	79.5	#N/A	#N/A	#N/A
			Count	(7)	(6)	(7)	(7)	(6)	(7)	(5)	(0)	(0)	(0)
	B737	1864	Average	91.8	91.0	89.4	84.3	84.1	85.2	82.5	89.9	79.3	82.8
			Count	(1665)	(1549)	(1681)	(1671)	(1704)	(1603)	(1612)	(138)	(5)	(2)

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
January - March 2026

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	541	Average	86.1	85.5	86.6	79.9	78.8	80.1	79.1	83.4	#N/A	#N/A
			Count	(480)	(461)	(482)	(407)	(149)	(384)	(6)	(51)	(0)	(0)
	E145	284	Average	87.2	87.0	87.6	80.0	78.9	80.5	78.2	83.2	#N/A	#N/A
			Count	(258)	(235)	(256)	(206)	(89)	(203)	(12)	(21)	(0)	(0)
SkyWest	CRJ7	79	Average	87.9	87.4	86.7	80.9	81.1	81.7	80.3	88.5	#N/A	#N/A
			Count	(71)	(71)	(71)	(29)	(60)	(72)	(67)	(7)	(0)	(0)
	E175	178	Average	90.1	89.8	88.3	84.1	83.2	84.9	82.6	88.6	#N/A	77.7
			Count	(157)	(139)	(161)	(157)	(159)	(147)	(158)	(15)	(0)	(1)

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
January - March 2026

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	5320	Average	87.9	87.1	88.5	82.1	81.7	82.7	81.0	85.2	81.5	80.3
			Count	(4685)	(4336)	(4566)	(2631)	(1960)	(2896)	(969)	(321)	(8)	(4)

TABLE 9
AIR CARRIER OPERATIONAL HISTORY

Carrier		AC Type	Year				
			2022	2023	2024	2025	2026
Air Canada	AC	A223	192				
		B38M	494	730	728	702	166
Alaska	AS	A320	3,888	70			
		B38M			310	628	302
		B737	116	784	300	98	98
		B738	2,728	7,088	7,545	7,864	1,736
Allegiant	G4	A319	676	418	596	471	108
		A320	1,399	1,591	1,561	1,758	438
American	AA	A21N	51	974	2,648	2,010	591
		A319	498	1,320	420	12	
		A320	478	660	332	326	
		A321	1,099	1,255	1,072	908	204
		B38M	1,755	1,834	2,666	6,290	2,265
		B738	8,517	7,049	5,899	3,652	131
Breeze	MX	A223		1,326	2,060	2,078	663
		E190		186	68	4	
		E195		120			
Delta	DL	A220	3,048	4,420	5,413	5,036	1,099
		A223	1,934	2,181	1,456	1,054	390
		A319	2,071	202	148	154	
		A320	532	24		86	2
		B738	58	84	56	31	4
		B752	2,010	2,654	2,578	2,780	606
FedEx	FM	A306	498	496	492	486	106
Frontier	F9	A20N	1,818	2,600	2,028	1,960	538
		A320	310	230	158	114	16
Horizon	QX	E175	1,256	1,648	1,180	2,042	360
SkyWest Coml.	SC	E175	5,446	7,168	7,250	7,937	2,118
Southwest	WN	B38M	4,038	116	26	2,932	42
		B737	31,166	31,486	30,134	27,452	7,022
		B738	1,720	41	24	26	8
Spirit	NK	A20N	2,220	1,492	872	1,668	8
		A319	158	2			
		A320	1,132	1,303	1,546	635	501
Sun Country	SY	B737	8				
		B738	2				
United	UA	A319	1,047	772	595	622	110
		A320	2,054	1,474	1,656	1,258	165
		B38M		210	3,062	5,205	1,612
		B737	4,116	2,721	3,270	3,232	693
		B738	5,685	7,377	3,483	1,973	255
UPS	5X	A306	48	38	18		
		B752	362	372	398	402	100
WestJet	WS	B38M			128	87	12
		B737	632	704	584	415	90
Total			95,260	95,220	92,760	94,388	22,559

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2022	2023	2024	2025	2026
A20N	4,038	4,092	2,900	3,628	546
A21N	51	974	2,648	2,010	591
A220	3,048	4,420	5,413	5,036	1,099
A223	2,126	3,507	3,516	3,132	1,053
A306	546	534	510	486	106
A319	4,450	2,714	1,759	1,259	218
A320	9,793	5,352	5,253	4,177	1,122
A321	1,099	1,255	1,072	908	204
B38M	6,287	2,890	6,920	15,844	4,399
B737	36,038	35,695	34,288	31,197	7,903
B738	18,710	21,639	17,007	13,546	2,134
B752	2,372	3,026	2,976	3,182	706
E175	6,702	8,816	8,430	9,979	2,478
E190		186	68	4	
E195		120			
Total	95,260	95,220	92,760	94,388	22,559

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	CRJ7
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				
			2022	2023	2024	2025	2026
Air Canada	AC	A223	.263				
		B38M	.677	1.000	.992	.962	.227
Alaska	AS	A320	5.326	.096			
		B38M			.423	.860	.414
		B737	.159	1.074	.410	.134	.134
		B738	3.734	9.707	10.309	10.775	2.378
Allegiant	G4	A319	.926	.573	.814	.644	.148
		A320	1.915	2.181	2.131	2.411	.600
American	AA	A21N	.068	1.332	3.626	2.753	.811
		A319	.682	1.808	.574	.016	
		A320	.655	.904	.454	.447	
		A321	1.507	1.721	1.456	1.244	.279
		B38M	2.403	2.518	3.642	8.611	3.104
		B738	11.666	9.655	8.055	5.008	.178
Breeze	MX	A223		1.816	2.814	2.847	.907
		E190		.255	.093	.005	
		E195		.164			
Delta	DL	A220	4.175	6.052	7.393	6.904	1.504
		A223	2.649	2.986	1.992	1.444	.534
		A319	2.836	.279	.202	.211	
		A320	.729	.033		.118	.003
		B738	.079	.115	.077	.041	.005
		B752	2.753	3.638	3.522	3.805	.830
FedEx	FM	A306	.682	.679	.672	.666	.145
Frontier	F9	A20N	2.490	3.562	2.770	2.685	.737
		A320	.425	.315	.216	.156	.022
Horizon	QX	E175	1.721	2.258	1.612	2.797	.493
SkyWest Coml.	SC	E175	7.460	9.816	9.904	10.868	2.901
Southwest	WN	B38M	5.532	.162	.036	4.016	.058
		B737	42.693	43.132	41.167	37.605	9.622
		B738	2.353	.055	.033	.036	.011
Spirit	NK	A20N	3.041	2.038	1.191	2.285	.011
		A319	.216	.003			
		A320	1.551	1.789	2.112	.871	.685
Sun Country	SY	B737	.011				
		B738	.003				
United	UA	A319	1.433	1.058	.814	.849	.153
		A320	2.814	2.019	2.262	1.723	.225
		B38M		.293	4.180	7.132	2.205
		B737	5.644	3.726	4.467	4.430	.951
		B738	7.786	10.099	4.760	2.701	.351
UPS	5X	A306	.066	.052	.025		
		B752	.496	.510	.544	.551	.137
WestJet	WS	B38M			.175	.118	.016
		B737	.866	.964	.798	.570	.123
Total			130.485	130.436	126.716	129.301	30.904

QUARTERLY NOISE MEETING

Date: March 25, 2026
Time: 2:00 PM
Place: Virtual (Zoom)

ITEMS DISCUSSED

Mr. Nikolas Gaskins, Access and Noise Manager, provided an introduction briefly describing the topics that would be discussed during the Quarterly Noise Meeting.

A summary of the John Wayne Airport (JWA or Airport) February 2026 airport statistics was provided by Mr. Gaskins, highlighting a 5.8% year-to-year passenger increase. Mr. Gaskins also provided an overview of the Quarterly Noise Report for the fourth quarter of 2025.

Mr. Gaskins provided an update regarding the Environmental Impact Report (EIR) 617 LU-2 mitigation measure, confirming that the parity difference is 0.5 decibels (dB) rather than 0.7 dB. Mr. Gaskins mentioned that the parity difference is applied in the calculations for compliance, although, the Airport did not meet the threshold required to increase to 12.5 Million Annual Passengers (MAP) in Plan Year 2026. 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 12.5 MAP 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 at headquarters to discuss air service development topics, such as next generation fleet mix, performance measures, and potential market updates.

Mr. Gaskins stated that the 2027 capacity allocation process would begin in the coming weeks and that the Access and Noise Office (ANO) would be reaching out to carriers regarding their requests. Mr. Gaskins noted that the proposed allocations are anticipated to go to the Airport Commission and the Board of Supervisors in August 2026.

Lastly, Mr. Gaskins provided an update on the 2025 Fly Friendly Program tier winners. Mr. Gaskins stated that the ANO is currently working with its vendor and will be sending scorecards to all general aviation (GA) jet operator tier participants and non-participants. Mr. Gaskins mentioned that the announcement and presentation of the 2025 tier winners is scheduled to take place on April 14, 2026, during the Board of Supervisors' regularly scheduled meeting. Mr. Gaskins also indicated that the ANO is actively working with BridgeNet International (BNI) to upload January and February 2026 data to the Fly Friendly dashboard. Mr. Gaskins explained that the December 2025 values will not be posted until after the tier winner announcement takes place on April 14, 2026.

Dr. Jim Mosher, Newport Beach resident, commented that the Summary of Statistical Information section of the Quarterly Noise Report (QNR) indicated that the aircraft with the highest takeoff noise was listed as an Embraer E175. After reviewing the information, Dr. Mosher stated that the operation appeared to be a missed approach rather than a departure. Mr. Gaskins stated that staff would review the information and revise the report if the operation was determined to be a missed approach.

Dr. Mosher also commented that Table 7 of the QNR showed unusual reporting related to Delta Air Lines Class E Airbus A220 operations. Dr. Mosher stated that the A220 appeared to be noisier at Noise Monitoring Station (NMS) 7S than at NMS 6S, despite significantly fewer operations being measured at NMS 7S. Dr. Mosher asked whether the figures represented average noise measurements of flights and questioned why Delta Air Lines operations appeared louder at NMS 7S. Mr. Gaskins stated that staff would look into the matter.

Dr. Mosher explained that a small number of households in Anaheim appeared to be submitting noise complaints in quantities exceeding the number of daily arrivals and asked how that was mathematically possible. Dr. Mosher asked whether residents were submitting more than one complaint for the same operation. Mr. Gaskins explained that multiple residents submit thousands of complaints each quarter and that many reported flights are overflights but still logged and counted as complaints for JWA. Mr. Gaskins further stated that residents are able to use the Airport's noise event portal, Viewpoint, and the iOS application button to submit multiple complaints for the same operation. Mr. Gaskins noted that the number of complaints is not necessarily an accurate representation of the number of arrivals because complaints may be based on any aircraft observed or heard, including overflights at high altitudes.

Dr. Mosher asked why the Semi-Annual General Aviation Noise Report's violation count changes over time and questioned why newly banned aircraft are later removed. Mr. Gaskins explained that operator appeals may be submitted and approved by the Airport Director, resulting in updates to the report. In addition, Mr. Gaskins stated that violations are sometimes rescinded, which may result in an aircraft being removed from the Denial of Use list, or violation counts being modified.

Dr. Mosher commented that Newport Beach participated in developing the EIR 617 mitigation measure, and that, in his interpretation, meeting the noise criteria does not automatically increase the MAP limit to 12.5 but instead allows consideration of an increase to a level reasonably expected to remain within the 1 dB threshold. Dr. Mosher further commented that the mitigation measure represents a commitment to remain within the 1 dB standard throughout the Settlement Agreement term ending in 2030 and suggested that Airport staff meet with the City of Newport Beach before discussing a potential increase with carriers.

Dr. Mosher requested that Fly Friendly data provided by BNI be made available in a downloadable spreadsheet format for independent review. He stated that BNI should provide its methodology for calculating scores, as he believes the methodology may be incorrect, and asked whether that information could be provided. Mr. Gaskins stated that he would again reach out to BNI regarding the request.

Lastly, Dr. Mosher commented that the University of California, Davis, recently held its annual noise symposium and asked whether any notable information had been presented, as conference details had not yet been posted online. Mr. Anthony Cangey, ANO Specialist, stated that conference materials would be posted to the website once presenter consent had been received for publication of their information.

QUARTERLY NOISE MEETING ROSTER
March 25, 2026

NAME	ORGANIZATION
Jim Mosher	Newport Beach Resident
Patti Leslie	Newport Beach Resident
Nikolas Gaskins	John Wayne Airport
Anthony Cangey	John Wayne Airport
Betty 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):

   0.0075 Sq. Mi.

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

   69

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

   173 (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:

   LJ25 – 2 (Arrivals + Departures)

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

   98,680

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

   24,732

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)

   73,857

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

   91