



Pollution Study Cancelled

Residents of Newport Beach and the surrounding areas in Orange County have long had concerns regarding air quality impacts that may result from residing close to John Wayne Airport (JWA). There is also interest in the effects of particulates generated from JWA on the marine environment. Last year Orange County Coastkeeper, a non-profit organization dedicated to water quality, announced plans to fund a study of such impacts. The goal of the project was to provide reliable scientific data. During public meetings, Coastkeeper staff learned that citizens wanted concrete information on the specific emissions from aircraft and the effects of those emissions on Newport Bay. Coastkeeper solicited proposals from firms with technical expertise to perform such a study, and found that while it is possible to obtain theoretical numbers through modeling, it is not possible with current science to pinpoint the aircraft emissions reaching the bay. Therefore, Coastkeeper concluded that they could not reach the goals of the project with current monitoring technology, and the study was discontinued. For the foreseeable future, then, decisions regarding the growth and expansion of JWA will continue to be made without knowledge of the potential impacts on water quality.



County's Largest City Supports JWA Limits

Santa Ana City Council passes formal resolution

On December 5, 2005, the Santa Ana City Council voted to adopt Resolution number 2005-103, entitled "A resolution in support of Air Fair, a political action committee, to halt expansion of the John Wayne Airport." The support was unanimous, with Councilmembers Alvarez, Bist, Bustamante, Garcia, Solorio, and Pulido voting in favor of the resolution. One member of the council, Alberta Christy, was absent.

This action of Santa Ana's decision makers followed a meeting of AirFair organizers with Councilmember Jose Solorio, who placed the item on the Council agenda. AirFair President Melinda Seely had responded to a call from the Council-member's office for more information on the aims of AirFair. Seely and Jean Watt met with Solorio for about an hour during October. Councilmember Solorio agreed that, as the largest city in the JWA corridor, Santa Ana had a concern with airport expansion. The approval of Santa

Ana, the County seat, follows the cities of Costa Mesa and Villa Park which occurred last year. The text of the resolution can be found on the AirFair web site at: www.jwairfair.com.

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



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Near Misses & Other Nightmares

It wasn't funny. Although we used a cartoon on page 4 to get your attention, the photo above shows the aftermath of tragedy. On Friday, March 31, 1989, a family of five perished when their private plane, upon leaving John Wayne Airport, crash landed at a tennis club just 900 feet from a child care

(See Near Misses on third page)

LAX Settlement to Affect JWA Capacity?

JWA corridor cities are not the only ones who are tired of airport impacts on their neighborhoods. A proposal by the City of Los Angeles to expand Los Angeles International Airport (LAX) was litigated by several cities near the airport. A settlement agreement was reached in January of this year, and approved by the city councils of Culver City, El Segundo and Inglewood; the Los Angeles County Board of Supervisors; the board of the Alliance for a Regional Solution to Airport Congestion (ARSAC); the Los Angeles Board of Airport Commissioners and the Los Angeles City Council. The plaintiffs in the lawsuits against the LAX Master Plan will drop their state and federal lawsuits, and Los Angeles World Airports (LAWA), the operator of

LAX, can begin construction on the LAX South Airfield Improvement Project.

How will this affect John Wayne Airport? As part of the recent settlement, LAWA and the city agreed to limit passenger growth at LAX to 78 million air passengers, meaning that Southern California's airports will need to accommodate the remaining demand. The settlement calls for a working group to discuss ways to disperse air traffic among the region's airports.

On January 23, following the Los Angeles City Council approval of the settlement agreement, the Southern California Association of Governments (SCAG) presented a

(See Settlement on next page)

Fascinating Fact: Although John Wayne Airport has fewer than 500 acres, it is 22nd of the 50 busiest airports in the United States, according to the FAA. It has, for example, more operations than Seattle Tacoma International, Orlando, and Denver and has only a few less operations than the Miami and Memphis airports.

Source: FAA Administrator's Fact Book, November 2005.

http://www.faa.gov/about/office_org/headquarters_office/aba/admin/factbook/

Settlement *(continued)*

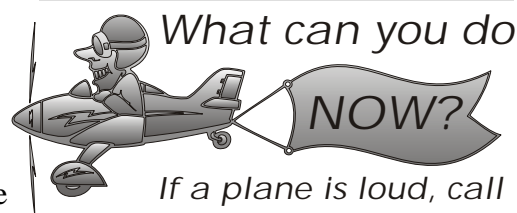
proposal on how to help Los Angeles World Airports (LAWA) develop a comprehensive plan to implement a regional airport system. As the lead planning agency for the six-county Southern California region, SCAG has long advocated for developing a decentralized regional airport system to handle future passenger and cargo demands. To foster a regional system, SCAG recommends LAWA consider its four public use airports (LAX, Ontario, Palmdale, Van Nuys) as one regional airport.

In the short-term, SCAG proposes that LAWA develop additional "flyaway" facilities that will alleviate road congestion and draw demand away from LAX to other regional airports, particularly Ontario. In the long term, LAX will continue to be the region's primary airport. According to SCAG's press release, SCAG strongly believes that Ontario, Palmdale, John Wayne, Bob Hope, Palm Springs, San Bernardino Logistics, San Bernardino International, March Air Field and other regional airports must be able to accommodate their portion of projected aviation demand.

SCAG's adopted Regional Transportation Plan, covering the period until 2030, assumes that the current cap of 10.8 million annual passengers will remain in place at JWA. However, the settlement agreement might signal a change in philosophy. AirFair will continue to monitor and report on this issue. The settlement agreement is available for viewing on the LAX Master Plan website: http://www.laxmasterplan.org/pdf/Final_Stipulated_Settlement1.pdf

Newport Adopts New Aviation Policy

On July 25, 2006 the Newport Beach City Council updated the City's aviation policy which addresses the impacts of John Wayne Airport operations. The policy's main points state that the City Council should not consider any change to the Settlement Agreement that would alter the existing curfew (which prohibits commercial operations between 11pm and 7 am), create a second runway, or change general aviation support facilities. The policy clarifies that Newport Beach should maintain its contacts with other cities in the JWA corridor as well as with community groups interested in airport issues. It includes a monitoring program to be implemented by the City Manager and his staff. It states that the City should also support transportation strategies that could reduce the demand for added airport capacity. AirFair organizers believe that the points summarized above are excellent. However we are concerned that there is no emphasis on the MAP (Million Annual Passenger) limits in the updated policy. While this may not be the best or the only way to limit airport impacts, the 10.8 MAP is an important part of the Settlement Agreement that should be recognized.



What can you do NOW?
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.

Letter from a Frequent Flyer

A Newport resident shared the story below with AirFair organizers.

I have been flying in & out of JWA once a month for a couple of years and have experienced some bounces now and then, but yesterday (8:55am - Alaska Air) was more eventful.

I was reluctant to put down a good book, when I noticed the sudden, severe & steeply descending turn we were taking to line up with the landing strip. The steep descent seemed a little faster than usual as we were setting down (LONG). I could see we had passed a lot of runway before the first VERY HARD bounce, which was repeated 3 times. The sounds were hard ones, with metallic "hits" mixed in. There was significant distance between the bounces, which made me think we were missing out on the advantages of traction.

By the time the brakes could do their job, we were obviously going long, fast and smoking toward the end of runway. Other passengers had let out short sounds that were not screams, but we all knew this was not quite right. Soon after a hard right turn was made to head toward the terminal, a flight attendant --with a broken voice-- made the usual announcement about keeping seat belts on until the plane stops. Then after a misstatement was made, she nervously laughed and said "No panic here!!!" When the plane was at the north end of the runway, turning toward the terminal, I was able to clearly see the many, many tire marks left on the runway's "end of pavement", as they curved off into the grass.

As soon as the cabin door was opened the whole plane was filled with the heavy smell of burned rubber and brakes. As I approached the cockpit door I could see that the pilots' full breakfast trays had hit the floor and food was all over the cockpit including the instruments. Books and papers were everywhere as the pilots were trying to tidy up.

Not wishing to seem like an alarmist, I just do not think this is acceptable and should not be considered "usual for here".

Near Misses *(continued)*

center and an elementary school.

A short runway, no buffer zone, and a mix of general and commercial aviation over a densely populated area are three factors why area residents, as well as pilots, are concerned about safety at JWA. At 5700 feet, JWA has the shortest runway of any major airport in the United States. (Yes, JWA is a major airport, ranking between Seattle and Miami in number of flights.)

According to observers, a United Airlines flight on Monday, February 27, 2006, arriving without passengers, failed to stop in time, and came to rest with its nose six feet from the fence. A tractor-tug had to be utilized to pull the airplane back into place on the runway.

How does a short runway affect safety? According to aviators experienced at flying into and out of JWA, pilots of an incoming aircraft must be especially disciplined. Pilots must touch down at the beginning of the runway so the aircraft has enough distance to stop before the end of the runway. As JWA lacks a buffer zone, there is no place to go. When pilots prepare for a landing on a short runway, they must use thrust reversers as well as brakes. As a result, it is not unusual to see blown tires, screeching brakes, or tugs pulling planes back onto the runway. Aviators call those "panic stops." In an example of dark humor, pilots say about these situations, "Stop at the end, speed and altitude permitting."

See "Letter" story at left for one person's experience with the short JWA runway.

Who is AirFair? Three 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** researches the impacts of aviation on communities. She has an M.A. in American Studies. **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.

Startling Statistic:

86 million people and 2.8 million tons of cargo currently utilize Southern California's airport system each year. By the year 2030, demand on the regional airport system is could be 170 million air passengers and 8.72 million tons of cargo. Source: SCAG

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>

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