

Current News... Airlines and Airports

The U.S. airline industry is in a state of flux. For example, Southwest Airlines has just purchased AirTran for \$1.4 billion. Will this affect John Wayne Airport? That remains



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to be seen. In the recent past, airlines have been lined up to get a shot at the lucrative Orange County market. AirTran was number one on the waiting list. Presumably, with the purchase of the discount carrier, Southwest will also get the AirTran place in the list. However,



because of the current state of the economy and the airline industry, airlines have proven to be reluctant to start

new service. Canadian discount carrier WestJet and Alaska Airlines subsidiary Horizon Air are also on the waiting list but since the departure of Virgin Atlantic, no one has indicated a willingness to step up to new routes. When the new third terminal opens next year, Southwest will be its main tenant. The terminal will include the airport's first customs and immigration screening areas so Southwest is likely to retain AirTran's routes to Mexico and perhaps even expand its service to points south.



Good News!

The much anticipated City of Newport Beach Air Quality Report [Study] has been completed. AirFair was among the first to encourage the City to fund this important study. The study has revealed significant data affecting our quality of life. Please visit our website www.jwairfair.com to read the complete report. This preliminary report indicates the need for further testing, and AirFair will be following this issue with continued vigilance.

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FALL-WINTER 2010



What about ... Airport impacts on our local schools

Lets Make Some Good Noise for our Children By: Gloria J. Alkire, Ed.D.

As a former teacher, principal, and superintendent I know something about working in schools and in rural, suburban, and urban school districts all of which have their individual and collective issues with various kinds of pollution.

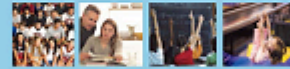
I started my career substituting in the Inglewood School District at a school, which was directly under the flight path of the Los Angeles Airport. What an incredible first day of work that was. There I was taking role when the jets started to zoom across the roof of our classroom. The windows shook as if we were experiencing a magnitude five earthquake and no one could hear until the plane had lifted higher. When I started to resume taking role a fourth grade student finally looked at me in dismay and said, "You cannot take role by calling out our names, or we will never start our reading."

The planes flew over us in what seemed like ten-minute intervals during the entire morning. The students and teachers at that school had devised methods to compensate for this horrible intrusion on the learning and social environment of a place we called "school." That school was eventually closed as no

soundproofing or window changes in the 70's could make it into a reasonable learning environment.

This experience and many others have helped me understand how the environment affects children's health and development, cognition and the prevention of illness, all of which have a direct impact on student outcomes and learning. The effects of air pollution and lead are well known, "but less attention has been paid to environmental noise." (SA. Stansfield, B. Berghlund, C. Clark, 1992).

I know first hand from my experience teaching, without an elaborate research study, that high levels of aircraft noise are not healthy learning and social environments for students in our city and other cities in and out of the United States.



Please help AirFair limit the expansion of our local airport. Be informed, stay active, and promote and support us in our endeavor to preserve and protect the learning environment of all of our children in all our villages!

Gloria
AirFair Board member

It Takes A Village Continued from Cover Story...

After several major research projects for airport sites, the logical solution became El Toro as the base was to be converted to civilian use. As it turns out, the south coast villages were also protective of their way of life and managed to out vote us in terms of El Toro so that was the end of that.

And so it was that a new idea was born – the inspiration for AirFair came in 2002 after the revision of the JWA settlement agreement which allows for more passengers, flights and facilities. AirFair was needed because now it seemed that we needed a new thrust – one which could pull together a broader base of people and cities, and one which would be focused on JWA alone – one that made the simple plea, "10.8 and Lock the Gate" - the cities and residents impacted by JWA have done their fair share!

AirFair® is Concerned

Are You?.....

Those of us who are adversely affected by the ground and air traffic generated by John Wayne Airport (JWA) are concerned about some important issues and we need your help! There soon will be pressure by the airlines and the FAA to remove the current caps and limit the curfew.

The renegotiation of the existing Airport Settlement Agreement may begin as early as January 2011 (even though the Agreement does not expire until 2015). The Settlement Agreement is the document that provides the protection of our curfew and limits the number of passengers - currently at 10.8 Million Annual Passengers (MAP) until December 2015.

AirFair is determined to protect our quality of life by being informed, educated on essential facts, and fully prepared when the negotiations do begin. We want to be in a position to pay for professional counsel during this coming critical time period. Help us protect you through a financial contribution!

These distinguished members of our Community support the AirFair stance!

“10.8 and Lock the Gate”

at John Wayne Airport

Hon. Marian Bergeson - "Promises, promises as a long time resident of Baycrest, before the OC Airport, I attended the Board of Supervisors' meetings while they were deliberating on the placement of a County airport. The decision was between the Fullerton City Airport and a small airport in Upper Newport Bay housing Martin Aviation. The Supervisor representing Fullerton was persuasive in convincing the Board that it should NOT be Fullerton. The decision came down to the current location. But no worry, they passed a resolution that no jet would fly out of this airport. We know the result, promise after promise that flights would be limited and homeowners would be protected. My first introduction to political activism began with fighting the intrusion of this airport. We must support the efforts of AirFair to prevent this growing threat to the quality of life in Newport Beach."

Barbara Venezia, OC Register Columnist and Community Activist - "It's not just a cute and catchy slogan, it's a warning sign, a red flag, that everyone should be heeding. 10.8 should be non negotiable as far as I'm concerned. Anyone negotiating on Newport's behalf that even hints we should be making concessions on 10.8, should NOT be on the negotiating team. We need negotiators who can play hardball. Don't think those wanting an increase to 10.8 don't smell that blood in the water already and are looking for the weakest link on our team. I've been very concerned about the airport especially this year as I drive up MacArthur and see all the construction. If folks think the airport isn't expanding, think again! It's been happening literally under our noses and the spin doctors call it "IMPROVEMENT".

Steve and Sharon Jones, Old Town Tustin - Old Town Tustin is heavily impacted by John Wayne Airport. In 1866, Columbus Tustin brought part of Rancho Santiago and built the first homes here. Most of the Tustin Historic area was fully built when a private landing strip, Martin Field, was purchased to become a public airport in 1939. AirFair has been key in representing our interests by (1) attempting to keep a damper on expansion, (2) educating our public officials, and (3) providing a beacon of hope for Old Town preservationists.

Keith Curry, Newport Beach Mayor -

"I believe we must begin now to set the stage to extend the current protections and capacity limits in the Settlement Agreement."

Hon. Katrina Foley, Costa Mesa City Council - "As a long time supporter of AirFair, I am happy to have the opportunity to endorse the work this all volunteer group has done and is doing. AirFair is responsible for spreading awareness about the impact a possible expansion of John Wayne Airport would have on the all the Corridor Cities and the citizens whose homes, schools and places of work are in or near the flight path. We need to stand together on this issue in order that our voices be heard."

Hon. Leslie Daigle, Newport Beach City Council - "AirFair's initiative is very important to the City's on-going and determined efforts to assure that the settlement agreement is both enforced and extended. It will be difficult for Washington to ignore the focused and pointed message of actual residents who live with an Airport in their neighborhood and persistent noise in their lives."

Jim Righheimer, City of Costa Mesa Planning Commissioner - "AirFair is the only organization that speaks for a majority of us that want to make sure the residents of Newport Beach and Costa Mesa do not carry the full load for all of Orange County's commercial aviation needs. With the end of the existing JWA Settlement Agreement in sight we need a group like AirFair to make sure the voice of the residents is heard. We need to stop the airlines from removing the curfew and capacity limits now in place."

Wendy Lecce, Costa Mesa Mayor Pro Tem - "I always think of the impact of these airplanes on the kids in our schools in Costa Mesa. The noise, the debris—the interruptions, the unknown effects from breathing the stuff that drops from the fuel—I always support AirFair and will continue to stay involved on behalf of the residents of Costa Mesa."

Don Pissaglia - "It's heartening to know that AirFair has joined with SPON and AWG to form a united front to negotiate the upcoming passenger limits at John Wayne Airport. These grass root groups in combination with Newport Beach and the County gives our citizens a powerful negotiating team. It's up to all of us in our own way to give support to the efforts of these groups who work so hard on our behalf."

Breaking News : The Board of Directors of AirFair is proud to announce that the City of Irvine has recently signed a Resolution of Support for AirFair. Irvine joins a growing list of cities, elected officials and notable citizens who agree that there should be no further growth at John Wayne Airport. 10.8 and Lock the Gate!

Noisy Plane? Call the JWA Noise Abatement Office 949-252-5185



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A Grassroots Group's Insight into the Expansion of JWA

Stop Future Expansion at John Wayne Airport

"It Takes a Village" ... says Jean Watt

It is small wonder that the 1985 John Wayne Airport (JWA) settlement agreement is sometimes referred to with reverence as being the best agreement in the country. The neighborhoods surrounding JWA are a collection of residential villages all representing a coveted way of life and environment

Sometimes the villages all work together to protect the general good and so it is with the airport. The village elders work hard. They often form "public interest" organizations to be able to take legal actions or be effective with a broad constituency. SPON, Airport Working Group, and AirFair are all such organizations, each formed at a time when a need was perceived and an idea generated – to protect our village.

Contrary to what one might think, these organizations are not in conflict nor in competition with one

another – these organizations are each effective in their own way and together blend a strong constituent base to keep John Wayne Airport impacts from destroying our villages. SPON was formed in 1974 to "preserve the environmental and residential quality of Newport Beach." In 1980 SPON became an intervener in a lawsuit against the expansion plan for JWA. The City and SPON prevailed causing the County to go back to the drawing board with a new plan which surfaced several years later. After this effort, SPON decided to form a

group focused solely on airport issues – thus came the Airport Working Group. When the County's redrawn plan was done, the City, SPON, Airport Working Group and the County entered into negotiations which led to the landmark 1985 JWA settlement agreement, a cap of 8.4 million annual passengers and limits on "noisy" flights. From 1985 – 2000, the Airport Working Group led the charge to find another airport to serve Orange County so JWA would not continually expand.

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Who is AirFair >>>

When a group of us organized in May 2002, we chose the name AirFair® because we believe the citizens of John Wayne Airport corridor cities have done our fair share of absorbing the impact of Orange County air traffic. We chose as our Mission: Stop expansion of John Wayne Airport, and as our Goal: To deliberately raise the level of discourse about permanent curfew, as well as flight and passenger caps, at JWA in order to accomplish political change.