



Pictured above are Supervisor John Moorlach, center, with his Chief of Staff, Mario Mainero, left, and Newport Beach City Manager Homer Bludau, right.

OC Supervisor Moorlach Honored

AirFair, a group representing over 150,000 citizens living under the flight path of John Wayne Airport, honored Orange County Supervisor John Moorlach Thursday evening, October 4, for his contributions to the



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community on airport issues. Supervisor Moorlach, the designated member of the Board of Supervisors on issues regarding the Airport, has demonstrated his leadership and his willingness to work with us in order to achieve the goal of AirFair - maintaining the curfew and the caps at JWA.

Tim Stoaks and his mother Carolyn Stoaks underwrote the reception at the bayside home of the Hon. Evelyn Hart, former Newport Beach mayor and current president of the Oasis Foundation. Both Stoaks and Hart are board members of AirFair.

Sixty supporters attended the event that featured remarks by former state Senator Marian Bergeson, a member of the CA Transportation Commission, who introduced Supervisor Moorlach. Additional comments were added by Bonnie O'Neil and Mrs. Hart, members of AirFair; Mario Mainero, Moorlach's Chief of Staff; Chris Palmer, Deputy Director to U.S Representative John Campbell; Newport Beach Mayor Steve Rosansky and Council Member Ed Selich.



OC Cities Unite to Curb JWA Expansion

Five City Councils Pass Limitation Resolution

By Tina Richards *Courtesy of Foothills Sentry*

Anaheim, Costa Mesa, Newport Beach, Orange, and Santa Ana adopted the Corridor City Coalition Resolution this past summer to support efforts to curtail expansion at John Wayne Airport.

AirFair, a political action committee formed to promote a permanent curfew, maintain flight and passenger caps and stop further airport expansion, is asking corridor cities --those under JWA flight paths-- to work together to hold the line on existing restrictions. The resolution approved by the City of Orange on August 28 is an affirmation of that goal.

"With the death of an airport at El Toro, it is inevitable that some elements are going to be pushing hard to expand the existing facilities, and indeed an expansion is underway," says AirFair President Melinda Seely. "When the current limits expire another agreement will need to be

A Grass Roots Group*

**grass roots: the people, esp. those thought of as representing the basic political interests of the electorate*

In the recent past, the focus of attempts to restrain airport growth has been on lawsuits, politics and negotiations. No one has thought of (employing the tool of civil disobedience - or modified civil disobedience) using just plain people-power to say "NO" to the continuing expansion of John Wayne Airport. Politicians have never had to deal with angry people. (Because of the federal laws dealing with interstate commerce there is, of course, substance to the thought that the fight against an airport can only be on a very sophisticated front with legal action. I've never been

(See Grass Roots on third page)

negotiated. AirFair believes long range planning by affected cities is an excellent start."

A 1985 settlement agreement between the county and the community regarding growth at John Wayne airport was amended in 2003. The amendment allows for the current expansion taking place at the Orange County facility. The agreement allows for 10.3 million annual passengers until 2011 and 10.8 million annual passengers until 2015. Departures are prohibited between 10 p.m. and 7 a.m. and landings from 11 p.m. to 7 a.m. Aircraft generating 93.5 decibels are limited to 85 departures per day. Exempt flights (corporate jets, air taxis, carriers operating below 93.5 decibels) are not restricted.

The passenger cap limit expires in 2015; the curfew in 2020. While AirFair reports that the airport is currently paying scrupulous attention to negotiated limits, the group is concerned about the future.

391 Jet Flights A Day According to data collected by AirFair, John Wayne Airport served 9,613,480 passengers in 2006, including about 600,000 passengers using

commuter jets (air taxis). That translates roughly to 391 commercial and corporate jet aircraft arrivals and departures per day. Future air traffic is expected to rise along with the increased million annual passenger limits. The group predicts jet flights will increase to 398 in the next two years and 410 after 2011.

The current \$435 million airport expansion includes a new passenger terminal, six gates, U.S. customs capability, overnight parking and two more passenger garages. Officials note that the expansion is necessary to serve the 10.8 million annual passengers permitted by the agreement. AirFair wants to ensure that the expansion is not actually intended to accommodate even more passengers. "We believe corridor cities are already absorbing their fair share of Orange County airport traffic," says Seely. "It is important that we act cooperatively and plan ahead to keep current caps permanent."

Ms. Richards is a reporter for Foothill Sentry, a monthly newspaper covering Eastern Orange, Orange Park Acres, Villa Park, Orange Foothills, Cowan Heights, Crawford Canyon, Silverado Canyon, and North Tustin.

Exploring Regional Transportation Solutions

Restricting growth at John Wayne Airport must be two-fold. First, residents of cities under the arrival and departure flight paths must join together and say, "No more. We have done our part for air transportation in Orange County. 10.8 million passengers are enough!" Second, we must find solutions. Another new airport in Orange County does not appear to be a realistic solution. However, several transportation solutions are being discussed, studied, and funded in Southern California that could help to restrict growth at John Wayne Airport.

Air Traffic Shifts. LWA (Los Angeles World Airways), the owner of the four airports LAX, Palmdale, Ontario, and Van Nuys is looking to shift more flights from LAX to Ontario and Palmdale because of recent court decisions restricting growth at LAX. While LAX can legally build gates to accept the new Airbus 380, the French airplane that holds 550 passengers, a recent



PRT (Personal Rapid Transit) is one element being considered as part of an improved transportation system.

suit by communities surrounding LAX will limit future growth.

Palmdale, an airport located in the Antelope Valley, 60 miles northeast of LA, can only handle 300,000 passengers now; however, the airport is surrounded by almost 18,000 acres owned by LWA and ready for

(See Regional Solutions on next page)

Breaking News! *Foothill Community Association (FCA) of Orange County voted at their meeting on November 1, 2007, to sign AirFair's Resolution of Support. FCA is an organization representing approximately 10,000 homes in the unincorporated area of Orange County north of Tustin. Some of the communities represented in the organization are Cowan Heights, East Tustin, Lemon Heights, North Tustin, Panorama Heights, and Red Hill. According to Foothill's website www.foothillcommunities.org, they have "strived since the 1960s to preserve [their] highly valued living environment."*

Regional Solutions *(continued)*

development. Significantly, the residential community, as of now, does not reject airport development. United Airlines began flying in June 2007 from Palmdale to San Francisco twice a day. After years of false starts, the incentive that landed United was a package valued at \$4.6 million, with approximately \$2 million in funding to underwrite losses. In addition, LAWA is also spending over \$500,000 to advertise the airport. Moreover, environmentally, Palmdale would be a better choice for expansion because of the air pollution in the LA Basin.

Ontario Airport has long wanted more flights and the town's business leaders have sought more service. The airport has 1700 acres and two runways, one of which is the longest commercial runway in Southern California.

Potential passengers, however, complain about poor flight selection and a lack of direct flights. Recently, two factors may improve that situation. ExpressJet has established a hub at Ontario with direct flights that began in April to a number of cities, making it the easiest airport in Southern California to use for certain destinations. ExpressJet's flights will boost the number of daily departures at Ontario by 25% and increase the number of nonstop destinations by 63 percent. In addition, LAWA, because of the check on its growth at LAX, may now do more to encourage airlines to utilize Ontario by offering incentives.

More flights at Ontario would draw passengers from Orange County and other areas currently utilizing JWA, especially if the trip could use efficient public transportation.

Flyaway Facilities. Flyaway bus services already in operations take passengers from Union Station, West Los Angeles, and Van Nuys to LAX. The flyaway service at Union Station has been an outstanding success. In its first year of operation, the service hoped to have 100,000 passengers; however it handled 250,000! For \$5 per bag, passengers check their luggage at the train station and do not handle it again until they arrive at their destination if it is a domestic flight. For international flights, the bus will carry your luggage, but you must check it at LAX.

An Irvine Great Park flyaway bus service is being planned by Park planners and developer Lennar Corporation on 20 acres of the Park as part of the expanded train station in Irvine where Metrolink and Amtrak currently stop. Union Station, for example, is a fly-away station for passengers using LAX. Coach Bus Service wants to offer a flyaway from Irvine to Ontario Airport.

Rail Solutions. A rail solution to help contain

JWA growth would depend on how easy it is for an airline passenger in OC to get to the other airports. Several proposals are being funded for study, and at least three of those use a Maglev train, a high-speed rail whereby the train is suspended on a magnetic cushion above a magnetized track.

For several years, the city of Anaheim under the leadership of Mayor Curt Pringle has pushed for high-speed rail from Anaheim to Ontario Airport, as well as Union Station in Los Angeles and Las Vegas. **ARTIC**, Anaheim Regional Transportation Intermodal Center is a multimodal transportation center located in Anaheim, along the Los Angeles to San Diego rail line. As foreseen by Anaheim, ARTIC will serve as a hub for many transit modes providing everything from conventional bus service to planned regional high technology transportation systems. In addition, it will also facilitate the proposed California High Speed Rail as well as the Anaheim to Ontario International Airport segment of the California-Nevada Interstate Maglev project.

SCAG (Southern California Association of Governments) is considering several proposals, some that stop at several cities on the way to Union Station, Anaheim, and LAX and another one, the Orangeline that goes all the way to Palmdale. One SCAG option would begin at the Irvine Transportation Center, split in two routes, one going to Santa Ana and then Anaheim, the other stopping at JWA and then making several stops including LAX, ending at Union Station. Future lines would connect LAX-March and LA-Las Vegas. A direct train from Irvine, with stops at Anaheim and Union Station and ending at Palmdale, is also an option being considered by SCAG. (See websites in the box adjacent to this article).

SCAG has used their Senator Diane Feinstein grant money (earmark) to produce a study of a high speed Maglev system elevated above the I-10 freeway to Ontario airport from west LA and has issued a Notice Of Preparation for a new 2008 Regional Transportation Plan to define a business plan and detailed engineering proposals that are required to get federal transportation funds. However, existing federal funds will be cut off if the Southern California air basin

is not cleaned up.

Orangeline Development Authority, a joint powers agency supported by several cities and public agencies such as SCAG, has an ambitious plan to build a \$19 billion, 108-mile Maglev train from Irvine to Palmdale, funded with private and public monies. Elevated above existing highway and railroad corridors, the high-speed train would connect Palmdale, Burbank, and John Wayne. Membership includes cities in Los Angeles County along the planned corridor and supported by the cities of Huntington Beach, Garden Grove, and Stanton in Orange County.

Transportation Web Sites

SCAG (Southern California Association of Governments)

<http://www.scag.ca.gov/>

<http://www.scag.ca.gov/maglev/>

Orangeline (public and private monies)

<http://orangeline.calmaglev.org/default.php?sp=1>

California High-Speed Rail

<http://www.cahighspeedrail.ca.gov/>

<http://www.calmaglev.org/>

Fly-aways to LAX

<http://www.google.com/search?hl=en&q=flyaway+lax&btnG=Search>

Orange Co. Transportation Authority

<http://www.octa.net/artic.asp>

<http://www.octa.net/metrolink.asp>

AirFair Milestones

Congress. Former Congressman Christopher Cox, Congressman Dana Rohrabacher and Congressman John Campbell are official supporters of AirFair. **Board of Supervisors.** Representatives of AirFair have met with Supervisors Pat Bates, Bill Campbell and John Moorlach to discuss airport issues. The Supervisors are supportive of the goals of AirFair. **Homeowner Associations.** HOAs representing about 200,000 citizens living in the JWA corridor have signed our resolution of support.

Cities. The City Councils of Costa Mesa, Newport Beach, Villa Park and Santa Ana have signed resolutions supporting AirFair.

Community presentations. AirFair has made presentations to City Councils, Homeowner Associations and numerous other civic groups.

Web site. We continue to update our web site (www.jwairfair.com).

Grass Roots *(continued)*

convinced that is entirely true.) I have always believed very much in the power of ordinary people - the grass roots. At the very least, citizens ought to be given the opportunity to make themselves heard. I believe the time is right.

In 2002, a group began to meet and discuss how to "raise the level of discourse" about any proposed future expansion of flights or facilities at JWA. At the time we thought our slogan would be "8.4 and Shut the Door" but we were too late. The 2003 amendments to the 1985 Settlement Agreement were negotiated and signed (by the original signatories - County of Orange, City of Newport Beach, the Airport Working Group and SPON) establishing a new 10 year agreement allowing up to 10.8 million annual passengers. Thus, our slogan became, "10.8 and Shut the Gate." We chose the name AirFair because of our strong feeling that JWA has done its fair share of accommodating the air traffic in the region.

Although we started Air Fair just at the beginning of the new 10 year agreement phase, we decided it was important to continue our efforts and our grass roots group was born. It is our belief there will be strong efforts to increase flights before the 10 year period is over (expiration 2007). Just a



If a plane is loud, call the Access & Noise office at (949)252-5185. Give the flight time. If you are silent, no one knows you do not like the noise and pollution.

Who is AirFair???

AirFair was organized in May 2002 and is officially registered with the State of California as a PAC (Political Action Committee). The name "AirFair" was chosen because we feel the citizens of the John Wayne Airport corridor cities have done our fair share of absorbing the impact of Orange County air traffic. AirFair's mission: Stop expansion of John Wayne Airport. AirFair's goal: To slowly and deliberately raise the level of discourse about permanent curfew, as well as flight and passenger caps, at JWA in order to accomplish political change.

Costa Mesan Appointed to ALUC

James Righeimer, a resident of Costa Mesa, was appointed to the **Airport Land Use Commission for Orange County** by John Moorlach, Supervisor from the Second District. Righeimer's term will end May 2010. The Airport Land Use Commission has a basic responsibility to assist local agencies in ensuring compatible land uses in the vicinity of all airports in the County. In addition, it reviews land use proposals near civilian and military airports and other land uses issues which have a potential impact on airport operations.

short four years later, a record-setting summer of passenger growth has resulted in John Wayne Airport already approaching the passenger cap (10.8 million annual passengers) set by the 2003 amendments. Is there any doubt that pressure to expand the Airport is inevitable?



Jean Watt has founded environmental organizations including Friends of Harbors, Beaches and Parks. She was active in negotiating earlier JWA settlement agreements and has served two terms on the Newport Beach City Council.

A Message From Newport Beach City Council Member Leslie Daigle

I am extremely pleased the Council has adopted a resolution supporting the efforts of AirFair and the Airport Working Group (AWG) in controlling the impacts of John Wayne Airport (JWA). Like AirFair and AWG the City Council recognizes that preventing any expansion of JWA will always be the single most important issue this City faces.

The City's success in controlling JWA impacts is remarkable since we don't own the airport and Federal law requires FAA review and approval of new noise or access restrictions. We also live in a region where the air transportation demand is outpacing supply and where other noise impacted communities want to limit flights over their neighborhoods putting more pressure on JWA.

To protect our residents we need to implement the new Airport Policy that was developed with input from AirFair and AWG by:

-Pursuing Settlement Agreement amendments that protect our resident's quality of life now and in the future.

-Defeating any proposal to develop a second runway or modify the curfew.

-Supporting service of Orange County air transportation demand at underutilized airports or through alternatives such as express rail.

-Maintaining and expanding the Coalition of Cities that share our goal of preventing any expansion of JWA.

-Participating in regional planning processes such as the Regional Transportation Plan and the Southern California Regional Airport Authority.

Finally, the City Council is committed to meet and partner with leaders and/or members of AirFair and AWG in the ongoing struggle to prevent expansion of JWA.

Never doubt that a small group of thoughtful, committed citizens can change the world; Indeed, it's the only thing that ever has.

-Margaret Mead