

**JOHN WAYNE AIRPORT
ORANGE COUNTY**



NOISE ABATEMENT PROGRAM QUARTERLY REPORT

**For the period:
April 1, 2026, through June 30, 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 214th 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, 2025 - June 30, 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

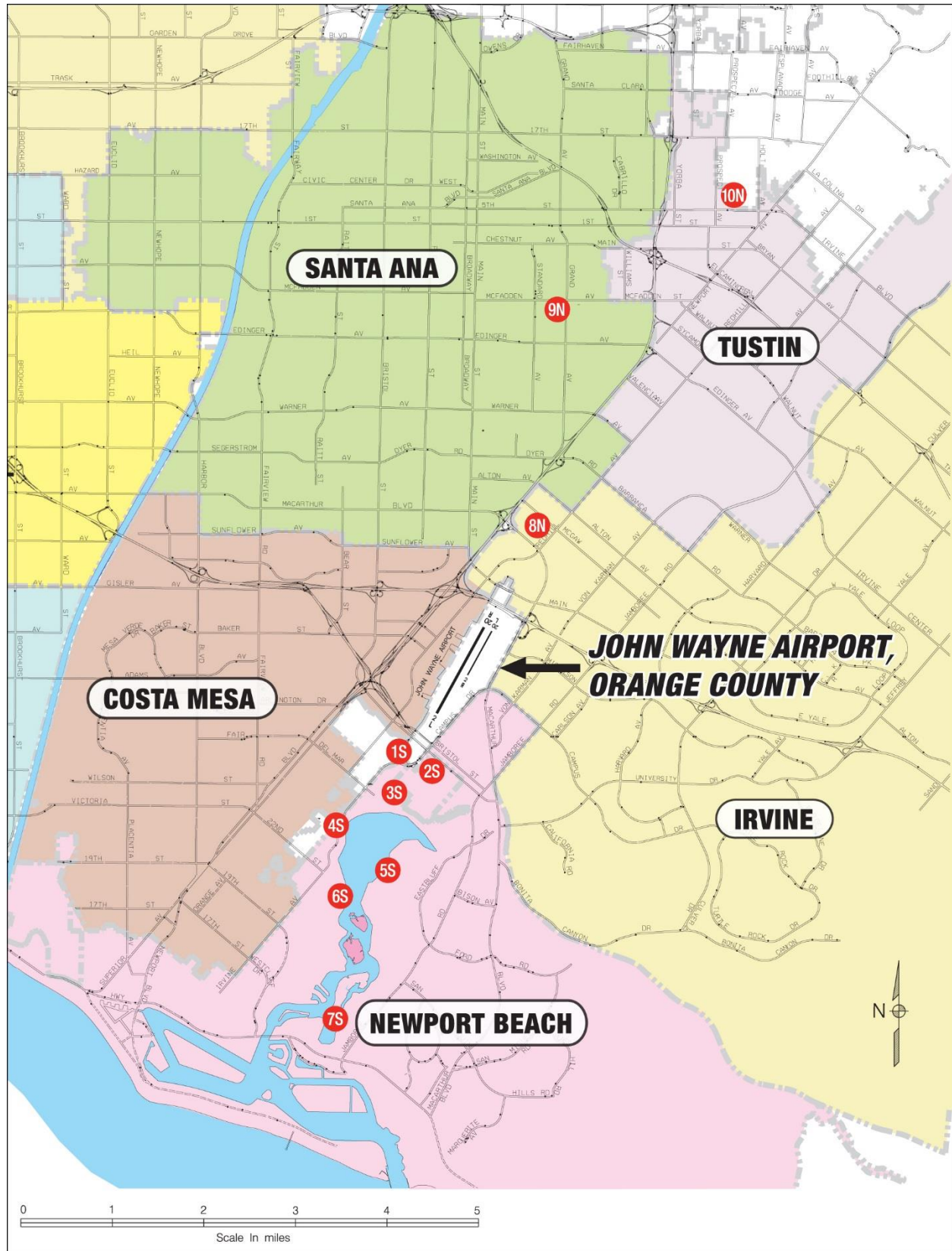
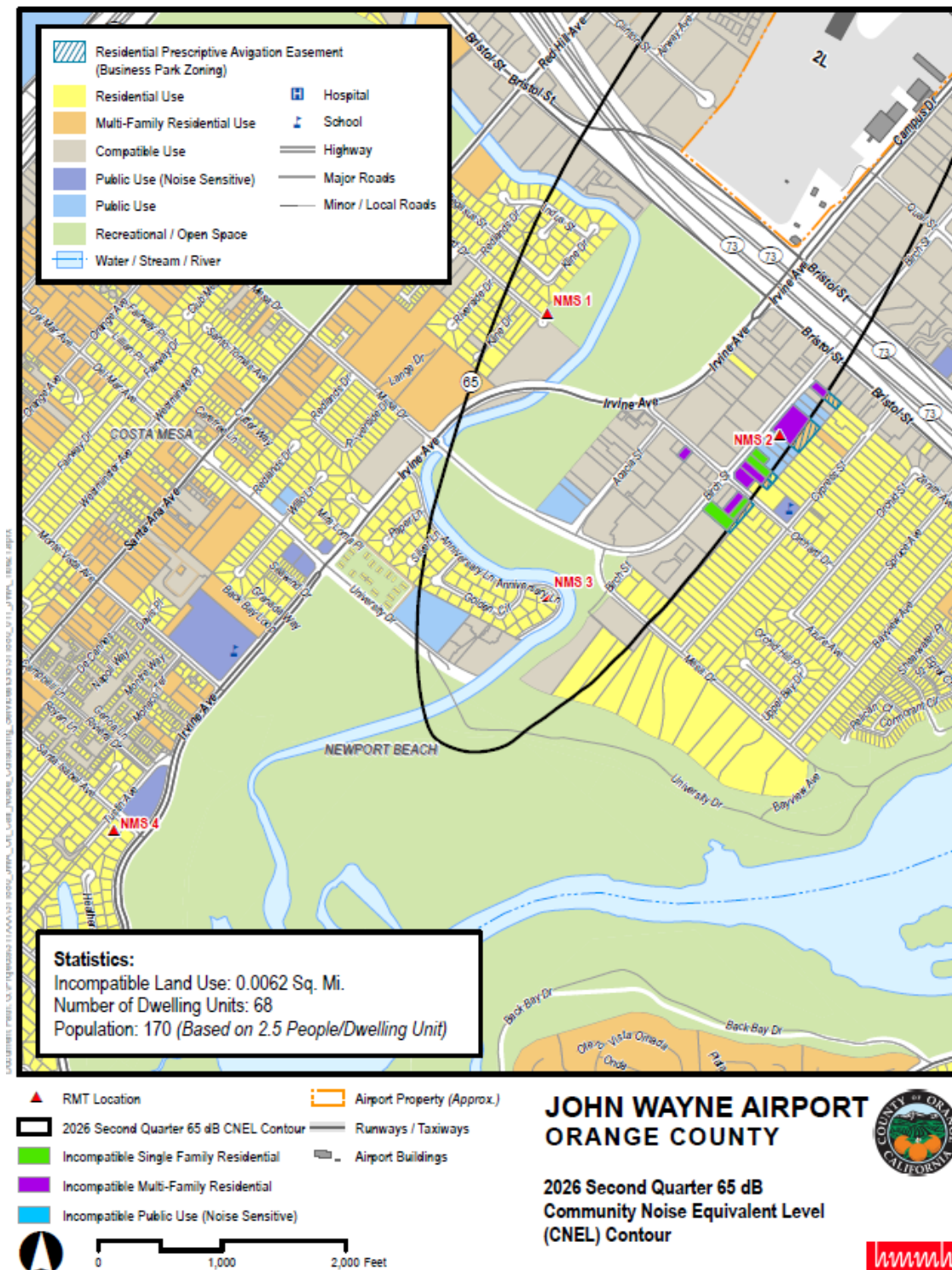


FIGURE 2



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
April - June 2026

Period	Carriers		GA Jet (1)	Total Operations (2)	Average Daily Jet Operations
	Jet	Prop			
April	8,444	0	3,679	30,926	404
May	8,751	0	3,175	26,870	385
June	8,745	0	3,400	25,028	405
Second Quarter	25,940	0	10,254	82,824	398
Twelve Months 07/01/25 - 06/30/26	103,314	0	45,074	345,314	407

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

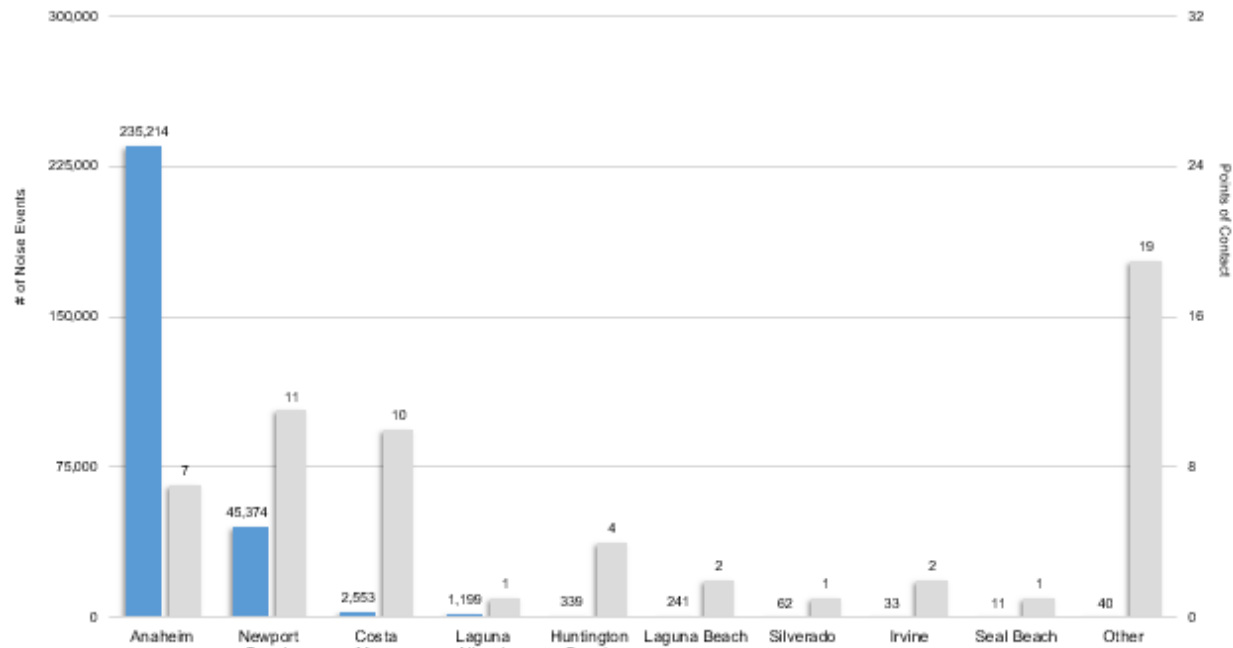
Four hundred eighteen residences in the Santa Ana Heights area have been sound attenuated and an avigation easement reserved through the County’s Acoustical Insulation Program, which closed in December 2009. The County has also acquired 46 residences as part of the Purchase Assurance Program, many of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

COMPLAINT TOTALS (April 1, 2026 - June 30, 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

285,066 Noise Events | 58 Points of Contact
April 1, 2026 to June 30, 2026



The 285,066 Noise Events was a 24.4% decrease from the 377,272 Noise Events from last quarter, and a 14.8% decrease from the 334,555 Noise Events from the same quarter last year.

Figure 3.3

FIGURE 3.2
NATURE OF DISTURBANCES

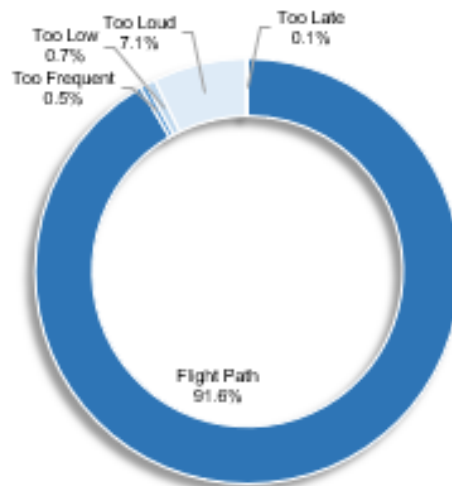


FIGURE 3.3
ENQUIRY METHOD

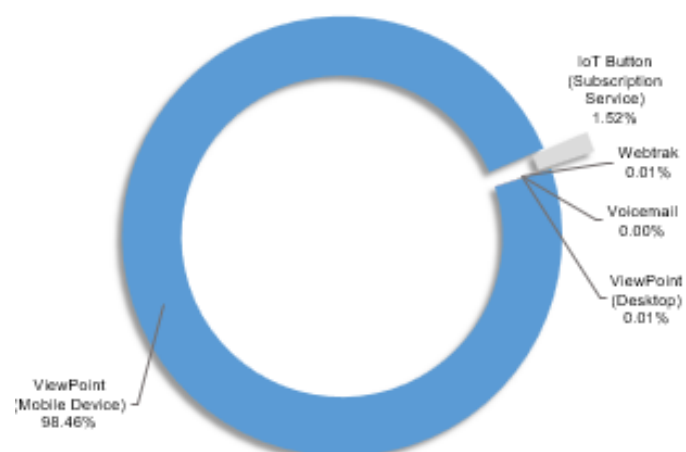


TABLE 2
LONG TERM MEASURED LEVELS
Aircraft CNEL from 07/01/25 through 06/30/26
Values in dB at Each Site

Period	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
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
Apr 2026	67.3	66.1	66.0	59.5	58.9	59.9	56.5	68.0	40.4	58.0
# Days	30	30	30	21	30	30	30	30	23	30
May 2026	67.5	66.5	66.0	59.5	59.0	60.0	56.7	68.3	39.6	58.2
# Days	31	31	31	31	31	31	31	31	19	31
Jun 2026	67.7	66.6	66.4	59.6	58.9	60.2	56.5	68.4	41.6	58.3
# Days	30	30	30	30	30	30	30	30	19	30
Q-2 2026	67.5	66.4	66.1	59.6	58.9	60.0	56.6	68.2	40.6	58.2
# Days	91	91	91	82	91	91	91	91	61	91
Q-3 2025 thru Q-2 2026										
Total	67.6	66.3	66.3	59.3	58.7	60.2	56.1	67.9	41.7	57.6
# Days	365	365	365	355	365	365	361	365	234	358
Q-2 2025 thru Q-1 2026 (Previous 4 Quarters)										
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
Change from Previous 4 Quarters										
	0.0	-0.2	-0.2	-0.2	-0.1	0.0	-0.1	-0.1	-0.9	0.0

TABLE 3
DAILY CNEL VALUES AT EACH MONITOR STATION
April 2026

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.0	65.8	65.8	59.1	59.1	59.3	56.1	67.5	*#N/A	57.3
2	67.8	66.4	66.5	60.1	59.6	61.1	57.6	69.0	38.3	59.2
3	64.1	61.8	68.0	54.3	54.8	63.6	51.0	65.0	41.5	46.7
4	65.4	63.9	64.0	*#N/A	55.2	56.3	52.0	65.7	*#N/A	53.4
5	66.7	65.5	64.9	*#N/A	57.4	58.1	53.7	67.5	*#N/A	56.1
6	67.4	66.2	66.0	*#N/A	58.9	60.2	56.2	68.6	45.8	58.6
7	66.6	65.4	65.3	*#N/A	58.0	59.0	55.6	66.9	*#N/A	56.8
8	67.1	65.6	65.8	*#N/A	58.3	59.8	55.7	67.4	44.7	57.3
9	68.2	66.7	66.9	*#N/A	59.6	61.0	57.6	68.7	*#N/A	58.9
10	67.5	66.0	65.7	*#N/A	59.1	60.1	57.0	69.0	*#N/A	59.1
11	66.3	64.7	65.0	*#N/A	58.3	59.0	55.9	67.6	42.6	57.5
12	68.4	67.5	66.9	*#N/A	60.1	60.8	58.1	69.6	29.6	59.9
13	67.8	66.8	66.3	60.9	60.1	60.2	57.8	68.5	41.8	58.8
14	66.8	65.7	65.5	58.9	58.5	59.0	56.3	66.8	40.0	56.9
15	66.7	65.7	65.4	58.9	58.4	59.1	55.6	67.6	41.4	57.3
16	68.4	67.2	66.9	60.9	59.9	60.9	57.1	69.2	*#N/A	59.5
17	67.9	66.6	66.4	60.0	59.2	60.4	56.9	68.8	39.0	59.0
18	66.3	65.1	64.5	57.7	57.0	57.4	54.0	66.8	40.7	56.7
19	67.8	66.9	66.5	59.8	59.0	59.3	56.0	69.1	41.9	58.7
20	67.6	66.5	66.2	59.4	59.1	59.0	56.7	67.9	29.9	58.0
21	67.2	66.2	65.7	59.5	58.9	59.5	56.6	67.2	42.1	57.2
22	67.0	66.1	65.6	58.7	58.7	59.2	56.0	67.6	37.8	57.6
23	67.8	66.8	66.5	60.0	59.4	60.4	57.4	68.7	32.4	58.8
24	67.6	66.4	65.9	60.5	59.1	59.8	56.5	68.6	35.7	59.1
25	66.0	65.0	64.7	58.5	58.0	58.9	56.1	66.8	36.2	56.9
26	67.8	67.1	66.4	59.5	60.2	60.5	58.1	69.1	29.3	59.4
27	67.9	67.1	66.4	59.6	60.1	59.7	57.6	67.2	36.0	58.8
28	66.6	65.8	65.1	58.5	58.6	58.7	56.2	67.2	37.1	56.7
29	66.8	65.6	65.8	59.1	58.6	60.1	57.8	67.7	43.8	57.6
30	68.4	67.2	67.1	60.9	59.7	60.5	58.0	69.3	36.0	59.4
Days	30	30	30	21	30	30	30	30	23	30
En. Avg	67.3	66.1	66.0	59.5	58.9	59.9	56.5	68.0	40.4	58.0

#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 2026

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.7	66.5	66.2	59.9	59.3	60.3	56.5	68.4	36.1	58.3
2	66.0	64.8	64.2	57.4	57.0	57.7	54.4	66.6	*#N/A	56.5
3	67.9	67.0	66.5	60.0	59.7	60.4	57.7	69.6	35.1	59.9
4	67.3	66.7	65.8	59.7	59.4	59.5	57.6	69.1	33.0	59.5
5	66.2	65.5	64.7	58.4	58.2	58.8	55.9	67.0	*#N/A	57.2
6	66.9	66.0	65.5	59.0	58.7	60.2	56.6	67.3	43.7	57.3
7	68.0	67.3	66.6	60.3	59.8	60.7	57.5	68.8	43.4	58.7
8	67.8	66.4	66.2	58.9	58.0	59.4	54.9	68.5	40.4	57.8
9	66.2	65.2	64.3	57.7	56.9	58.1	53.9	66.8	40.7	56.3
10	67.6	66.6	66.4	60.1	59.1	60.8	56.7	68.7	*#N/A	58.6
11	68.1	67.4	66.9	59.6	59.0	59.5	54.3	68.3	36.5	57.5
12	66.9	65.8	65.3	59.2	57.7	59.0	55.4	67.2	35.0	56.9
13	67.5	66.6	66.1	59.3	59.4	60.3	57.1	67.9	*#N/A	57.7
14	68.3	67.0	66.8	60.6	59.6	61.1	57.4	68.9	*#N/A	58.8
15	67.7	66.5	66.2	60.3	59.1	60.8	57.1	69.2	41.7	59.6
16	66.3	65.4	64.8	59.0	58.1	59.7	58.0	66.8	*#N/A	56.9
17	68.0	66.6	66.5	60.8	59.2	60.5	57.4	69.4	37.9	59.5
18	68.4	66.7	66.9	60.7	59.8	60.8	57.9	68.7	33.7	58.5
19	67.3	66.5	65.6	57.8	57.5	58.6	54.7	67.0	*#N/A	56.4
20	67.8	66.5	66.3	58.3	58.3	58.7	55.4	67.8	*#N/A	57.0
21	68.3	67.0	66.9	60.5	59.6	60.4	57.0	69.4	30.2	59.3
22	68.2	67.1	66.7	60.5	59.3	60.6	57.3	68.6	39.9	58.7
23	66.7	65.8	65.2	58.8	58.1	59.0	55.2	67.2	29.9	57.3
24	67.1	66.3	65.6	59.1	59.1	59.3	56.7	67.6	*#N/A	57.6
25	68.3	67.4	66.8	60.4	59.9	61.0	57.9	69.1	44.1	58.7
26	67.8	66.8	66.4	59.9	59.4	60.2	57.5	68.3	*#N/A	58.2
27	67.2	66.4	65.7	59.8	59.5	59.9	57.6	68.4	38.2	58.7
28	67.6	66.6	66.1	59.7	59.7	60.5	57.8	68.9	*#N/A	59.0
29	67.6	66.5	66.4	59.7	59.8	60.8	57.6	68.5	29.1	58.8
30	66.1	65.1	64.8	58.2	57.5	59.0	56.1	67.3	43.0	57.7
31	67.8	66.7	66.4	59.5	59.3	60.7	57.0	68.8	*#N/A	58.7
Days	31	31	31	31	31	31	31	31	19	31
En. Avg	67.5	66.5	66.0	59.5	59.0	60.0	56.7	68.3	39.6	58.2

#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 2026

Date	NMS Site									
	1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
1	67.5	66.2	66.3	60.4	59.0	60.3	55.9	69.0	43.6	58.8
2	67.0	65.9	65.6	59.2	58.9	59.9	56.4	67.7	33.9	57.5
3	67.5	66.4	66.1	59.8	58.7	60.2	55.9	68.3	34.1	57.9
4	68.0	66.7	66.9	59.9	58.8	60.4	55.9	68.9	49.8	58.9
5	67.9	66.6	66.6	59.9	58.6	60.4	56.2	68.6	26.8	58.5
6	67.0	65.2	65.4	59.0	57.1	59.0	54.7	67.7	*#N/A	57.5
7	68.0	66.9	66.5	60.0	59.2	60.8	57.1	68.8	*#N/A	59.2
8	68.1	67.0	66.5	60.2	59.5	61.0	57.4	68.6	26.9	58.7
9	67.5	66.5	66.0	59.4	58.7	60.0	56.7	68.1	*#N/A	57.7
10	67.5	66.0	66.1	59.2	58.1	59.6	55.9	68.3	*#N/A	57.6
11	68.3	67.0	67.1	60.0	58.9	60.8	56.4	68.9	37.1	58.7
12	68.3	66.9	67.0	59.3	58.8	60.6	55.9	69.2	*#N/A	59.0
13	67.3	66.3	65.8	58.4	58.4	59.4	55.5	67.2	29.5	56.7
14	67.9	66.9	66.5	59.3	59.0	60.4	56.2	68.6	41.5	57.9
15	68.4	67.6	67.1	59.8	59.7	60.8	56.8	68.8	41.1	58.6
16	67.2	66.4	66.6	57.9	58.9	59.5	55.4	67.8	31.1	57.6
17	67.6	66.6	66.4	59.4	59.0	60.1	56.2	68.1	30.5	58.2
18	68.3	67.6	67.0	60.5	59.8	61.2	56.0	68.9	*#N/A	59.1
19	67.5	66.7	66.3	59.4	59.5	60.6	57.2	68.6	31.0	58.5
20	67.2	66.4	65.8	59.1	59.1	59.4	56.6	67.7	*#N/A	57.7
21	68.0	67.1	66.8	59.8	59.5	60.1	57.5	68.9	*#N/A	58.9
22	68.3	67.2	66.9	60.0	59.6	61.0	57.1	68.4	48.5	58.2
23	67.2	66.0	65.6	58.8	58.2	59.4	55.4	68.1	43.7	57.5
24	67.9	66.9	66.8	59.9	59.0	60.1	57.8	68.5	38.5	58.3
25	68.0	66.9	66.6	59.9	59.4	60.3	56.9	69.1	38.0	59.3
26	67.8	66.7	66.5	60.1	59.2	60.4	56.8	68.9	35.7	58.9
27	66.9	65.5	65.4	58.6	58.0	58.8	55.7	67.1	*#N/A	56.9
28	67.9	66.7	66.3	60.3	58.5	60.9	57.5	69.0	35.2	59.2
29	68.1	67.0	66.9	61.0	59.1	60.4	56.7	68.3	*#N/A	58.3
30	66.8	66.0	65.6	59.1	58.7	59.0	56.5	68.0	*#N/A	58.2
Days	30	30	30	30	30	30	30	30	19	30
En. Avg	67.7	66.6	66.4	59.6	58.9	60.2	56.5	68.4	41.6	58.3

#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
April - June 2026

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Air Canada	A223	58	Average Count	90.5 (58)	89.9 (55)	90.0 (58)	82.9 (56)	82.1 (56)	83.1 (51)	79.1 (31)	#N/A (0)	#N/A (0)	#N/A (0)
	B38M	30	Average Count	92.4 (30)	91.4 (28)	92.5 (30)	85.6 (19)	84.3 (30)	85.9 (23)	81.3 (28)	#N/A (0)	#N/A (0)	#N/A (0)
Alaska	B38M	159	Average Count	92.9 (155)	91.7 (150)	91.0 (155)	84.4 (129)	84.3 (154)	86.6 (141)	83.5 (149)	88.5 (4)	#N/A (0)	#N/A (0)
	B737	18	Average Count	95.9 (18)	95.2 (18)	94.7 (18)	88.7 (17)	89.1 (17)	89.8 (18)	85.9 (17)	#N/A (0)	#N/A (0)	#N/A (0)
	B738	890	Average Count	98.4 (872)	96.9 (836)	95.6 (876)	89.3 (775)	89.2 (858)	90.4 (785)	87.1 (877)	93.7 (3)	80.0 (2)	83.4 (1)
Allegiant	A319	64	Average Count	94.5 (63)	93.2 (61)	93.1 (64)	87.8 (58)	86.5 (63)	87.9 (55)	83.2 (62)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	325	Average Count	95.2 (320)	94.1 (305)	92.6 (321)	87.5 (286)	86.3 (319)	87.8 (292)	83.8 (315)	88.6 (2)	#N/A (0)	#N/A (0)
American	A21N	89	Average Count	92.7 (86)	91.6 (79)	91.2 (83)	84.6 (75)	83.3 (83)	85.3 (73)	81.1 (78)	89.7 (3)	84.0 (2)	80.5 (1)
	A319	3	Average Count	94.2 (3)	93.8 (3)	91.7 (3)	86.6 (3)	85.9 (3)	86.6 (3)	81.5 (3)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	2	Average Count	95.0 (2)	94.9 (2)	91.6 (2)	86.6 (2)	85.6 (2)	86.1 (2)	82.3 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	A321	110	Average Count	99.2 (108)	98.5 (101)	96.0 (107)	88.9 (94)	88.4 (104)	90.4 (102)	86.7 (107)	92.3 (1)	80.0 (1)	#N/A (0)
	B38M	1233	Average Count	93.4 (1213)	92.4 (1165)	93.1 (1216)	85.7 (1050)	84.6 (1197)	85.8 (1053)	81.5 (1058)	91.5 (8)	82.6 (2)	79.0 (1)
	B738	97	Average Count	99.1 (93)	98.1 (94)	98.1 (96)	91.2 (88)	90.1 (91)	90.2 (80)	86.8 (92)	99.6 (1)	87.9 (1)	#N/A (0)
Breeze	A223	271	Average Count	88.3 (269)	88.4 (251)	86.9 (266)	81.7 (225)	81.1 (252)	82.1 (238)	78.8 (70)	83.5 (2)	#N/A (0)	#N/A (0)
Delta	A220	197	Average Count	89.1 (191)	88.9 (181)	88.2 (191)	81.2 (154)	79.8 (164)	81.2 (158)	78.6 (24)	82.7 (3)	#N/A (0)	#N/A (0)
	A223	179	Average Count	90.2 (178)	90.1 (174)	89.1 (178)	81.6 (152)	80.5 (159)	81.5 (152)	78.4 (41)	#N/A (0)	#N/A (0)	#N/A (0)
	A319	2	Average Count	95.7 (2)	95.4 (2)	95.2 (2)	87.4 (1)	87.8 (2)	88.4 (1)	84.6 (2)	#N/A (0)	#N/A (0)	#N/A (0)
	B752	393	Average Count	96.6 (387)	95.9 (374)	95.8 (383)	88.4 (349)	88.0 (375)	88.0 (347)	84.3 (376)	93.3 (3)	88.2 (1)	81.9 (2)
FedEx	A306	62	Average Count	97.5 (60)	96.7 (58)	94.8 (59)	89.2 (55)	88.8 (61)	90.2 (54)	86.7 (60)	91.2 (1)	#N/A (0)	#N/A (0)
Frontier	A20N	243	Average Count	88.6 (239)	88.3 (235)	87.9 (236)	82.1 (203)	80.2 (185)	82.7 (220)	80.0 (118)	83.0 (2)	#N/A (0)	#N/A (0)
	A320	20	Average Count	95.7 (19)	95.0 (18)	93.3 (20)	87.1 (19)	85.3 (19)	87.7 (14)	84.6 (18)	#N/A (0)	#N/A (0)	#N/A (0)
Horizon	E175	182	Average Count	94.2 (180)	92.9 (173)	90.9 (177)	85.1 (160)	84.7 (176)	87.6 (171)	84.2 (178)	88.7 (2)	#N/A (0)	#N/A (0)
Southwest	B38M	224	Average Count	90.5 (223)	89.5 (217)	88.4 (222)	81.4 (203)	82.0 (202)	83.9 (203)	80.9 (182)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	1422	Average Count	92.7 (1395)	91.9 (1319)	90.2 (1386)	85.0 (1202)	84.9 (1387)	86.0 (1259)	83.6 (1340)	91.3 (13)	79.5 (1)	83.7 (1)
	B738	11	Average Count	94.1 (11)	93.3 (11)	90.7 (11)	84.5 (10)	85.3 (11)	86.1 (8)	84.1 (11)	#N/A (0)	#N/A (0)	#N/A (0)
Spirit	A20N	5	Average Count	89.0 (5)	88.3 (5)	88.3 (5)	83.9 (2)	81.8 (5)	84.0 (5)	79.6 (4)	#N/A (0)	#N/A (0)	#N/A (0)
	A320	75	Average Count	92.8 (72)	92.2 (68)	90.5 (72)	85.6 (46)	84.1 (66)	85.7 (62)	81.6 (65)	89.2 (2)	#N/A (0)	#N/A (0)

JOHN WAYNE AIRPORT

ORANGE COUNTY

Noise Abatement Program

Quarterly Report April – June 2026

United	A21N	85	Average Count	93.8 (82)	92.0 (80)	93.5 (84)	85.6 (83)	83.9 (82)	85.6 (78)	82.0 (82)	91.0 (1)	88.5 (1)	#N/A (0)
	A319	24	Average Count	95.3 (23)	93.4 (23)	93.9 (22)	87.8 (16)	85.8 (21)	87.2 (21)	83.3 (22)	89.5 (1)	#N/A (0)	#N/A (0)
	A320	204	Average Count	96.1 (202)	94.9 (191)	94.6 (200)	87.0 (175)	86.1 (200)	87.0 (173)	83.3 (195)	91.1 (2)	86.9 (1)	#N/A (0)
	B38M	790	Average Count	93.3 (783)	92.0 (743)	93.2 (777)	85.1 (677)	85.0 (770)	86.6 (669)	81.9 (744)	90.2 (5)	#N/A (0)	84.3 (2)
	B737	313	Average Count	98.0 (308)	96.0 (290)	97.4 (303)	90.5 (274)	90.6 (301)	91.1 (275)	87.5 (297)	94.8 (3)	87.6 (2)	#N/A (0)
	B738	141	Average Count	98.8 (138)	97.0 (133)	97.8 (138)	90.3 (131)	89.8 (135)	90.5 (115)	87.4 (134)	94.9 (1)	80.9 (1)	83.2 (1)
UPS	B752	52	Average Count	95.8 (52)	95.4 (52)	93.8 (52)	87.2 (48)	87.0 (51)	88.1 (51)	83.6 (51)	#N/A (0)	#N/A (0)	#N/A (0)
WestJet	B38M	7	Average Count	92.8 (7)	91.8 (7)	92.5 (7)	85.4 (6)	84.2 (7)	86.3 (6)	82.2 (7)	#N/A (0)	#N/A (0)	#N/A (0)
	B737	26	Average Count	96.3 (26)	95.1 (25)	95.5 (26)	90.0 (21)	89.1 (26)	90.5 (23)	85.3 (24)	#N/A (0)	#N/A (0)	#N/A (0)

TABLE 7
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commercial Class E
April - June 2026

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
American	A21N	161	Average Count	90.8 (158)	90.3 (153)	89.0 (157)	83.0 (142)	81.4 (143)	83.1 (140)	79.6 (54)	82.5 (1)	#N/A (0)	#N/A (0)
	A319	1	Average Count	90.7 (1)	90.8 (1)	90.0 (1)	#N/A (0)	83.0 (1)	#N/A (0)	78.0 (1)	#N/A (0)	#N/A (0)	#N/A (0)
Breeze	A223	138	Average Count	88.2 (137)	88.3 (132)	86.9 (134)	81.7 (120)	81.0 (124)	81.6 (124)	78.4 (33)	86.0 (1)	#N/A (0)	#N/A (0)
Delta	A220	337	Average Count	89.2 (329)	88.9 (312)	88.3 (328)	81.1 (275)	79.7 (252)	81.0 (275)	77.7 (32)	85.7 (3)	#N/A (0)	#N/A (0)
	A223	25	Average Count	90.8 (25)	90.4 (25)	90.2 (25)	82.4 (22)	80.7 (22)	81.9 (21)	78.2 (7)	#N/A (0)	#N/A (0)	#N/A (0)
SkyWest Coml.	E175	1176	Average Count	91.7 (1163)	91.0 (1095)	89.6 (1159)	84.9 (1037)	84.2 (1149)	86.4 (1063)	83.4 (1140)	89.8 (3)	#N/A (0)	#N/A (0)
Southwest	B38M	288	Average Count	88.8 (286)	88.3 (275)	87.4 (282)	80.7 (258)	81.1 (252)	83.0 (255)	80.1 (195)	80.2 (1)	#N/A (0)	#N/A (0)
	B737	1791	Average Count	91.3 (1757)	90.9 (1671)	89.2 (1757)	84.6 (1526)	84.2 (1745)	85.2 (1582)	82.9 (1697)	90.7 (15)	78.9 (4)	#N/A (0)

TABLE 8
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
Commuter
April - June 2026

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
Delux Public Charters	E135	436	Average Count	86.1 (429)	86.0 (408)	86.6 (431)	79.9 (319)	78.7 (119)	81.1 (338)	79.8 (10)	83.6 (2)	#N/A (0)	#N/A (0)
	E145	311	Average Count	87.2 (303)	87.3 (284)	87.6 (305)	80.0 (215)	79.0 (90)	80.8 (248)	78.8 (6)	85.1 (2)	#N/A (0)	#N/A (0)
SkyWest	CRJ7	88	Average Count	87.7 (86)	87.5 (80)	86.7 (86)	79.7 (30)	81.1 (77)	81.9 (80)	81.0 (77)	86.0 (1)	#N/A (0)	#N/A (0)
	E175	184	Average Count	90.5 (180)	90.0 (176)	88.8 (179)	85.1 (160)	83.8 (177)	85.5 (172)	83.1 (175)	86.8 (1)	#N/A (0)	#N/A (0)

TABLE 8-GA
MEASURED AVERAGE SINGLE EVENT NOISE EXPOSURE LEVELS
General Aviation
April - June 2026

Carrier	AC Type	# Deps		NMS Site									
				1S	2S	3S	4S	5S	6S	7S	8N	9N	10N
General Aviation	Jet	4883	Average Count	88.3 (4622)	87.7 (4382)	88.7 (4531)	82.5 (2375)	82.1 (2035)	83.2 (2933)	81.2 (1150)	86.6 (42)	78.4 (1)	76.8 (1)

TABLE 9
AIR CARRIER OPERATIONAL HISTORY

Carrier	AC Type	Year				
		2022	2023	2024	2025	2026
Air Canada AC	A223	192				116
	B38M	494	730	728	702	226
Alaska AS	A320	3,888	70			
	B38M			310	628	621
	B737	116	784	300	98	134
	B738	2,728	7,088	7,545	7,864	3,523
Allegiant G4	A319	676	418	596	471	238
	A320	1,399	1,591	1,561	1,758	1,096
American AA	A21N	51	974	2,648	2,010	1,089
	A319	498	1,320	420	12	8
	A320	478	660	332	326	4
	A321	1,099	1,255	1,072	908	425
	B38M	1,755	1,834	2,666	6,290	4,733
	B738	8,517	7,049	5,899	3,652	324
Breeze MX	A223		1,326	2,060	2,078	1,487
	E190		186	68	4	
	E195		120			
Delta DL	A220	3,048	4,420	5,413	5,036	2,166
	A223	1,934	2,181	1,456	1,054	798
	A319	2,071	202	148	154	4
	A320	532	24		86	2
	B738	58	84	56	31	4
	B752	2,010	2,654	2,578	2,780	1,392
FedEx FM	A306	498	496	492	486	230
Frontier F9	A20N	1,818	2,600	2,028	1,960	1,028
	A320	310	230	158	114	56
Horizon QX	E175	1,256	1,648	1,180	2,042	724
SkyWest Coml. SC	E175	5,446	7,168	7,250	7,937	4,478
Southwest WN	B38M	4,038	116	26	2,932	1,075
	B737	31,166	31,486	30,134	27,452	13,454
	B738	1,720	41	24	26	30
Spirit NK	A20N	2,220	1,492	872	1,668	18
	A319	158	2			
	A320	1,132	1,303	1,546	635	650
Sun Country SY	B737	8				
	B738	2				
United UA	A21N					171
	A319	1,047	772	595	622	158
	A320	2,054	1,474	1,656	1,258	572
	B38M		210	3,062	5,205	3,192
	B737	4,116	2,721	3,270	3,232	1,321
	B738	5,685	7,377	3,483	1,973	538
UPS 5X	A306	48	38	18		
	B752	362	372	398	402	204
WestJet WS	B38M			128	87	26
	B737	632	704	584	415	142
Total		95,260	95,220	92,760	94,388	46,457

TABLE 10
AIRCRAFT OPERATIONAL HISTORY

Aircraft	Year				
	2022	2023	2024	2025	2026
A20N	4,038	4,092	2,900	3,628	1,046
A21N	51	974	2,648	2,010	1,260
A220	3,048	4,420	5,413	5,036	2,166
A223	2,126	3,507	3,516	3,132	2,401
A306	546	534	510	486	230
A319	4,450	2,714	1,759	1,259	408
A320	9,793	5,352	5,253	4,177	2,380
A321	1,099	1,255	1,072	908	425
B38M	6,287	2,890	6,920	15,844	9,873
B737	36,038	35,695	34,288	31,197	15,051
B738	18,710	21,639	17,007	13,546	4,419
B752	2,372	3,026	2,976	3,182	1,596
E175	6,702	8,816	8,430	9,979	5,202
E190		186	68	4	
E195		120			
Total	95,260	95,220	92,760	94,388	46,457

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				.159
		B38M	.677	1.000	.992	.962	.310
Alaska	AS	A320	5.326	.096			
		B38M			.423	.860	.849
		B737	.159	1.074	.410	.134	.184
		B738	3.734	9.707	10.309	10.775	4.827
Allegiant	G4	A319	.926	.573	.814	.644	.326
		A320	1.915	2.181	2.131	2.411	1.501
American	AA	A21N	.068	1.332	3.626	2.753	1.496
		A319	.682	1.808	.574	.016	.011
		A320	.655	.904	.454	.447	.005
		A321	1.507	1.721	1.456	1.244	.581
		B38M	2.403	2.518	3.642	8.611	6.482
		B738	11.666	9.655	8.055	5.008	.444
Breeze	MX	A223		1.816	2.814	2.847	2.036
		E190		.255	.093	.005	
		E195		.164			
Delta	DL	A220	4.175	6.052	7.393	6.904	2.967
		A223	2.649	2.986	1.992	1.444	1.093
		A319	2.836	.279	.202	.211	.005
		A320	.729	.033		.118	.003
		B738	.079	.115	.077	.041	.005
		B752	2.753	3.638	3.522	3.805	1.907
FedEx	FM	A306	.682	.679	.672	.666	.315
Frontier	F9	A20N	2.490	3.562	2.770	2.685	1.408
		A320	.425	.315	.216	.156	.077
Horizon	QX	E175	1.721	2.258	1.612	2.797	.992
SkyWest Coml.	SC	E175	7.460	9.816	9.904	10.868	6.134
Southwest	WN	B38M	5.532	.162	.036	4.016	1.466
		B737	42.693	43.132	41.167	37.605	18.438
		B738	2.353	.055	.033	.036	.041
Spirit	NK	A20N	3.041	2.038	1.191	2.285	.025
		A319	.216	.003			
		A320	1.551	1.789	2.112	.871	.890
Sun Country	SY	B737	.011				
		B738	.003				
United	UA	A21N					.233
		A319	1.433	1.058	.814	.849	.219
		A320	2.814	2.019	2.262	1.723	.784
		B38M		.293	4.180	7.132	4.370
		B737	5.644	3.726	4.467	4.430	1.808
		B738	7.786	10.099	4.760	2.701	.737
UPS	5X	A306	.066	.052	.025		
		B752	.496	.510	.544	.551	.279
WestJet	WS	B38M			.175	.118	.036
		B737	.866	.964	.798	.570	.195
Total			130.485	130.436	126.716	129.301	63.638

QUARTERLY NOISE MEETING

Date: June 24, 2026

Time: 2:00 PM

Place: Virtual (Zoom)

ITEMS DISCUSSED

Mr. Kyle Gorny, Access and Noise Specialist, provided an overview of the first quarter of 2026, including April 2026 airport statistics. Mr. Gorny also provided an overview of the Quarterly Noise Report, which included the airline quarterly average noise levels, operations data, reported noise events, long-term noise levels, and most recent Community Noise Equivalent Level (CNEL).

Mr. Nikolas Gaskins, Access and Noise Manager, informed attendees of a technical issue related to synching of data integrated into the Airport's noise monitoring system, which resulted in a delay of May 2026 reports. Mr. Gaskins then provided an update on Plan Year 2027 capacity allocation requests, stating that the review and recommendations had been completed and were scheduled to be presented to the Board of Supervisors ("Board") on August 11, 2026.

Regarding upcoming Board items, Mr. Gaskins also provided an update on the Fly Friendly Program, stating that a five-year sole source contract is scheduled to be presented to the Board on August 11, 2026. Mr. Gaskins noted that the Fly Friendly Program sole source contract is separate from the Airport Noise Monitoring System Services contract, which was approved by the Board on June 23, 2026.

Mr. Gaskins provided an update on the Airport's airline headquarter meetings, informing attendees that these meetings had concluded for the year. Mr. Gaskins explained that discussions during these meetings included airline fleet integration of next-generation aircraft and air service development .

Dr. Jim Mosher, a Newport Beach resident, inquired whether the Fly Friendly Program contract was distinct from the other contracts discussed. Mr. Gaskins clarified that it was separate from the other contracts within Access and Noise. Mr. Gaskins further explained that the Airport is currently in a five-year contract for the program and will enter its second renewal year in October 2026. Mr. Gaskins noted that the contract must be presented to the Board, and this marks the first time this contract must be submitted to the Board due to sole source requirements set forth by the County.

Dr. Mosher commented that Southwest Airlines had no Boeing 737 MAX 8 aircraft operations during the first quarter of 2026 and now has approximately 50% of its departures operated by the aircraft. Mr. Gaskins explained that, because of the Airport's outreach efforts, Southwest is expected to operate at least 55% of its fleet as MAX 8 aircraft for the remainder of the year.

Dr. Mosher asked how Southwest is managing its seat capacity allocation with the increased use of MAX 8 aircraft. Mr. Gaskins explained that the increased seat use could affect Southwest's seat capacity allocation. Mr. Gaskins explained how seat allocation and usage impacts carrier decision-making on some of the next-generation fleet operating at the Airport. Mr. Gaskins noted that the Boeing 737 MAX 7 is expected to be approved in August and that the Airport could see carriers utilizing additional next-generation aircraft in 2027.

Dr. Mosher commented on a whistling noise he had observed from MAX 8 aircraft during departures. Mr. Gaskins stated that the Access and Noise Office ("ANO") had not received any complaints regarding the noise and indicated that staff would reach out to HMMH regarding the matter.

Dr. Mosher commented on a daytime noise violation listed in the 2025 Detailed Noise Events Report, noting that the same aircraft appeared to have two violations, occurring within two days. Dr. Mosher stated that an operation occurring on March 19, 2025, at 9:16 a.m. at Noise Monitoring Station (NMS) 3S. Mr. Gaskins stated that the ANO reviews noise events and that staff would research the date and operation in question.

Dr. Mosher stated that repeat visitors have received violations, including Baker Aviation, which had previously been recognized as a great operator under the Fly Friendly Program. Mr. Gaskins stated he would reach out to our vendor for additional information on how that impacts Fly Friendly Program scoring for participants.

Dr. Mosher asked whether a violation is assigned to the operator or the individual aircraft tail number. Mr. Gaskins explained that the operator receives the violation associated with the tail number that incurred the violation.

Dr. Mosher commented that nighttime violations appear to occur at similar times, generally around at the start or end of curfew. Dr. Mosher stated that charter operations appear to be attempting to depart ahead of the morning commercial airline rush. Mr. Gaskins stated that, based on discussions with some operators, that appeared to be the case. Mr. Gaskins noted that violations occurring in the middle of the night are more unusual. Dr. Mosher commented that it appears charter operators, such as Regency, have developed procedures to avoid violations during nighttime hours.

QUARTERLY NOISE MEETING ROSTER
June 24, 2026**NAME****ORGANIZATION**

Jim Mosher

Newport Beach Resident

Nikolas Gaskins

John Wayne Airport

Anthony Cangey

John Wayne Airport

Cristina Fimbres

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):
0.0062 Sq. Mi.
2. Estimated Number of dwelling units included in the Noise Impact Area as defined in the Noise Standards:
68
3. Estimated number of people residing within the Noise Impact Area as defined in the Noise Standards:
170 (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:
GLF3 – 9 (Arrivals + Departures)
5. Number of Air Carrier operations during the calendar quarter:
(Not mandatory)
25,940
6. Percentage of Air Carrier operations by aircraft certified under Federal Aviation Regulation (FAR) Part 36, Stage III:
(Not mandatory)
100%
7. Estimated number of operations by General Aviation aircraft during the calendar quarter:
(Not mandatory)
56,844
8. Estimated number of operations by Military aircraft during the calendar quarter:
(Not mandatory)
40