

new airfair advisors...

Jack Keating, Bob McGowan & Nancy and Jack Skinner

AirFair is pleased to have the following dedicated and knowledgeable community leaders serving as our advisors

Jack Keating, Newport Bay Naturalists and Friends (NBNF). Jack is a founding director of this 20 year old non-profit, served as its President for 10 years and remains on the board. NBNF's mission is to preserve and protect the Upper Newport Bay and its watershed and educate the community about the importance of this estuary. Jack feels the JW airport operation has a measurable impact on Bay air and water quality.
Bob McGowan, Capt. UAL (ret.). A former airline pilot and Air Traffic Controller, served as a Villa Park City Council Member and two times as Mayor. He has been in the forefront of individuals who have voiced significant concerns

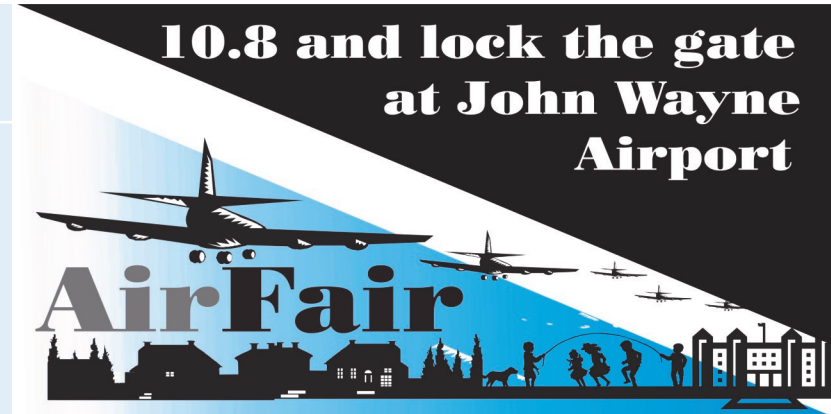
of the continued expansion of JWA. As a 40 year Orange County resident, Mr. McGowan has used his research, knowledge and influence to fight further expansion of the Airport whenever possible.
Nancy and Jack Skinner, Environmental Activists - Dr. Jack Skinner and his wife Nancy Skinner, community activists, have worked tirelessly to monitor and protect the quality of the water that is such an important feature of the Southern California lifestyle. The Skinners, working jointly and individually have been outspoken stewards of all the water issues that confront us.

AirFair

Represents over 200,000 citizens as individuals and associations of the JWA corridor including the city councils that signed AirFair's Resolution of Support.
JWAirFair.com

in this issue >>>

Disneyland Via Ontario
Dr. Sudol—Air Quality Study
Southern California Airports
Meet NEW AirFair® Advisors
Ask The Experts



SPRING 2010

A Grassroots Group's Insight into the Expansion of JWA

coming soon >>>

In The Next Issue

JWA Physical Expansion
Can The Corridor Cities Unite ?
RNAV departure—Trial
Fly Away Bus to LAX

Stop Future expansion at John Wayne Airport

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.**

AirFair® wants to ensure that the Current Improvement Project [expansion] is not actually intended to accommodate even more passengers.

For more information go to www.jwairfair.com

Why Not Ontario Airport ?

AirFair Community Outreach >>>

Disneyland-bound tourists could be offered incentives to land in Ontario instead of JWA

The key goal of AirFair is to prevent further expansion of John Wayne Airport. Here is an exciting possibility that might help achieve that aim:

In 2008/2009 a detailed LAX and JWA air passenger survey revealed 3 million Disneyland visitors use either LAX or JWA every year! The LAX and JWA passenger surveys also revealed that travelers would instead be willing to use Ontario Airport (ONT) if there was a financial incentive to do so - e.g., lower fares or some other significant cost savings.



Los Angeles World Airports (LAWA) - owners of LAX and Ontario - think they have found a win/win situation - a market-based incentive program that rewards Disney Resort visitors who use Ontario Airport thereby increasing flights into and out of Ontario, and decreasing the passenger load at JWA. Potential incentives might include air ticket rebates, free or discounted resort perks, free ground transportation from Ontario to Disneyland, or even early admission to Disneyland Park. While a formal agreement has not been signed, LAWA and Disney are working closely to evaluate how the proposed passenger incentive program could successfully encourage vacationers to choose Ontario Airport.

We would like to have Email Address to add to our growing database of supporters. Please be assured that we will only use your email to send you information and updates about AirFair activities. Please visit our web site to provide this information.

Current Board of Directors for AirFair®



Email Address Request

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SPRING 2010

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Politicos From Costa Mesa, Irvine & Newport Beach Attend AirFair® Community Outreach

One of the most encouraging signs at this recent meeting was the attendance of elected officials from Costa Mesa, Irvine and Newport Beach who considered this as the future "out of the box" thinking that we must be willing to implement to better distribute the ever-growing numbers of airport users and visitors to Southern California. This is indeed an encouraging development. AirFair supports the broader perspective of having airports with sufficient capacity take the pressure from JWA continuous need to expanding. Ducey's regional overview is an all-inclusive plan that will potentially bring high-speed rail, Mag-Lev and High Occupancy Vehicles (HOVs) into intermodal transportation hubs such as the Irvine Transportation



Center and "ARTIC" and then to the most appropriate airports. And, although there are no formal agreements in place with Disneyland, the Disney Corporation already has similar travel package programs in place at Walt Disney World. Sharing the million-plus passengers with Ontario International Airport gives them the much needed increase in passengers, takes the added burden off JWA to expand further and allows for good travel incentives for out-of-the-area Disney patrons.

AirFair would like your opinion!



Results for JWA Jet Emissions Study Due This Spring...

By April 2010, Dr. Karleen Boyle-Sudol will present the results of air quality tests for jet fuel emissions to the Newport Beach City Council. Hired in May 2009 by the Council, Dr. Sudol was charged with testing the air in five different locations around Newport Beach for ambient particulate air pollution and associated polycyclic aromatic hydrocarbons ("PAHs") and heavy metals not only near the airport but including areas used for residential and recreational purposes.

The decision for the study grew out of complaints over many years by Newport Beach residents who expressed concerns about fine particulate residue from jet engine emissions and the potential health impacts to humans. With 170 jet flight departures per day, residents felt they were being inundated with particulate matter (soot) collecting on their houses and outdoor furniture, and even ingesting it. The study became possible because scientific methods had progressed enough to distinguish airport-associated emissions from other urban



background sources. Dr. Sudol with a doctorate from UCLA is the author of many works in this area including "Evaluating Particulate Emissions from Jet Engines: Analysis of Chemical and Physical Characteristics and Potential Impacts on Coastal Environments and Human Health," published in *Transportation Research Record 2008*. According to the City Manager's report, the resulting information could prove valuable in future EIR's required of the airport. Dr. Sudol's study will be peer reviewed.

A complete report of the criteria used for the scientist search, the methodology involved and specific details of this study written by Thomas C. Edwards, NB City Council Attorney for Airport Issues is available online at www.JWairfair.com under Legal Documents.

Take Action : Show Your Support!

Attend an AirFair meeting.

Talk to your neighborhood or social groups about the airport and solutions.

Volunteer your talents.

Make a donation so we can spread our message.

Talk to your friends in other Cities

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

JWA Commercial Air Traffic Increases for 9 months...

Commercial air traffic at JWA increased 9.9% for January 2010 compared with the same month in 2009, making the ninth month, beginning in May 2009 that commercial planes have increased.

Commuter Carrier (air taxi) operations (those are the very quiet planes) decreased 57.9% when compared to operations recorded in December 2008. General aviation [private planes] activity increased 13.5% for December 2009 when compared to December 2008. During the recession, general aviation had fallen by almost 50%.

Total number of passengers for 2009 was almost 9 million. The interim cap of 10.3 million is in effect now until 2011 when the cap rises to 10.8 million.

After 2015, there is no cap.



ask the experts >>>

Q: Is this an "Improvement" or Expansion?

A: Physical Expansion * - Adds 100,00 square feet to terminal building. [approximately 30% increase] - Adds 6 passenger gates [approximately 40% increase] - Adds U.S. Customs Service for international flights—Adds 3200 parking spaces [approximately 38% increase] - Allows 34 more aircraft parked overnight [RON] - Cost \$435 Million

* jwAirFair® web site



Southern California Airports Facts:

Airport	Size	Runway[s]
JWA	500.2 Acres	5700 ft.
Long Beach	1,166 Acres	10,000 & 6,192
Ontario	1,700 Acres	10,200 & 12,197 ft.
LAX	3,500 Acres	4 @ from 8,925-11,096

Tom Edwards— NP City Consultant

Did anyone ever tell you...

Commercial jets, arriving and departing, now number 339 per day including 70 private jets, or a drop of 13 percent from the high of 390 jets in 2007. Contrast that with the drop in general aviation, 50 percent, and the drop in regional jets (quiet) of almost 60 percent.

The Airport's Access and Noise Office receives and investigates noise calls and complaints from local citizens and all other sources. During the period July 1, 2009 through September 30, 2009, the Office received 524 complaints from citizens. This is a 133.9% increase from the 224 complaints received last during the same quarter in 2008. (Most recent Quarterly Report Sept. 2009 JWA)

949-252-5185