



Congressmen, Cities, Associations Sign On

Members of AirFair met recently with congressional representatives Christopher Cox and Dana Rohrbacher, both of whom expressed agreement with the goal of stopping further expansion of JWA. The city councils of Villa Park (May 24, 2005) and Costa Mesa (July 5, 2005) adopted formal resolutions supporting the goal of AirFair. The text of the resolution reads, in part: "...people who live and work under the John Wayne Airport flight path have done more than their Fair Share to live with the impacted of Orange County air travel and whereas a strong community-driven force is needed to say NO to further expansions at JWA and...whereas a Political Action Committee named AirFair has been formed to create a strong and broad citizen force and is premised on the belief that residents throughout the JWA flight path must unite and actively work together to secure permanent caps, noise limitation and comprehensive curfews at JWA..." As of July a total of 8 homeowners associations, representing approximately 20,000 citizens, have signed similar resolutions. Contact us to learn whether your homeowner association has signed a resolution. If it has not, AirFair will work with you to provide your board with appropriate information.

10.8 Let's lock the gate at JWA!

AirFair

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Two Former Mayors: It is time to say "No"!

Evelyn Hart of Newport Beach sees history repeating itself



One of the most interesting things I had an opportunity to do while on the Newport Beach City Council was work on the first Settlement Agreement for John Wayne Airport (JWA). When we started the negotiations, I was the Mayor and responsible for making the final recommendations to the City Council. General Tom Riley represented the County and Clarence Turner, a calm, cool businessman, who was later elected to the City Council, represented the Airport Working Group (AWG). The Stop Polluting Our Newport representative was Alan Beek. The organizations these members represented signed the first 20-year JWA Settlement Agreement starting in 1985.

As the attorneys for all sides hammered away in the back room, we held open meetings with the airlines and with other interested parties in attendance. Today, the attorneys continue to believe we

must make more concessions to JWA. The current Amendment to the Settlement Agreement, reached in 2003, allows up to 10.8 million annual passengers (MAP), a whopping 30 percent increase over the 1985 Settlement Agreement.

It is time to say NO! No more concessions that adversely impact our cities. Can a few people make a difference? YES! I am constantly amazed at how quickly some people just let the bureaucrats rule their lives without fighting for what they know is a detriment to their quality of life.

The corridor cities should be outraged about this latest agreement. Statistics show that next year - 2006 - the interim cap of 10.3 million annual passenger limit will be met. What do you think will happen then? Will the airport expansionists allow the cap to stand? Or, will history repeat itself and more concessions be made? The interim limit, according to the 2003 Amendment, capped JWA at 10.3 million annual passengers until 2011 when the final cap of 10.8 kicks in. Four years later in 2015, all passenger limits expire.

There are a number of us who are starting to stand up and say, "No more." We mean no more increases in air passengers and no fooling around with the curfew. We know JWA carries a fair share of air passengers now and for the future. Our battle cry, if you will, is "10.8 Let's Lock the Gate!"

Bob McGowan, former airline pilot and Villa Park mayor, considers expansion of JWA a series of unfortunate events.



How did an Orange County bean field turn into today's busy makeshift jetport? Its usage evolved in small doses starting as a private airstrip on Irvine Co. land in 1920 during aviation's infancy. Land swaps put it into public usage.

After serving as a U.S. Army airfield in the 40's it was turned
(See McGowan on next page)

Airports as Learning Impediment

The New York *Times* reported on June 14, 2005, that a study published in the June 4 *The Lancet*, a British medical journal, found that children need more time to learn to read and remember less if their schools are near noisy airports. Data from more than 2,800 students in 89 primary

(See Learning on next page)

Fascinating Fact: In a letter to citizens dated June 28, 2005, the Newport Beach City Manager stated: "...the County may agree to give us a greater say in any proposed future expansion of JWA if we agree to save the County money..." **Would you like to know the facts behind this statement? So would we!**

McGowan (continued)

back to the public with the requirement that the land be used for aviation purposes. At that time the aircraft sizes and noise was insignificant and nobody could have anticipated the impacts that airport neighbors are experiencing today.

When I moved my family into a new home in Irvine in 1968, JWA was still a low key airport without a single jet. Then in the mid seventies the O.C. Board of Supervisors broke their own no-jet policy by allowing PSA and Air California to utilize turbojet aircraft. This was the first major mistake since legally it was simply a jet aircraft with propellers.

Shortly afterward, Santa Ana airport was ironically renamed after the famous actor John Wayne, one of our loudest resident protestors. Then as the numbers of jets and their noise impacts increased, a suit was brought against the County by Newport Beach in an effort to curtail the growth. The settlement's limitations were set to expire this year.

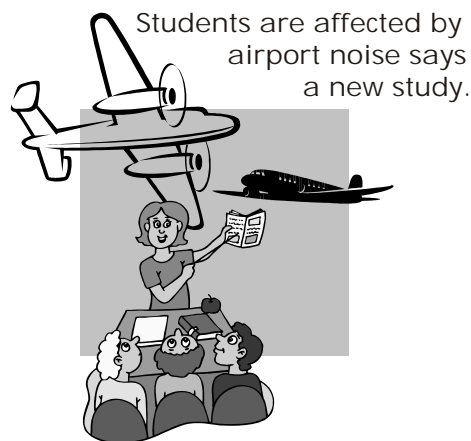
A deal with the devil has traded increased numbers in exchange for a ten-year extension. After that there are no limitations, period! The FAA lists JWA for major expansion in 2013 to accommodate the predicted rise in the area's air travel demand and LAX just broke all their passenger records.

Startling Statistic: ???Unlimited!!!!
The number of flights at JWA is unlimited.
Only the number of passengers is limited.
There are almost 1000 operations daily.

Learning (continued)

schools near airports in three countries, demonstrated that the louder the aircraft noise, the greater the learning deficits. The study used airports in or near Amsterdam, Madrid and London, and included 9 and 10 year old children. The authors measured noise levels at each school, and administered tests of memory function and reading to students. After correcting for socioeconomic differences between schools, they found that aircraft noise had a significant negative effect on reading comprehension, causing a delay of as much as two months in some schools.

The authors suggested that perhaps in learning to ignore the irrelevant noise of airplanes, students may



simultaneously have learned to tune out relevant speech. They also said noise may affect general health or sleep patterns, which can interfere with learning. The researchers concluded, "Schools exposed to high levels of aircraft noise are not healthy educational environments."

Web Sites

- John Wayne Airport statistics on flights and passengers by month: <http://www.ocair.com/newsandfacts/airportstatistics.htm>

- Watch realtime tracking of JWA flights on a map that also shows the location of noise monitor stations: <http://www.ocair.com/aboutJWA/AirportMonitor.htm>

- An organization dedicated to protecting the health and safety of individuals and communities affected by the air transport industry, US Citizens Aviation Watch: <http://www.us-caw.org>

- Noise Pollution Clearinghouse, with links to research on noise impacts and info on airport monitoring: <http://www.nonoise.org>

- California Department of Transportation aviation information including noise and airspace projects, links to communities and legal codes: <http://www.dot.ca.gov/hq/planning/Aeronaut/htmlfile/avnoise.html>

What can you do NOW?
If a plane is loud, call the Access & Noise office at (949)252-5185.
Give the flight time and if possible the name of the airline.
The airport is compiling statistics.
If you are silent, no one knows you do not like the noise and pollution.

Newport Beach to Run JWA? County to give up profits?

There has been quite a bit of "buzz" in the news during the past year about the Newport Beach City Council plan to take over the running of John Wayne Airport (among other county services). We know you will be wondering about the AirFair response to this development. We are reading all the newspaper articles with interest and have met with some of those involved in what we call "THE PLAN." We promise to follow up

and report to you as information is available. Meanwhile, we are asking ourselves these questions:

- John Wayne Airport is extremely profitable - why would the county even consider giving up that revenue? At what cost to the city would this acquisition be implemented? What would we forfeit in autonomy? control? money?
- In the same sentence the proposed plan was announced, a forthcoming negotiation over the new 2003

Settlement Agreement was mentioned. Since no one ever negotiates **down**, why are we addressing another settlement when the current one, which included almost 30% growth is only a few years old? The bottom line seems to be - no matter who runs the airport, a grassroots organization (AirFair) will continue to serve an important function as watchdogs monitoring future growth and development.



Who is AirFair?

Two years ago a group of ordinary citizens got together to form a grass-roots organization, to resist what they believed would be continued pressure to expand John Wayne Airport. They registered as a Political Action Committee and began to monitor government aviation-related groups such as the City of Newport Beach Aviation Committee and the Southern California Association of Governments. AirFair members have met with the management of John Wayne Airport and they track JWA quarterly and monthly reports on noise and safety issues. AirFair continues to research air traffic growth, impacts, noise abatement and the experience of other communities regarding commercial air traffic. AirFair's newsletter and website (www.JWAirfair.com) assist the public to become informed about the impacts of JWA. Members write articles for association newsletters and make presentations to city councils and homeowners associations. All of these endeavors have been accomplished with volunteer hours and minimal expense by a small core of citizens dedicated to maintaining the quality of life in our community.

The AirFair organizing committee is composed of the following individuals. **Eugenio Aburto, AIA** is an architect who creates places where people desire to live and raise families. **Nancy Alston** is a writing instructor at Fullerton College and researcher on impacts of aviation operations on education. **Jack Anderson, AIA** is an architect practicing in Orange County. **Brent Cooper, AICP**

manages a city planning staff, and has also worked in private sector land development. He holds a Masters degree in Urban and Regional Planning. **Evelyn Hart** served on the Newport Beach City Council and was Mayor when the first JWA agreement was put in place. She served on the Orange County Airport Land Use Commission while on the Council. **Tammie Mortenson** is president of a firm which develops innovation in health care products and services. She holds a BS in biology from Stanford and an MBA from UCLA. **Bonnie O'Neil** has been a director with the Airport Working Group, a Member of the Newport Beach Citizens Aviation Committee, and chair of a homeowner's association committee for aviation issues. **Jeanne Price** retired from a career as a social worker and human resources executive to become active in community affairs. She was a founding member and served as president of the South Coast Cancer League. **Joan Ramstedt** has worked in human resources and is a partner in a business specializing in creativity and personal development training. **Melinda Seely** has been an elementary school teacher, a small business owner, and has served as a director of Women in Leadership, Orange Coast College Alumni & Friends Association, and The Environmental Nature Center. **Jean Watt** has founded several environmental organizations including the Friends of Harbors, Beaches and Parks. She was active in negotiating earlier JWA settlement agreements and served two terms on the Newport Beach City Council. **Jennifer Winn, AICP** serves on civic and environmental organizations. She has worked as an urban designer, and as a planner in the public sector. She is a member of the American Institute of Certified Planners.

AirFair Needs You!

Do you agree that the JWA corridor cities have already done their fair share toward Orange County air travel needs? Do you want to keep current John Wayne Airport limits in place? If "10.8 and lock the gate," sounds good to you, please help by returning the enclosed envelope. Financial contributions are critical, but we also need help in distribution of literature, monitoring airport noise meetings, and other tasks.

And please pass this newsletter on to a friend or neighbor! Need more info? Phone us at (714)989-2323 or go to www.jwairfair.com