



Illustrated above is a concept for the Anaheim terminal of a proposed high-speed transit system. Image by NC3D, Courtesy of the California High Speed Rail Authority.

### Mayor Curt Pringle Presented High Speed Rail

AirFair played host to a group of local citizens and elected officials on September 12, 2008, when Anaheim Mayor Curt Pringle spoke at the third in the AirFair continuing series "Alternative Means of Transportation."

Pringle, who serves on the California High Speed Rail Authority, told activists that a mass-transit center hosting high-speed trains and buses would help reduce the demand on John Wayne Airport. Proposition 1A on the Nov. ballot asked voters to determine whether the state

should sell \$9.95 billion in bonds to begin constructing a bullet-train network connecting Northern and Southern California. Mayor Pringle and supporters of the Proposition said high-speed trains would be greener and would be a less costly way to travel up and down the state. In addition, it would be cheaper than expanding highways and airports.

Considering the state of the economy, were the voters willing to look ahead 15 to 20 years and vote for bonds to enable the project, funded half by public and half by private financing, to move forward? High gas prices and strict limits on the capacity of John Wayne Airport made it the ideal time to push hard for alternative methods of transportation because demand is continuing to grow fast, according to Pringle.

AirFair believes that some sort of high-speed transit system that carries passengers east to west and north to south in California could limit the demand for John Wayne's services not only by eliminating the need for in-state flights, but also by transporting passengers to airports like Ontario quickly and cheaply. With the passage of Proposition 1A last November, AirFair hopes the benefits of high speed rail will accrue to the JWA corridor cities in the near future.

*Regional transit could help divert the 1.2 million passengers going annually from JWA to a popular Anaheim destination! See "Regional Opportunity" on first page.*



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# AirFair® NEWS

## Spring/Summer 2009



## A Reprieve that will NOT last

Even though the number of passengers at JWA has dropped from 10 million to 9 million in one year, the cities under the flight path should not think that the airport cannot expand again after the Settlement Agreement has expired in 2015.

Our faltering economy, which affects the airline industry and travelers particularly hard, will revive, and when it does, JWA with its present \$652 million construction project will be in better shape than ever to expand its passengers and flights.

Like a lull in a storm, this decline in revenues and customers is temporary. All airports in the U.S. and most in other parts of the world have shown a decline. Historically, our country weathers periodical declines in our national economy and revives.

Once these immediate crises have eased in the next few years, our communities are faced with the 2011 phase of the Settlement Agreement, allowing JWA to grow to 10.8 MAP (Million Annual Passengers.) By then, the current remodel of the Airport infrastructure will be completed, and the drum beat for expansion will return in full force. The final part of the 1986 Agreement expires in 2015 with the curfew lasting until 2020.

When the John Wayne Airport Settlement Agreement (1986) and the 2002 Amendment were negotiated, the public and the needs and wishes of those of us

### Warning: Quieter skies, less traffic are temporary

living under the flight path, were not the main consideration. The Board of Directors of AirFair continues to feel that transparency is important to the citizens of all the Corridor Cities. Discussions regarding updating the Settlement Agreement will begin long before the present one expires. All the cities and citizens affected by the planes should see and hear what is being considered.

AirFair reminds its readers that JWA grew from 7.9 million passengers in 2002 to 10 million passengers for 2007, or 26.5 percent in a period of only five years. Some years the increase grew by almost 8 percent.

Despite the effect of JWA on thousands of families and properties impacted by noise and pollution, there are forces already at work to expand it again. Not least among those is the FAA, which has designated JWA on two lists as an airport in need of expansion. The FAA already had a large continuous amount of grant money from the federal budget to use to give to airports for expansion, but the agency is also in line to receive a significant amount from the stimulus plan of the current federal administration.



### A message from Costa Mesa Councilwoman Wendy Leece

*I strongly oppose any further expansion to John Wayne Airport, and I am proud to be included in the rapidly growing number of Orange County leaders who support AirFair's efforts to "Lock the Gate at 10.8." Citizens whose lives are affected by the continued noise and air pollution from aircraft over their communities deserve to be protected from further abuse.*

*Having been a Trustee for the Newport/Mesa School District, the health and well being of young people will always be of top concern to me, whether at school or home. Studies*

*(See Leece on third page)*

## A Regional Opportunity for Passenger Shift

**1.2 million people (14% of all JWA passengers) took public transportation to Disneyland in 2008**

Recent studies demonstrate that a significant number of passengers currently using JWA have Anaheim as their destination. Costa Mesa and Newport Beach, aided by funds from the Orange County Transportation Authority, hired Peggy Ducey and Landrum and Brown to analyze, among other factors, the sources and destinations of JWA passengers. Of the 9 million passengers who used JWA in

2008, 1.2 million or 14% of the total passengers arriving and departing at JWA take shuttles, taxis, and rental cars to Disneyland.

How significant is 14% of the current MAP (Million Annual Passengers) to the JWA corridor cities? In flight numbers over the corridor cities, those 1.2 million passengers represent over 32 airline flights per day or almost 12,000 per year.

The problem is how to shift passenger demand from JWA, with its capacity restraints, to Ontario International Airport (ONT), an airport without restrictions.

*(See Opportunity on next page)*

**10.8 Lets lock the gate at JWA!**

**www.jwairfair.com**



## AirFair unveils a new web site thanks to our especially generous donors

Last year some of our loyal supporters were asked to participate in a special fund-raising effort. As a result of their generous response, we raised the money to enable us to build a new web site, same address - [www.jwairfair.com](http://www.jwairfair.com) - we hope you will visit the new improved site soon. To those who answered our plea - **THANK YOU!** - and a continuing thanks to everyone who has supported AirFair in the past.

We volunteers work hard to keep you informed and involved. Unfortunately, our newsletter has been late in coming to you. The talented volunteer responsible for putting the newsletter together has had a year of upheavals in her life. As a result, the newsletter has been put on the back burner. With this edition, we hope to resume the biannual production of the newsletter (Spring/Summer - Fall/Winter). We hope you will be glad to once again be informed about airport issues. There is no other element that so impacts the quality of life in the corridor cities!

If you would like to help us with time or treasure, please use the enclosed envelope and indicate which, or both, you are willing to do.

Consult our web site - [www.jwairfair.com](http://www.jwairfair.com) - for our bi-monthly meeting dates and times (usually 2nd and 4th Fridays, 12:00 noon at the Newport Beach Tennis Club. Come and join us. We are fun!

### Opportunity (continued)

How can we bring this about? While the distance from Anaheim to Ontario International Airport is a few more miles than it is from JWA, the time difference is minimal. While JWA is second only to LAX in the number of passengers served and the smallest airport in the region, Ontario can currently accommodate in excess of 10 Million Annual Passengers (MAP) and can expand to 32 MAP.

Anaheim also has a workable solution well along in development the Anaheim Regional Transportation Intermodal Center (ARTIC). ARTIC will combine a transportation gateway and a mixed-use activity center on a 16-acre site. Shuttles, taxis, or a train link to Anaheim can just as easily deliver passengers to ONT as to JWA.

A regional solution would be a win-win solution for all concerned. JWA, surrounded by cities that abhor any future expansion, would shift some of its passengers to ONT, an airport that wants to expand. In fact, Los Angeles World Airways, the owner of ONT wants to shift many of its flights from LAX to ONT.

Orange County must stop treating the issue of air traffic demand and capacity as a local issue. Narrowly-focused solutions that rely on increasing activity at JWA offer up a short-term "fix" that does not (1) leverage available

capacity at existing airports, (2) address underlying transportation issues nor (3) adequately support the region's existing and future commerce.

Land planners have for some time treated air traffic demand and other related issues as regional problems that require regional solutions. The Orange County Business Council appears to agree, recently noting that Orange County must look towards regional solutions to resolve the transportation problems of the 21st Century. It is now time for the various Southern California public and private groups to adopt this attitude and work together to craft a regional solution.

Regional air traffic transportation solutions must therefore contemplate linking air passengers to their destination from airports in the region that have excess capacity, unencumbered by growth restrictions and a willingness to expand.

Such solutions create a much larger market for air carrier investment while addressing other Southern California transportation problems and creating jobs. It is a win-win situation for all concerned passengers, airports, residents, industry, and aviation.



**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**

### Wildlife Safety

With strong indications of bird damage as a cause of the Hudson River ditching of US Airways Flight 1549 on Jan. 15, AirFair wondered about similar issues at JWA, especially in light of its proximity to the Upper Newport Bay Ecological Reserve.

According to the Los Angeles Times, a federal safety board has investigated 130 incidents in the last 30 years in which birds become tangled with plane engines. One incident caused a scare at John Wayne Airport in 1997, fortunately with no resulting casualties. Jenny Wedge, Manager of Public Relations at JWA spoke with AirFair about the airport's precautions to avoid bird/airplane conflicts.

John Wayne Airport (JWA) has a Wildlife Hazard Management Plan, a requirement by the Federal Aviation Administration (FAA). JWA last updated and received FAA certification on its plan in July 2008. There are a number of components to the plan. Mainly, controlling food sources or vegetation that are attractive to birds helps minimize bird activity on and around the airfield.

Like Airports across the country, JWA participates in Wildlife Hazard Management training, required by FAA and taught by wildlife biologists from the US Department of Agriculture. In October 2008, JWA hosted this training for a number of airports in the region.

### Leece (continued)

show that excessive noise, such as an overhead jet, has been shown to elevate stress among children, impair children's reading ability and long term memory.

A Cornell University study of 9 to 11 year olds showed chronic airplane noise was found to affect a child's physical and mental health and motivation. The study chose 326 children who lived near two sites near Munich, Germany. Children who lived under the flight pattern showed noticeable increases in blood pressure and stress hormones. The study, by Professor Gary Evans, a Cornell environmental psychologist, was the first to examine the effects of airport noise on reading, memory attention and speech perception and was published in 2002 in *Psychological Science*.

That study seemed to confirm anecdotes I have heard from parents and teachers in the Eastbluff School area regarding the negative effects they

have experienced from the noise of jets which fly over their elementary school.

I was recently asked "How could any responsible person allow that once small private aircraft airfield to grow into one of the busiest airports in America, especially when its runway is one of the shortest, the land footprint one of the smallest, without a credible buffer zone, and within such close proximity to homes and schools?" I did not have an answer.

However, I do have a pledge. It is to do whatever I can as a Costa Mesa City Councilperson to protect affected citizens from suffering any further quality of life issues caused by the airport. That is the reason I fully support AirFair, a strong, non profit organization which is comprised of committed citizens who are doing all they can to stop JWA from further expansion.

**Wendy Leece, Councilwoman,  
Costa Mesa**

### Edwards Assists NB on airport issues

Former Newport Beach Mayor and practicing attorney Thomas C. Edwards has been retained by the City of Newport Beach to assist in the implementation of the City's airport policy. Since the resignation of attorney Bob Burnham, there has been no single individual whose sole focus is on John Wayne Airport issues. AirFair welcomes the expertise Mr. Edwards brings to the job. He has been involved with airport issues since 1979. He will be working with Newport Beach community groups, other interest groups and all the Corridor Cities in order to help create a consistent message from all those affected by the noise and pollution from JWA.

## Costa Mesa, Newport Beach sign agreement

AirFair has long promoted the need for cooperation among JWA corridor cities. Many of our members were present at the historic joint meeting of the Newport Beach and Costa Mesa City Council members on September 30, 2008. For the first time in recent memory, the two cities agreed to work together and to share the cost of fighting John Wayne Airport expansion.

A Memorandum of Understanding (MOU) between the two cities was signed. The MOU calls for Costa Mesa and Newport Beach to hold annual joint meetings and to reach out to other "corridor cities," such as Santa Ana, Tustin, Orange and Irvine, in order to get them to join the effort.

Newport Beach and Costa Mesa officials and residents have opposed increases in the amount of passengers flying out of John Wayne, saying that noisy flights worsen residents' quality of life.

Best of all, working together means that a united front will be presented to the Orange County Board of Supervisors, the Federal Aviation Administration and other decision-making bodies, something that AirFair has been advocating since the beginning. Not only "people power" but "united people power" which adds up to more bargaining power.

### 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.



**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.**