

Appendix A

Notice of Preparation, Comment Letters, and Scoping Meeting Transcript

Notice of Preparation



**JOHN WAYNE AIRPORT
3160 AIRWAY AVENUE
COSTA MESA, CALIFORNIA 92626**

NOTICE OF PREPARATION AND NOTICE OF SCOPING MEETING

DATE: October 1, 2013
SUBJECT: Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting
PROJECT TITLE: John Wayne Airport Settlement Agreement Amendment
APPLICANT: County of Orange/John Wayne Airport
3160 Airway Avenue, California 92626
Lea Choum, (949) 252-5123

Notice is hereby given pursuant to Section 15082 of the State California Environmental Quality Act ("CEQA") Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), that the County of Orange, acting in its capacity as the owner and operator of John Wayne Airport, has determined that an Environmental Impact Report ("EIR") is the appropriate environmental document for the John Wayne Airport Settlement Agreement Amendment Project ("Project"). The County of Orange ("County") will be the Lead Agency for the Project and will be responsible for the EIR preparation pursuant to CEQA and the State CEQA Guidelines. The Project description, location, and an analysis of the probable environmental effects of the Project are contained in the attached materials.

As required by Section 15082 of the CEQA Guidelines, this Notice of Preparation ("NOP") has been prepared and distributed to solicit comments from potential Responsible and Trustee Agencies on Project-related concerns relevant to each agency's statutory responsibilities. Given the nature of the Project, it has been determined to meet the definition of a project of regional and areawide significance pursuant to Section 15206 of the CEQA Guidelines. Comments on the content and scope of the EIR also are solicited from any other interested parties (including other agencies and affected members of the public). The EIR will be the environmental document of reference for Responsible and Trustee Agencies when considering subsequent discretionary approvals.

The County requests that any potential Responsible or Trustee Agencies responding to this NOP reply in a manner consistent with Section 15082(b) of the State CEQA Guidelines, which allows for the submittal of any comments in response to this notice no later than 30 days after receipt of the NOP. The County will accept comments from these Agencies and others regarding this NOP through the close of business, October 31, 2013.

This NOP is available for viewing at www.ocair.com/NOP and on the attached CD. In addition, a Scoping Meeting will be held from 6:00 PM to 8:00 PM at the following location:

October 17, 2013
John Wayne Airport—Airport Commission Room
3160 Airway Avenue
Costa Mesa, CA 92626

Your agency and other interested parties are invited to attend and submit comments for consideration during preparation of the EIR. All comments and responses to this NOP must be submitted in writing to:

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626
NOP@ocair.com

Submitted by:

Alan L. Murphy, Airport Director

JOHN WAYNE AIRPORT SETTLEMENT AGREEMENT AMENDMENT PROJECT DESCRIPTION SUMMARY

The County of Orange (“County”) is the Project proponent and will be the Lead Agency under the California Environmental Quality Act (“CEQA”) for the preparation of an Environmental Impact Report (“EIR”) for the John Wayne Airport Settlement Agreement Amendment (“Project”).

Project Location

The Project would be implemented at John Wayne Airport (“JWA” or “Airport”), located at 18601 Airport Way, in an unincorporated area of Orange County. The Airport encompasses approximately 504 acres. The aviation activities at JWA are located on approximately 400 acres. The site is south of Interstate (“I”) 405, north of State Route (“SR”) 73, west of MacArthur Boulevard, and east of Red Hill Avenue. The Airport-owned property includes the airfield; the terminal; surface level and parking structures; the administrative building; maintenance facilities; property leased for aviation support uses; and a portion of the Newport Beach Golf Course. The Project area is surrounded by the cities of Newport Beach, Irvine, and Costa Mesa, as well as several unincorporated County islands. The regional location and local vicinity are shown on Exhibits 1 and 2, respectively.

Project Setting

The study area is generally urban in character. Surrounding uses include industrial, commercial, and residential uses. The residential area is predominately south and southwest of the Airport. An extensive arterial highway and freeway system surrounds the Airport, providing access from several locations. In contrast to the surrounding urban development, the Upper Newport Bay, located approximately 3,600 feet south of the Airport, is an important natural area that provides habitat to many wildlife species. Exhibit 3 provides an aerial photograph of the Airport and surrounding areas.

JWA is owned and operated by the County of Orange and is currently the only commercial service airport in Orange County. The Airport services both domestic and international destinations, with flights to Canada and Mexico. The Airport currently also serves commercial air cargo demands (i.e., FedEx and UPS). In addition to scheduled commercial operations and activities, the Airport is home to general aviation.

To obtain ongoing data on the existing noise characteristics of Airport operations, JWA installed ten permanent noise-monitoring stations surrounding the Airport approach and departure paths. The data from the noise-monitoring system is combined with data from other sources to permit precise noise modeling and prediction of noise levels. Radar tracking and sophisticated use of noise levels measured at the noise-monitoring stations have produced very accurate depictions of flight tracks. Both Community Noise Equivalent Level (“CNEL”) and Single Event Noise Equivalent Level (“SENEL”) are monitored and calculated each day and for each aircraft.

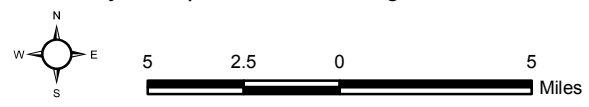


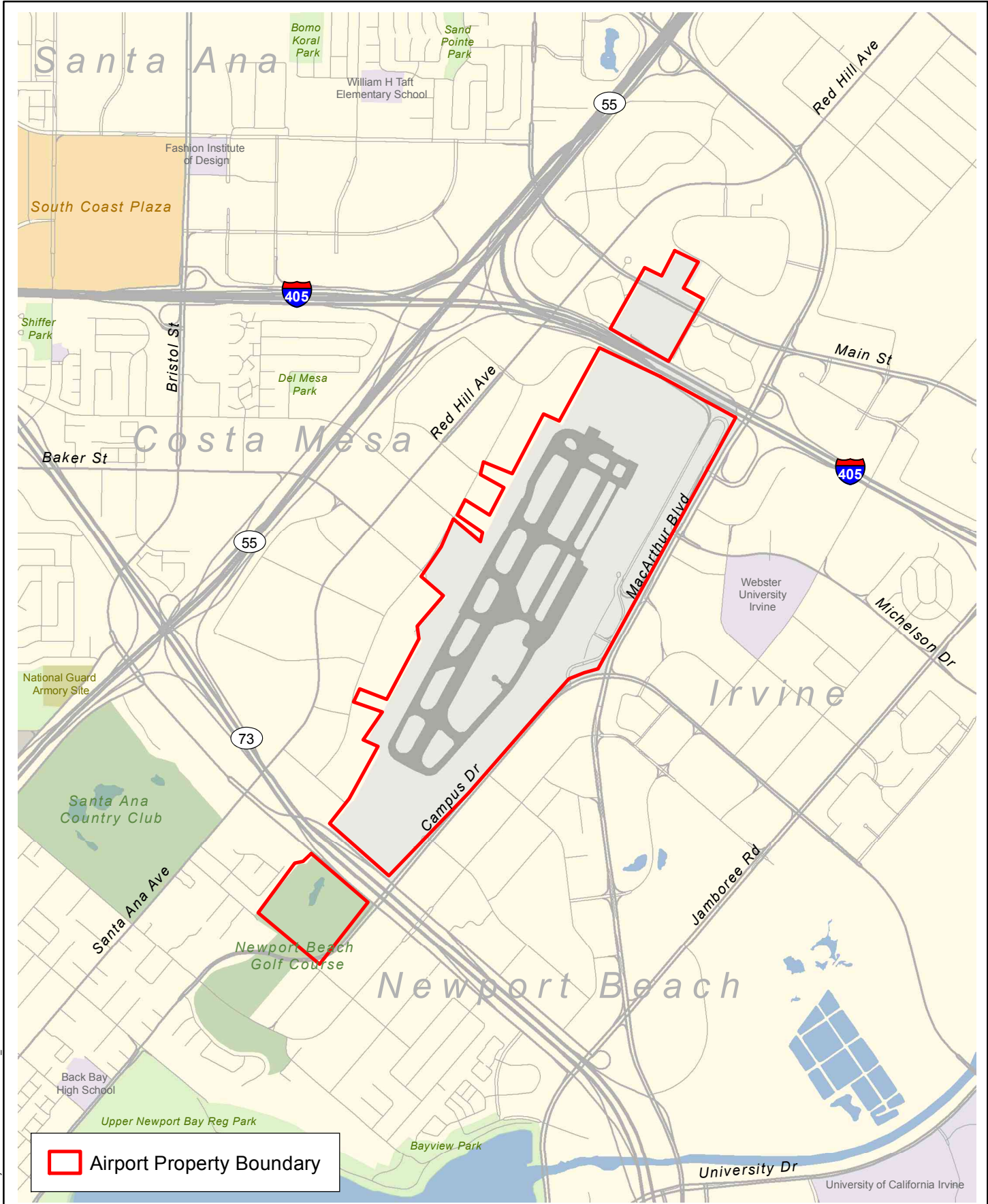
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Regional Location

John Wayne Airport Settlement Agreement Amendment

Exhibit 1



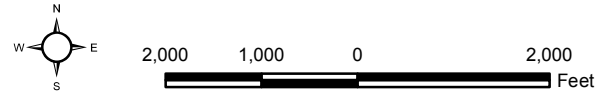


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Local Vicinity

John Wayne Airport Settlement Agreement Amendment


Exhibit 2





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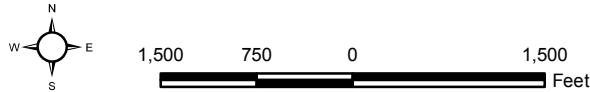
Aerial Source: Eagle Aerial 2012

 Airport Property Boundary

Aerial Photograph

John Wayne Airport Settlement Agreement Amendment

Exhibit 3



In an effort to balance the environmental, political, social, and economic demands and concerns regarding operations at JWA, operations at the Airport are subject to a number of regulations and restrictions. These restrictions include various limitations on the number of commercial airline operations; maximum single event noise levels applicable to both commercial and general aviation operations; and noise restrictions applicable to nighttime operations (“curfew”). The curfew prohibits regularly scheduled commercial operations and general aviation operations exceeding 86 decibels (“dB”) SENEL at specified noise-monitoring stations from taking off between the hours of 10:00 PM and 7:00 AM (8:00 AM on Sundays) and from landing between 11:00 PM and 7:00 AM. These local proprietor restrictions were adopted prior to the passage of the Airport Noise and Capacity Act of 1990 (“ANCA”). ANCA requires Federal Aviation Administration (FAA) approval of noise and access restrictions; these restrictions are, therefore, “grandfathered” under the terms of that statute and its implementing regulations. Under this “grandfathered” status, amendments are permitted provided it does not reduce or limit aircraft operations or affect aircraft safety.

Project Background and Related History

In April 1985, the County of Orange, acting as the proprietor and operator of JWA, adopted a Master Plan for further development of physical facilities at the Airport and an increase in previously imposed limits on certain aircraft operations, which had been adopted by the County principally for purposes of controlling aircraft noise impacts in surrounding residential communities (“the 1985 Master Plan”). In connection with the consideration and adoption of the 1985 Master Plan, the County prepared, circulated, and certified EIR 508.

Following adoption of the 1985 Master Plan and the certification of EIR 508, litigation related to the Master Plan and EIR 508 was initiated (1) by the County in the United States District Court for the Central District of California and (2) by the City and two citizens groups (Stop Polluting Our Newport [“SPON”] and the Airport Working Group [“AWG”]) in the Orange County Superior Court. In addition, in April 1985, there was then pending in the California Court of Appeals for the Fourth District an appeal by the County from an earlier trial court ruling made under CEQA with respect to an earlier Master Plan for JWA adopted by the County in 1981, and its related EIR (“EIR 232”).

In the summer of 1985, the County of Orange, the City of Newport Beach, SPON, and AWG reached a comprehensive agreement settling all pending actions and claims related to the 1985 Master Plan and EIR 508, and the pending appeal in the 1981 Master Plan/EIR 232 litigation. This agreement was memorialized in a series of stipulations signed and filed in the various courts where those actions were then pending. The stipulations set limitations on the size and function of the physical facilities at JWA; regulated the number of flights; set a cap on the number of passengers served at the Airport; and confirmed the curfew restricting the hours of operation at the Airport. The principal stipulation memorializing the substantive terms of the parties’ Settlement Agreement was filed in the federal court action initiated by the County with respect to the 1985 Master Plan and EIR 508. The stipulation was accepted and confirmed by an order of the District Court after a hearing conducted in December 1985. The original term of the settlement stipulation required that it remain in effect through December 31, 2005, and the parties have continued to implement its provisions—subject to some modifications—since it was first approved by the District Court.

In 2001, the Settlement Agreement signatories initiated the process to amend the Settlement Agreement to increase the number of Class A Annual Average Daily Departures (“ADDs”)¹ and allowed million annual passengers (“MAP”) to be served at the Airport; to modify the restrictions on the facilities; and to extend the term of the Settlement Agreement to December 31, 2015. The Settlement Agreement Amendment was accepted by the Settlement Agreement signatories in early 2003, and the United States District Court accepted the 2003 Amended Stipulation and modified the judgment to conform to the terms contained in the 2003 Amended Settlement Agreement. The current MAP limit under the existing Amended Settlement Agreement is 10.8 MAP; the Airport currently serves approximately 8.9 MAP.

Description of the Project

For nearly 30 years, the County of Orange has implemented the landmark Settlement Agreement that governs operations at John Wayne Airport. The Settlement Agreement reflects a commitment on the part of the County and its partners (the City of Newport Beach, SPON, and AWG) to balance the quality of life concerns of the residents living in the vicinity of the Airport; the needs of the air traveling and shipping public; and the aviation industry’s desire to provide air service to Orange County. Specifically, the Settlement Agreement has allowed for additional facilities and operational capacity while providing environmental protections for the local community.

The Settlement Agreement, as amended in 2003 is currently scheduled to expire on December 31, 2015. The four signatories have agreed to evaluate an extension of and amendments to the Settlement Agreement, and have defined the following Project Objectives:

1. To modify some existing restrictions on aircraft operations at JWA in order to provide increased air transportation opportunities to the air-traveling public using the Airport without adversely affecting aircraft safety, recognizing that aviation noise management is crucial to continued increases in JWA’s capacity.
2. To reasonably protect the environmental interests and concerns of persons residing in the vicinity of the JWA, including their concerns regarding “quality of life” issues arising from the operation of JWA, including but not limited to noise and traffic.
3. To preserve, protect, and continue to implement the important restrictions established by the 1985 Settlement Agreement, which were “grandfathered” under ANCA and reflect and accommodate historical policy decisions of the Orange County Board of Supervisors regarding the appropriate point of balance between the competing interests of the air transportation and aviation community and local residents living in the vicinity of the Airport.
4. To provide a reasonable level of certainty to the following regarding the level of permitted aviation activity at JWA for a defined future period of time: surrounding local communities; Airport users (particularly scheduled commercial users); and the air-travelling public.

¹ At the time the Settlement Agreement was adopted, the ADDs at JWA were divided into three “classes” based on the noise characteristics of departing aircraft. The Class A flights are the noisiest. The next quietest class of ADDs was designated as Class AA. The quietest class is Class E. The Class E flights do not have a maximum number of flights allowed because they are below the regulatory noise levels established in EIR 508 (i.e., 86.0 dB SENEL). However, the number of passengers on Class E flights counted toward the maximum 8.4 million annual passengers (MAP) allowed by the Settlement Agreement prior to December 31, 2005.

5. To consider revisions to the regulatory operational restrictions at JWA in light of the current aviation environment; the current needs of the affected communities; and industry interests represented at JWA.

The EIR will evaluate the Proposed Project, three alternatives, and the No Project Alternative, as summarized in Table 1 below, at an equal level of detail.

**TABLE 1
PRINCIPAL TERMS OF THE PROPOSED PROJECT AND ALTERNATIVES TO BE
EVALUATED IN THE ENVIRONMENTAL IMPACT REPORT**

Principal Restrictions	Proposed Project	Alternative A	Alternative B	Alternative C	No Project ^a
Term	Through December 31, 2030	Through December 31, 2030	Through December 31, 2030	Not Applicable	Not Applicable-- Settlement Agreement Expired
Curfew	Through December 31, 2035	Through December 31, 2035	Through December 31, 2035	Through December 31, 2020	No Change
Annual Passenger Limit (MAP)					
January 1, 2016–December 31, 2020	10.8 MAP	10.8 MAP	10.8 MAP	16.9 MAP	10.8 MAP
January 1, 2021–December 31, 2025	11.8 MAP	11.4 MAP	13.0 MAP	16.9 MAP	10.8 MAP
January 1, 2026–December 31, 2030	12.2 or 12.5 MAP ^b	12.8 MAP	15.0 MAP	16.9 MAP	10.8 MAP
Passenger Flights (Class A ADDs for passenger service)					
January 1, 2016–December 31, 2020	85 Class A ADDs	107 Class A ADDs (+22)	100 Class A ADDs (+15)	228 Class A ADDs (+143)	85 Class A ADDs
January 1, 2021–December 31, 2025	95 Class A ADDs (+10)	120 Class A ADDs (+13)	110 Class A ADDs (+10)	228 Class A ADDs (+0)	85 Class A ADDs
January 1, 2026–December 31, 2030	95 Class A ADDs	135 Class A ADDs (+15)	115 Class A ADDs (+5)	228 Class A ADDs (+0)	85 Class A ADDs
Cargo Flights (Class A ADDs for all-cargo service)					
January 1, 2016 – December 31, 2030	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs	4 Class A ADDs
Passenger Loading Bridges					
January 1, 2016–December 31, 2020	20	20	20	No Limit	20
January 1, 2021–December 31, 2030	No Limit	No Limit	No Limit	No Limit	20
MAP: Million Annual Visitors; ADD: Average Daily Departures. Table Notes: Alternative A was delineated based on information contained in the Federal Aviation Administration’s APO Terminal Area Forecast Detail Report dated January 2013. Alternative B was delineated based on input from JWA’s commercial air service providers. Alternative C was delineated based on the physical capacity of JWA’s airfield. ^a The No Project Alternative assumes operations at JWA would remain unchanged; however, there would be no limitation on the Board of Supervisors, at a subsequent time, to increase the number of ADD and MAP being served at the Airport, subject to CEQA review. ^b Trigger for capacity increase to 12.5 MAP: air carriers must be within 5 percent of 11.8 MAP (i.e., 11.21 MAP) in any one year during the January 1, 2021, through December 31, 2025 timeframe. Source: John Wayne Airport 2013 (Proposed Project and Alternatives A–C).					

Anticipated Project Approvals

Upon certification of the EIR, the Orange County Board of Supervisors would consider whether to approve the Project or a feasible project alternative. However, the County only would authorize execution of an amended Settlement Agreement in the event that the City of Newport Beach's City Council and the governing boards of SPON and AWG first authorize the amendments and provide the County with an executed iteration of the Settlement Agreement. Assuming all signatories approve the Project and execute a 2014 Amendment to the Settlement Agreement, the signatories would submit a request to the U.S. District Court, Central District of California, to approve the amendments to the Settlement Agreement. Upon certification of an EIR, the Orange County Board of Supervisors would consider approval of the Project. However, said approval would be contingent upon the City Council of Newport Beach and the governing boards of SPON and AWG approving and executing the agreed upon amendment to the Settlement Agreement. Assuming all signatories approve the Project and execute the amendment to the Settlement Agreement, including the Board of Supervisors, the amendment would be submitted to the U.S. District Court, Central District of California, with request to approve the same. The Federal Aviation Administration ("FAA") does not need to approve the Settlement Agreement or its amendments; however, concurrence will be requested from the FAA that the 2014 Settlement Agreement Amendment does not affect JWA's standing under ANCA, its grant assurances, and other related requirements.

Anticipated Schedule

The Project schedule, as currently envisioned, contemplates that the draft EIR will be available for public review in early 2014. A 45-day public review period will be provided, after which responses to comments received will be prepared. The Orange County Planning Commission will then hold a public hearing and make a recommendation on certification of the EIR to the Board of Supervisors. In addition, the Airport Commission will have a public hearing and make a recommendation on approval of the project to the Board of Supervisors. The Orange County Planning Commission and Airport Commission hearings are expected to be scheduled in mid-2014, with the Board of Supervisors taking action on the Project shortly thereafter.

Probable Environmental Effects of the Project

Until the EIR analysis is completed, it is not possible to identify with precision the probable environmental effects of the Project. However, the County has performed an Initial Study (a copy of which is attached to this notice) to identify the reasonably foreseeable and potentially significant adverse environmental effects of the Project, which the County believes require further and more detailed analysis in the EIR. The County has identified the following specific topics as requiring detailed EIR analysis:

- Air Quality
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise
- Transportation/Traffic

Additionally, while the Initial Study concludes that there will be no significant Project impacts, the County intends to provide more detailed information on the following topics in the EIR:

- Biological Resources

- Water Quality
- Public Services
- Utilities and Service Systems (water and wastewater services)

Based on the Initial Study, the Project would not result in any potentially significant effects with respect to the following areas, and they do not require further analysis in the EIR:

- Aesthetics
- Agriculture and Forestry Resources
- Cultural/Scientific Resources
- Geology and Soils
- Hydrology
- Mineral Resources
- Population and Housing
- Recreation
- Utilities and Service Systems (storm water drainage and solid waste disposal)

Conclusion

The County requests the public's careful review and consideration of this notice, and it invites any and all input and comments from interested agencies and persons regarding the preparation and scope of the draft EIR.



ENVIRONMENTAL ANALYSIS CHECKLIST
EIR #: 617 and the IP #13-316
John Wayne Airport Settlement Agreement Amendment

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. AGRICULTURE & FORESTRY RESOURCES. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
3. AIR QUALITY. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
f. Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. CULTURAL/SCIENTIFIC RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soils, as defined in Table 18-1-B of the California Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal system where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. HAZARDS & HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
h. Expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. HYDROLOGY & WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter drainage patterns of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
10. LAND USE & PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such plan has not been adopted, within two miles of a private or public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
13. POPULATION & HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. TRANSPORTATION/TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b. Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plan or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. UTILITIES & SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES AND SUPPORTING DATA SOURCES:	Potential Significant Impact	Less than Significant Impact/MM	Less than Significant Impact	No Impact
addition to the provider's existing commitments?				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

MANDATORY FINDINGS

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does project have environmental effects which will cause substantial adverse cause effects on human beings, either directly or indirectly	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DETERMINATION:

Based upon the evidence in light of the whole record documented in the attached environmental checklist explanation, cited incorporations and attachments, I find that the proposed project:

- a. **COULD NOT** have a significant effect on the environment, and a negative declaration (ND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.
- b. **Could have** a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures have been added to the project or revisions in the project have been made by or agreed to by the project proponent. A Mitigated Negative Declaration (MND) will be prepared pursuant to CEQA Guidelines Article 6, 15070 through 15075.

- c. **MAY have** a significant effect on the environment, which has not been analyzed previously. Therefore, an environmental impact report (EIR) is required.
- d. **MAY have** a “potentially significant effect on the environment” or “potentially significant effect unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An Environmental Impact Report is required, but it must analyze only the effects that remain to be addressed.
- e. **Although the** proposed project could have a significant effect on the environment, because potentially effects 1) have been analyzed adequately in an earlier EIR or ND/MND pursuant to applicable legal standards and 2) have been avoided or mitigated pursuant to that earlier EIR/ND/MND, including revisions or mitigation measures that are imposed upon the project, nothing further is required.
- f. **Although the** proposed project could have a significant effect on the environment, because potentially effects 1) have been analyzed adequately in an earlier EIR or ND/MND pursuant to applicable legal standards and 2) have been avoided or mitigated pursuant to that earlier EIR/ND/MND, including revisions or mitigation measures that are imposed upon the project. **However, minor additions and/or clarifications are needed** to make the previous documentation adequate to cover the project which are documented in this Addendum to the earlier CEQA Document (Sec. 15164).

Signature: 
 Lea Choum, Project Manager
 John Wayne Airport
 Telephone: (949) 252-5123

NOTE: All referenced and/or incorporated documents may be reviewed by appointment only, at the John Wayne Airport Administrative Offices, 3160 Airway Avenue, Costa Mesa, California, unless otherwise specified. An appointment can be made by contacting the CEQA Contact Person identified above.

Revised 8/2/2011

Introduction

The EIR will be addressing the Proposed Project, three alternatives, and the No Project Alternative at an equal level of detail. If any alternative will have an impact (direct or cumulative), it will be discussed in the EIR. As such, any reference to the “Project” in this Initial Study is a reference to all alternatives that would result in changes to the terms of the Settlement Agreement (see Table 1).

1. AESTHETICS

PROJECT IMPACT ANALYSIS

- a) Would the project have a substantial adverse effect on a scenic vista?**
- b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

No Impact. There are no designated or eligible State or local scenic highways within the vicinity of the Project site (Caltrans 2011; County of Orange 2005a, 2005b). JWA is located in an urbanized area of the County with no scenic resources on or adjacent to the Airport. There are roadways in the City of Newport Beach designated as Coastal View Roads and Public View Points. However, the Project would not alter views for these locations because no physical changes are proposed. Therefore, no impacts to a scenic vista or scenic highway would occur. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

- c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?**
- d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

No Impact. JWA is surrounded by office/commercial uses to the west and east, and is framed at its perimeter by major arterial highways and freeways. Views of the Airport are primarily from the street and freeway system that surrounds the Airport. The most direct view is from Interstate (“I”) 405, immediately north of the Airport. Views from the freeway are of the terminal and runway system on the Airport. Residential and recreational uses south of the Airport do not have direct views of the Airport due to elevation differences and intervening uses; however, Airport operations (i.e., takeoffs and landings) are visible and audible from these uses. Light sources on the Airport include a beacon and approach lighting. Lighting for the terminal, parking structure, and parking lots provide adequate lighting for operation. To comply with federal rules and regulations pertaining to minimizing glare and shielding lighting from pilots, JWA uses surface materials to reduce glare effects. There is minimal spillover lighting to off-site uses. Additionally, no sensitive land uses are immediately adjacent to the Airport. Because the Project does not propose any physical improvements, there would be no change to the visual character or quality of the Project site, nor would the Project result in new substantially adverse light or glare. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

2. AGRICULTURE AND FORESTRY RESOURCES

PROJECT IMPACT ANALYSIS

- a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**
- b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**
- c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])?**
- d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?**
- e) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?**

No Impact. The Project would not result in any impacts to farmlands listed as “Prime”, “Unique”, or of “Statewide Importance” based on the 2010 Orange County Important Farmland Map prepared by the California Department of Conservation. The study area is generally designated as “Urban and Built-Up Land” (FMMP 2010). No farmland would be impacted by the Project and the Airport site is within a Williamson Act contract. The Project would not result in pressures to convert farmlands to other uses. No part of the Project site or adjacent areas is zoned forest land, timberland or timberland zoned for Timberland Production, nor would the Project result in the loss of forest land or conversion to non-forest use. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

3. AIR QUALITY

PROJECT IMPACT ANALYSIS

- a) Would the project conflict with or obstruct implementation of the applicable Air Quality Plan?**
- b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**
- c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State Ambient Air Quality Standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**
- d) Would the project expose sensitive receptors to substantial pollutant concentrations?**

Potentially Significant Impact. The Project would generate additional localized air emissions. The Project's compliance with South Coast Air Quality Management District ("SCAQMD") standards will be assessed. The EIR will include an air quality study to evaluate potential emissions from both aviation activities and ground transportation. The EIR will also include an evaluation of the Project's consistency with adopted regional air quality plans and policies.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The Project does not propose any land uses that are identified by the SCAQMD as odor sources of concern (such as wastewater treatment plants, agricultural operations, landfills, composting, food processing plants, chemical plants, or refineries), nor would the Project be located in the vicinity of a land use of this type. The existing operations at the Airport involve minor odor-generating activities such as airplane exhaust; however, these types of odors are typical of an airport and would not create an odor nuisance pursuant to SCAQMD's Rule 402 or extend beyond the limits of the Airport. The Project would increase flights; however, the increase in odor-generating activities would be negligible. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

4. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Services?

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. JWA has little to no biological resources on site. The Airport does not support sensitive wildlife species or contain sensitive species habitat. However, the increase in overflights, as proposed with the Project, may result in an increase in indirect impacts associated with an increase to the overall ambient noise levels in the surrounding environments, specifically over the Upper Newport Bay. The impact associated with noise, motion, and startle impacts resulting from changes in volume of aircraft operations at JWA would have the potential of disturbing wildlife species in the Upper Newport Bay. As documented in EIR 582, previous studies on the effects of aircraft noise on birds were conducted and disclosed no unusual response in behavior (JWA 2001). The EIR will update this information and conduct a literature search and a walkover survey to document sensitive species and vegetation that could potentially be indirectly impacted by the Project.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh,

vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project does not include any physical improvements including construction or grading activities. Therefore, the Project would not result in a substantial adverse effect on wetlands. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. Using the General Plans and ordinances of the County of Orange and cities surrounding the Airport, the EIR will include a consistency evaluation of the applicable policies and ordinances, including those pertaining to biological resources.

f) Would the project conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact. The Project site is located within the central subarea of the Central-Coastal Natural Community Conservation Plan/Habitat Conservation Plan ("NCCP/HCP"). However, the closest designated NCCP/HCP "Reserve" area is the Upper Newport Bay Ecological Reserve. The EIR will evaluate the Project's consistency with the NCCP/HCP as it pertains to the Upper Newport Bay Ecological Reserve.

5. CULTURAL/SCIENTIFIC RESOURCES

PROJECT IMPACT ANALYSIS

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The Project does not involve any physical improvements, construction, or grading activities that would have the potential to result in ground disturbance. Because of the absence of ground disturbance, construction activities, and new development associated with the Project, no direct or indirect impacts to historical, archaeological, or paleontological resources would occur, nor would the Project disturb any human remains. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

6. GEOLOGY AND SOILS

PROJECT IMPACT ANALYSIS

- a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?
- b) Would the project result in substantial soil erosion or the loss of topsoil?
- c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- d) Would the project be located on expansive soils, as defined in Table 18-1-B of the California Building Code (1994), creating substantial risks to life or property?

No Impact. The Project does not involve any physical improvements or construction and grading activities that would have the potential to result in ground disturbance. There would be no development as part of the Project. Therefore, the Project would not result in any direct geology or soils impacts. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

- e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system where sewers are not available for the disposal of wastewater?

No Impact. JWA is served by an existing sewer system and does not use septic tanks or alternative wastewater disposal systems. The Project does not propose any physical improvements. Therefore, no soils impacts related to septic tanks or alternative wastewater disposal systems would occur. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

7. GREENHOUSE GAS EMISSIONS

PROJECT IMPACT ANALYSIS

- a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. The EIR will include a greenhouse gas (“GHG”) emissions study to disclose the existing and future potential emissions from both aviation activities and ground transportation. The EIR will include an evaluation of the Project’s consistency with applicable plans and policies for reducing GHG emissions.

8. HAZARDS AND HAZARDOUS MATERIALS

PROJECT IMPACT ANALYSIS

- a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**
- b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**
- d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**
- e) Would the project be located within an airport land use plan or, where such plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

Less Than Significant Impact. The Project would continue the aircraft operations and support services at JWA. Activities involving the use of hazardous materials at JWA are associated with fueling, maintenance, and repair of aircraft and Airport-related vehicles. Most of the materials used by JWA, the Orange County Fire Authority’s Aircraft Rescue and Fire Fighting (“ARFF”) unit, and the fixed based operators (“FBOs”) are off-the-shelf items in non-reportable quantities. The County has established guidelines consistent with State and federal regulations pertaining to hazardous materials to ensure that the risk associated with the use and storage of the materials is minimal. JWA provides for temporary collection and storage of waste oils and solvents generated by aircraft owners that are County tie-down tenants. The waste oil and solvents are recycled. The commercial airlines and FBOs contract privately for recycling or disposing of waste materials. With all Project scenarios, these programs would remain in effect. The potential for impact due to a spill from these uses is considered less than significant.

Several Project alternatives would increase the number of air carrier operations. Certain statistical risks for accidents are associated with aircraft operations, particularly associated with fueling activities. In 1991, JWA constructed a state-of-the art fuel farm at the northwest side of the airfield, which stores all commercial jet fuel. The potential for hazards would be associated with the increased number of trucks that would be required to bring fuel to the JWA fuel farm. The incremental increase associated with the truck trips is not expected to be significant; however, the EIR will contain an evaluation of the “risk of upset” associated with the increased fueling activities associated with the increased flights.

- c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

No Impact. Mariner’s Christian School, located at Red Hill Avenue and Fisher Avenue is located approximately ¼ mile west of the Airport. The Project would increase the amount of jet fuel used at the Airport due to an increase in the number of flights. The fuel is brought in by tanker trucks. Though the increased number of trucks would have an incremental increase on the potential for a spill or accident involving jet fuel, the Project would not result in increased potential exposure to the school because all fuel delivery is done at night between 10:00 PM and 6:00 AM. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

- f) For a project within the vicinity of private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. JWA is a commercial airport. There are no private airstrips in the vicinity of the Project site. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

- g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact. JWA has an approved emergency response and evacuation plan that addresses emergency procedures for all parts of the facility. The Project would not impair or interfere with implementation of the emergency evacuation plan because it would not alter any of the facilities on site or access to the Airport. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

- h) Would the project expose people or structures to a significant risk or loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact. The Project is located in an urbanized area and is not adjacent to wildlands. There are no areas designated as wildland fire areas on or near the Project site. Therefore, the Project would not result in a significant risk of loss, injury, or death involving wildland fires. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

9. HYDROLOGY AND WATER QUALITY

PROJECT IMPACT ANALYSIS

- a) Would the project violate any water quality standards or waste discharge requirements?**
- e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. The Project would result in an increase in flights, which may increase water quality pollutants and runoff at JWA. Although it is anticipated that continued application of the current water quality programs at JWA would minimize potential pollutants because the nature of the pollutants associated with the increased flights would be consistent with current operations, the EIR will provide an evaluation of the types of pollutants anticipated with the Project.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level (e.g., the production rate of the pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

c) Would the project substantially alter the existing drainage pattern of the site or area including the alteration of the course of a stream or river, in manner which would result in substantial erosion or siltation on or off-site?

d) Would the project substantially alter drainage patterns of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

No Impact. The Project does not involve any physical improvements or construction and grading activities that would have the potential to result in alterations to the drainage pattern or result in erosion or siltation. The Airport does not use groundwater, and the Project would not involve any activities that alter groundwater supplies. The Project site does not provide for substantial groundwater recharge due to the amount of development that exists on the site. Further evaluation of these issues in the EIR is not required, and no mitigation is necessary.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h) Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

j) Would the project be subject to inundation by seiche, tsunami, or mudflow?

No Impact. The Project does not involve any physical improvements or construction and grading activities. Therefore, no housing or structures are proposed and would not be subjected to a 100-year flood hazard; exposure to flooding as a result of failure of a levee or dam; or be subject to inundation by seiche, tsunami or mudflow. Further evaluation of these issues in the EIR is not required, and no mitigation is necessary.

10. LAND USE AND PLANNING

PROJECT IMPACT ANALYSIS

a) Would the project physically divide an established community?

No Impact. JWA is a regulated airport located in an existing urbanized area. The Project does not propose any physical improvements to the existing JWA. Therefore, the Project would not physically divide an established community. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The EIR will evaluate alternatives with different assumptions for aviation activity at JWA. Increased aviation activity may result in higher noise levels than currently experienced in the areas surrounding the Airport. There is the potential that the resultant noise levels would exceed the thresholds established by the General Plan for noise-sensitive uses (i.e., residential uses) or be greater than the Settlement Agreement baseline noise contours. The EIR will evaluate the potential effect of each Project alternative on the land uses and planning policies pertaining to land use. The analysis will review sensitive land uses surrounding the Airport with information obtained through various published sources, including but not limited to the 2010 U.S. Census data for schools, hospitals, and daycare facilities.

a) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

Less Than Significant Impact. As indicated above in Checklist Response 4(f), the Project site is located within the NCCP/HCP sub region, but not within a “Reserve” area. However, due to the Project’s proximity to the Upper Newport Bay Ecological Reserve, which is a designated “Reserve” area, Project consistency with the NCCP/HCP will be evaluated in the EIR.

11. MINERAL RESOURCES

PROJECT IMPACT ANALYSIS

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Would the project result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

No Impact. The JWA site does not have significant existing and potential mineral or energy resources within its boundaries. There would be no significant impacts to mineral resources

from the Project. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

12. NOISE

PROJECT IMPACT ANALYSIS

- a) Would the project expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?**
- c) Would the project cause substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?**

Potentially Significant Impact. The Project scenarios have the potential of increasing cumulative noise levels (e.g., CNEL) at the Airport in exceedance of established thresholds. A noise evaluation will analyze the potential changes in the noise environment and any possible conflicts with existing adjacent land uses. The Project's consistency with the Airport Land Use Plan, General Plan, and other applicable planning policies pertaining to noise will be evaluated.

- b) Would the project expose persons to or generate excessive groundborne vibration or groundborne noise levels?**

No Impact. The Project does not involve any physical improvements or construction and grading activities that would have the potential to result in ground disturbance. There would be no development as part of the Project. Because of the absence of ground disturbance, construction activities or new development, the Project would not result in groundborne vibration or groundborne noise. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

- d) Would the project cause a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

No Impact. The Project does not involve any physical construction or grading activities that would result in short-term impacts to ambient noise levels. There would be no development as part of the Project. Because of the absence of any physical improvements, the Project would not result in a temporary or periodic increase in ambient noise levels. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. JWA is a commercial airport and there are no private airstrips in the vicinity of the Project site. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

13. POPULATION AND HOUSING

PROJECT IMPACT ANALYSIS

- a) **Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**
- b) **Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**
- c) **Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

No Impact. The Project study area is located within a highly urbanized portion of Orange County. The Project would not result in the local or regional population projections being exceeded. Directly, the Project does not propose any development that would increase the population in the study area or within Orange County. Indirectly, the Project would not be expected to have an effect on the population projections for Orange County because it would not provide infrastructure improvements that would exceed current demand. According to the Center for Demographic Research, the estimated population in Orange County in the year 2010 was 3,019,356. This number is expected to increase to 3,154,580 by 2015, 3,266,107 by 2020, 3,349,157 by 2025, and 3,421,228 by 2035 (SCAG 2012). Based on this population growth, the Southern California Association of Governments (“SCAG”) projects the air travel demand for Orange County to exceed existing capacity within the County. Even with moderately expanded service, JWA would not meet the full projected travel demand. Without the existing demand being met, it is not expected that the Project would result in growth-inducing impacts where the population projections for the area would be exceeded.

There is no housing on the Project site; therefore, the Project would not result in the displacement of people or housing. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

14. PUBLIC SERVICES

PROJECT IMPACT ANALYSIS

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**
 - i) **Fire protection?**
 - ii) **Police protection?**

Potentially Significant Effect. The Project scenarios, which propose an increase in commercial aircraft operations, would result in an incremental increase in demand for fire protection and police protection. The Orange County Fire Authority (“OCFA”) provides fire and rescue services to the Airport. Fire Station Number 33, located on the west side of the Airport at 366 Paularino

Avenue in Costa Mesa, provides ARFF services. Fire Station Number 28, located at 17862 Gillette Avenue in Irvine provides emergency response services for structural fires and medical emergencies.

The Orange County Sheriff's Department provides law enforcement and security services at John Wayne Airport through a substation located in the terminal building. Primary responsibilities include enforcing applicable laws, FAA regulations, and parking/traffic control regulations. It also assists citizens who conduct business at the Airport. A private contractor provides security services at the JWA perimeter fence line gates. The EIR will evaluate the potential impact on public services and identify mitigation measures as needed.

iii) Schools?

No Impact. The Project would not result in development of any residential units and therefore, would not generate any additional students, nor would it create an increased demand on schools. The Project does not include any physical improvements and would not have a direct impact on school facilities. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

iv) Parks?

No Impact. The Project does not include any physical construction and would not have a direct impact on park facilities. The Project would not generate any increase in population or provide development that would result in increased usage of existing neighborhood and regional parks. There would be no physical deterioration to existing recreational facilities as a result of Project implementation. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

v) Other Public Facilities?

No Impact. The Project does not include any physical construction and would not generate an increase in population. Therefore, the Project is not expected to result in significant environmental effects to other public facilities. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

15. RECREATION

PROJECT IMPACT ANALYSIS

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**
- b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact. The Project would not generate an increase in population or provide development that would result in increased usage of existing neighborhood and regional parks. There would

be no physical deterioration to existing recreational facilities as a result of Project implementation. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

16. TRANSPORTATION/TRAFFIC

PROJECT IMPACT ANALYSIS

- a) **Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**
- b) **Would the project conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. The Project proposes increasing the number of flights at JWA. The increased number of flights would result in a greater number of automobiles and buses providing access to the Airport. The increased number of vehicles may result in traffic congestion and deterioration of level of service on the roadways surrounding the Airport. The EIR will evaluate the transportation impacts associated with the Project and alternatives.

- c) **Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?**

Less Than Significant Impact. The Project would result in an increase in the number of flights at JWA, but it would not change the air traffic patterns. As indicated above, the Project would result in an incremental increase in the air traffic levels; however, it would not be expected to pose a substantial safety risk associated with an increase in traffic levels. The EIR will evaluate potential safety impacts of the incremental increase in air traffic levels.

- d) **Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**
- e) **Would the project result in inadequate emergency access?**
- f) **Would the project conflict with adopted policies, plan or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

No Impact. The Project does not propose any physical improvements to JWA, nor does it propose modifications to the circulation network, either on or off the site. Therefore, the Project is not anticipated to result in impacts associated with design features. Should roadway improvements be required as mitigation, the improvements would be designed to adopted standards. Since the roadway network would not be modified, emergency access would not be impeded and there would be no conflict with policies, plans, or programs regarding public

transit, bicycle, or pedestrian facilities. Further evaluation of this issue in the EIR is not required, and no mitigation is necessary.

17. UTILITIES AND SERVICE SYSTEMS

PROJECT IMPACT ANALYSIS

- a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**
- b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?**
- d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**
- e) Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less Than Significant Impact. Though expanded facilities at JWA are not proposed, the existing facilities would be more heavily used because of the increase in MAP. This would potentially affect water and wastewater service demands. Based on information obtained through coordination with the respective agencies, the EIR will evaluate potential environmental impacts to water supply and wastewater systems.

- c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?**

No Impact. The Project does not propose any construction or activities that would increase the amount of storm water runoff from the Airport site. The Airport site is fully developed and storm drains have been sized to accommodate storm flows in compliance with applicable standards. No impacts would occur and this topic will not be addressed in the EIR.

- f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
- g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact. The increased number of passengers served at the Airport would result in an incremental increase in the amount of solid waste being generated at the Airport. The California Integrated Waste Management Act of 1989 (Assembly Bill ["AB"] 939) required all counties to prepare a County Integrated Waste Management Plan ("CIWMP"). In 2007, the County of Orange adopted the Strategic Plan Update to the Regional Landfill Options for Orange County ("RELOOC"), which provides a 40-year strategic plan for waste disposal for Orange County. OC Waste & Recycling uses long-range population projections when planning for the solid waste disposal needs in the County. The Airport's waste disposal service would be required to abide by the applicable waste reduction and recycling programs required under

existing regulations. Therefore, any increased solid waste generated at the Airport would be able to be accommodated with the current landfill capacity. Additionally, there would be no construction activities that would result in inert construction waste. No impacts would occur and this topic will not be addressed in the EIR.

18. MANDATORY FINDINGS OF SIGNIFICANCE

PROJECT IMPACT ANALYSIS

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Less Than Significant Impact. The Project would have no physical impacts. Therefore, it would not result in impacts that would degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife population to drop below self sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; or eliminate important examples of the major periods of California history or prehistory.

- b) **Does the project have possible environmental effects, which are individually limited but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**
- c) **Does project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. The Project has the potential to degrade the quality of the natural and human environment related to air quality, noise, traffic, and land use compatibility and also cumulatively affect the natural and human environment. Because of this potential for significant adverse effects, an EIR will be prepared for the Project.

REFERENCES

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- California Department of Transportation (“Caltrans”). 2011 (September 7, last update). California Scenic Highway Mapping System (Map for Orange County). Sacramento, CA: Caltrans. http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.
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- Orange, County of, John Wayne Airport (JWA). 2013 (March). PROPOSED PROJECT AND ALTERNATIVES: Proposed Extension of the John Wayne Airport Settlement Agreement. Costa Mesa, CA: JWA. <http://www.ocair.com/communityrelations/settlementagreement/docs/ProjectAlternativesExhibit2013-3-19.pdf>.
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- Southern California Association of Governments (SCAG). 2012 (April). *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy*. Los Angeles, CA: SCAG. <http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf>.

Comment Letters Received

State Agencies

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
3347 MICHELSON DRIVE, SUITE 100
IRVINE, CA 92612-8894
PHONE (949) 724-2000
FAX (949) 724-2019
TTY 711
www.dot.ca.gov



*Flex your power!
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October 21, 2013

Ms. Lea Choum
County of Orange
3160 Airway Avenue
Costa Mesa, CA. 92626

File: IGR/CEQA
SCH#:20001111135
Log #: 955G
I-405,SR-55, SR-73

Dear Ms. Choum:

Thank you for the opportunity to review and comment on *Notice of Preparation (NOP) for the John Wayne Airport Settlement Agreement Amendment draft Environmental Impact Report (EIR)*. For nearly 30 years, the County of Orange has implemented the landmark Settlement Agreement that governs operations at John Wayne Airport. The Settlement Agreement, as amended in 2003 is currently scheduled to expire on December 31, 2015. The four signatories have agreed to evaluate an extension of and amendments to the Settlement Agreement, and have defined the following Project Objectives:

1. To modify some existing restrictions on aircraft operations at JWA in order to provide increased air transportation opportunities to the air-traveling public using the Airport without adversely affecting aircraft safety, recognizing that aviation noise management is crucial to continued increases in JWA's capacity.
2. To reasonably protect the environmental interests and concerns of persons residing in the vicinity of the JWA, including their concerns regarding "quality of life" issues arising from the operation of JWA, including but not limited to noise and traffic.
3. To preserve, protect, and continue to implement the important restrictions established by the 1985 Settlement Agreement, which were "grandfathered" under ANCA and reflect and accommodate historical policy decisions of the Orange County Board of Supervisors regarding the appropriate point of balance between the competing interests of the air transportation and aviation community and local residents living in the vicinity of the Airport.
4. To provide a reasonable level of certainty to the following regarding the level of permitted aviation activity at JWA for a defined future period of time: surrounding local communities; Airport users (particularly scheduled commercial users); and the air-travelling public.

"Caltrans improves mobility across California"

Ms. Lea Choum
October 16, 2013
Page 2

The Department of Transportation (Department) is a commenting agency on this project and has the following comments for your consideration.

We look forward to reviewing the Traffic Impact Study as it pertains to the Caltrans facilities associated with the proposed project alternatives during the EIR Phase.

As discussed during our September 27, 2013 meeting at Caltrans District Office;

- An Intersection Capacity Analysis shall be conducted using Highway Capacity Software for all intersections with Caltrans Right of Way.
- Conduct a Divergence/Capacity Analysis for all of the off-ramps. Demonstrate that the cars will not back up from the off-ramp onto the freeway mainline.
- Conduct a Vehicular Storage Analysis for the body of the on and off-ramps.
- Conduct a Mainline Analysis by the HCS for the corridors.

As discussed during our September 27, 2013 meeting, a Synchro Analysis would need to be conducted to determine how closely spaced intersections would operate. For example the intersections of MacArthur and Main street MacArthur and the northbound I-405 Ramps; MacArthur and southbound I-405 ramps; and MacArthur and Michelson Drive.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Aileen Kennedy at (949) 724-2239.

Sincerely,



MAUREEN EL HARAQUE
Branch Chief, Regional-Community-Transit Planning
District 12

c: Scott Morgan, Office of Planning and Research

"Caltrans improves mobility across California"

Regional Agencies

SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers

President

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Transportation

Keith Millhouse, Ventura County
Transportation Commission

October 31, 2013

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626
NOP@ocair.com

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report
for the John Wayne Airport Settlement Agreement Amendment [IGR7853]**

Dear Ms. Choum:

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the John Wayne Airport Settlement Agreement Amendment to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.¹ Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the John Wayne Airport Settlement Agreement Amendment. The proposed project involves amending and extending the existing John Wayne Airport Settlement Agreement. The parties have agreed to the following project goals:

- modification of existing restrictions of aircraft operations to allow for more air transportation opportunities;
- reasonably protect the environmental interests of persons residing in the vicinity of John Wayne Airport;
- preserve the existence and enforcement of the 1985 Settlement Agreement; and,
- provide some certainty to the airlines and traveling public on the amount of permitted aviation activity.

As set forth in the attached, SCAG recommends that the Draft EIR include a review and consideration of the adopted 2012 - 2035 RTP/SCS goals, including the section in Chapter 2, "Meeting our Airport Demand".

¹ SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

The Regional Council is comprised of 84 elected officials representing 191 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

2012.05.07

October 31, 2013
Ms. Choum

SCAG No. IGR7853

When available, please send environmental documentation to SCAG's office in Los Angeles and by email to leep@scag.ca.gov and hall@scag.ca.gov providing, at a minimum, the full comment period for review.

If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895 or leep@scag.ca.gov. If you have questions regarding SCAG's Aviation Program please contact Ryan N. Hall at (213) 236-1935 or hall@scag.ca.gov.

Thank you.

Sincerely,



Jonathan Nadler
Manager, Compliance and Performance Assessment

October 31, 2013
Ms. Choum

SCAG No. IGR7853

**COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL
IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE JOHN
WAYNE AIRPORT SETTLEMENT AGREEMENT AMENDMENT [IGR7853]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

RTP/SCS Goals

The 2012-2035 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see <http://rtpscs.scaq.ca.gov>). The goals included in the 2012-2035 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies.

Among the relevant goals of the 2012-2035 RTP/SCS are the following:

SCAG 2012-2035 RTP/SCS GOALS	
RTP/SCS G1:	<i>Align the plan investments and policies with improving regional economic development and competitiveness</i>
RTP/SCS G2:	<i>Maximize mobility and accessibility for all people and goods in the region</i>
RTP/SCS G3:	<i>Ensure travel safety and reliability for all people and goods in the region</i>
RTP/SCS G4:	<i>Preserve and ensure a sustainable regional transportation system</i>
RTP/SCS G5:	<i>Maximize the productivity of our transportation system</i>
RTP/SCS G6:	<i>Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)</i>
RTP/SCS G7:	<i>Actively encourage and create incentives for energy efficiency, where possible</i>
RTP/SCS G8:	<i>Encourage land use and growth patterns that facilitate transit and non-motorized transportation</i>
RTP/SCS G9:	<i>Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies</i>

Of particular interest in relation to this project are strategies for maximizing mobility and accessibility for arriving and departing passengers as well as airport employees via public transit or other modes of transportation. See also "Meeting our Airport Demand" section in Chapter 2 of the 2012-2035 RTP/SCS (<http://www.scaqrp.net/content?c=02&s=05>) for politics specific to SCAG's regional aviation program.

October 31, 2013
 Ms. Choum

SCAG No. IGR7853

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012-2035 RTP/SCS Goals	
Goal	Analysis
RTP/SCS G1: <i>Align the plan investments and policies with improving regional economic development and competitiveness.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference
RTP/SCS G2: <i>Maximize mobility and accessibility for all people and goods in the region.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference
RTP/SCS G3: <i>Ensure travel safety and reliability for all people and goods in the region.</i>	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why DEIR page number reference
etc.	etc.

Aviation Demand Forecasts

It is noted that a certified EIR and extended Settlement Agreement may influence the regional aviation forecasts for the forthcoming 2016-2040 RTP/SCS.

The SCAG Aviation Technical Advisory Committee (ATAC) is a standing subcommittee comprised of a group of aviation professionals who meet monthly in an effort to provide SCAG with technical and professional expertise on regional aviation issues. The ATAC also serves as an information-sharing forum for airport representatives, aviation professionals, and interested parties. This group may be leveraged for input during the CEQA process, as deemed appropriate by the County of Orange. Information on the ATAC can be accessed at <http://www.scaq.ca.gov/aviation/index.htm>

MITIGATION

SCAG staff recommends that you review the SCAG 2012-2035 RTP/SCS Final Program EIR List of Mitigation Measures Appendix for additional guidance, as appropriate. The SCAG List of Mitigation Measures may be found here: http://scaq.ca.gov/iqr/pdf/SCAG_IGRMMRP_2012.pdf



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

October 22, 2013

Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626

Notice of Preparation of a CEQA Document for the John Wayne Airport Settlement Agreement Amendment

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: www.aqmd.gov/ceqa/hdbk.html. SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a

Lea Choum

-2-

October 22, 2013

localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at:

<http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment (“*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*”) can be found at:

http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board’s *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB’s Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD’s CEQA web pages at: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html
- CAPCOA’s *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD’s Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD’s Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD’s Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD’s webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at imacmillan@aqmd.gov or call me at (909) 396-3244.

Sincerely,



Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

ORC131001-07
Control Number

San Joaquin Hills
Transportation
Corridor Agency

Chairman:
Rush Hill
Newport Beach



Transportation Corridor Agencies™

Foothill/Eastern
Transportation
Corridor Agency

Chairwoman:
Lisa A. Bartlett
Dana Point

October 29, 2013

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626

Subject: Notice of Preparation (NOP) for the John Wayne Airport Settlement Agreement
Amendment Project

Dear Ms. Choum:

This Transportation Corridor Agencies (TCA) has reviewed the subject Notice of Preparation (NOP). We would like to provide the following comments for your consideration for inclusion in the forthcoming Environmental Impact Report (EIR):

1. The traffic analysis scenarios should extend to year 2030 or 2035 commensurate with MAP limitation dates or the curfew dates shown on Table 1 of the NOP.
2. The traffic analysis years should include 2020, 2025, and 2035 horizon intervals.
3. Please provide a map showing the traffic study area.

Again, thank you for the opportunity to review and comment on the NOP. We look forward to reviewing the Draft EIR when it becomes available. Should you have any questions regarding this letter, please do not hesitate to contact me at (949) 754-3475 or via email at vmcfall@thetollroads.com.

Sincerely,

Valarie McFall
Director, Environmental Services

cc: David Lowe, TCA
Mike Kraman, TCA

Neil Peterson, Chief Executive Officer

125 Pacifica, Suite 100, Irvine, CA 92618-3304 • (949) 754-3400 Fax (949) 754-3467

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Mission Viejo • Newport Beach • Orange • Rancho Santa Margarita • Santa Ana • San Clemente • San Juan Capistrano • Tustin • Yorba Linda

Local Agencies



Community Development

cityofirvine.org

City of Irvine, One Civic Center Plaza, P.O. Box 19575, Irvine, California 92623-9575

(949) 724-6000

October 31, 2013

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626

**Subject: Notice of Preparation and Initial Study – John Wayne Airport (JWA)
Settlement Agreement Amendment**

Dear Ms. Choum:

The City of Irvine staff has reviewed the notice of preparation and initial study pertaining to the above referenced project and has the following comments:

1. Ensure that the traffic study prepared for this project includes the Irvine Business Complex (IBC) Vision Plan Traffic Study (March 2010), study area to determine impacts of the proposed project to the City of Irvine as a substantial number of airport customers originate from businesses and residences in Irvine.
2. Please use the IBC Vision Plan Performance Criteria is used to analyze the impacts of the proposed project within the City of Irvine study area. A copy of this criteria is available on City's website by accessing the following link:
<http://www.cityofirvine.org/civica/filebank/blobdload.asp?BlobID=14728>
3. It is recommended that the airport's traffic consultant work directly with City of Irvine Traffic Modeling staff to incorporate the City of Irvine's existing, interim and buildout land uses and circulation system to accurately project the impacts of the proposed expansion on the City. To coordinate efforts, please contact Peter Anderson, Senior Transportation Analyst at 949-724-7370.

REVISED AND RECORDED PAGE

Ms. Lea Choum
October 31, 2013
Page 2

Thank you for the opportunity to review and comment on the proposed document. We would appreciate the opportunity to review any further information regarding this project as the planning process proceeds. If you have any questions, please contact me at 949-724-6314 or at dlaw@cityofirvine.org.

Sincerely,



David R. Law, AICP
Senior Planner

cc: Barry Curtis, Manager of Planning Services
Bill Jacobs, Principal Planner
Farideh Lyons, Senior Transportation Analyst
Peter Anderson, Senior Transportation Analyst



October 31, 2013

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626
NOP@ocair.com

Re: John Wayne Airport Settlement Agreement Amendment – Public Comment in response to October 1, 2013 Notice of Preparation of Environmental Impact Report (“EIR”)

Dear Ms. Choum:

I am writing to reiterate the comments that I provided during the October 17, 2013 scoping meeting. The City of Laguna Beach is receiving an increasing number of complaints regarding airplane noise and pollution resulting from airplane operations over the Laguna Beach community. Last November, the Laguna Beach City Council appointed two of its members to serve as a Subcommittee on Airplane Noise and Related Issues: Councilmembers Toni Iseman and Steve Dicterow. The subcommittee has been working with City staff to respond to the residents' concerns and to gather information from JWA and FAA officials. Congressman Rohrabacher has devoted staff and aviation consultant time to better understand the City of Laguna Beach's concerns.

I respectfully request that the EIR measure the environmental impact of proposed airport operations on the Laguna Beach community especially in regard to noise and pollution. More specifically, I request that the EIR measure the impacts using baseline data which takes into account the shifts in flight departure paths which have occurred since RNAV procedures were first implemented in 2009. In particular, the CNEL baseline levels used in the EIR must be calculated in such a way that they reflect the shifts in noise impact which have occurred over the past four years.

Please contact me at 949-497-0797 should you have any questions regarding these comments.

Sincerely,

A handwritten signature in black ink that reads "Christa Johnson".

Christa Johnson
Assistant City Manager

cc: City Manager John Pietig

505 FOREST AVE. • LAGUNA BEACH, CA 92651 • TEL (949) 497-3311 • FAX (949) 497-0771





CITY OF NEWPORT BEACH

COMMUNITY DEVELOPMENT

October 29, 2013

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626

RE: Notice of Preparation for John Wayne Airport Settlement Agreement Amendment
Environmental Impact Report

Dear Ms. Choum,

Thank you for the opportunity to comment on the Notice of Preparation ("NOP") for the John Wayne Airport Settlement Agreement Amendment Project ("Project") environmental impact report ("EIR"). Although the *Memorandum of Understanding Regarding Preparation of an Environmental Impact Report* provides that the County will consult with, and consider input from, the City on issues related to the preparation of the EIR, the County will have the ultimate and final responsibility for the preparation of the document. Therefore, as a responsible agency, the City believes it is appropriate to provide the following comments on the NOP pursuant to CEQA and the CEQA Guidelines. (See Cal. Code Regs., tit. 14, § 15082, subd. (b) ("CEQA Guidelines").) In this context, please accept the following comments:

Air Quality

The Environmental Analysis Checklist states that the EIR will include an air quality study to evaluate potential emissions from both aviation activities and ground transportation. The City's would like it clarified that the air quality study will also include any increase in stationary source emissions.

Goal NR 9 of the City's General Plan Natural Resources Element calls for the reduced air pollution emissions from aircraft and ground operations at John Wayne Airport (JWA). To assist in realizing this goal, the General Plan contains the following policies:

NR 9.1 Efficient Airport Operations - Work with John Wayne Airport to minimize air pollution generated by stationary and nonstationary sources.

NR 9.2 Aircraft and Equipment Emission Reduction - Work with John Wayne Airport to encourage development and use of reduced emission ground service equipment and transit vehicles.

Mitigation measures for any significant air quality impacts need to address both mobile and stationary sources, and should include the use of reduced-emission or alternatively fueled (e.g., CNG/LNG) equipment and vehicles.

100 Civic Center Drive · Post Office Box 1768 · Newport Beach, California 92658-8915
Telephone: (949) 644-3200 · Fax: (949) 644-3229 · www.newportbeachca.gov

Biological Resources

The NOP states that previous studies on the effects of aircraft noise on birds were conducted and disclosed no unusual response in behavior, and that the EIR will update this information, and conduct a literature search and a walkover survey to document sensitive species and vegetation that could potentially be indirectly impacted by the Project. The City would appreciate that similar updates and literature searches be conducted to ensure that particulates from aircraft exhaust will have no impact on biological resources, particularly those of the Upper Newport Bay.

Hazards and Hazardous Materials

As is the case with Biological Resources, the City would appreciate updates and literature searches to those particulates from aircraft exhaust will have no significant impact on public health.

Land Use and Planning

In 2006, the City adopted a new General Plan. The Land Use Element of the General Plan provides for the development of residential uses in the Airport Area outside of the JWA 65 dBA CNEL noise contour. Residential uses in the Airport Area later would be developed as clusters of residential villages centering on neighborhood parks and interconnected by pedestrian walkways. These would contain a mix of housing types and buildings that integrate housing with ground-level convenience retail uses, and would be developed at a sufficient scale to achieve a “complete” neighborhood. Any evaluation of the potential effects of the Project on the land uses and planning policies pertaining to land use must be considered in light of the General Plan’s overall policy vision for the Airport Area.

Noise

Many residents of the city are impacted by noise generated by commercial and general aviation aircraft arriving and departing at JWA. The highest noise levels are experienced just south of JWA, in the Airport Area, Santa Ana Heights Area, Westcliff, Dover Shores, Eastbluff, and the Bluffs. However, aircraft noise can be heard throughout the city, including Balboa Island, the Balboa Peninsula, and Corona del Mar. The City has received comments suggesting that perceived changes in approach as well as actual changes in departure paths due in part to the FAA’s NextGen process have resulted in noise impacts in their neighborhoods. The City understands that current and historical aircraft operations will be used to evaluate future potential noise exposure levels. The City therefore looks forward to a detailed discussion in the EIR of the potentially significant new noise impacts, if any, that will result from the proposed

Project, and whether any of the potentially feasible alternatives would avoid or substantially lessen those impacts.

Transportation and Traffic

Through an earlier communication, the City has already requested that the traffic analysis include the following additional intersections:

Below is the list of additional intersection the City would like included in the EIR:

- Campus Drive @ Von Karman Avenue
- MacArthur Boulevard @ Von Karman Avenue
- Bristol Street South @ Bayview Place
- Jamboree Road @ Birch Street
- Jamboree Road @ Bayview Way
- Jamboree Road @ University Drive/Eastbluff Drive
- Jamboree Road @ Bison Avenue
- Jamboree Road @ Eastbluff Drive/Ford Road
- MacArthur Boulevard @ Bison Avenue
- MacArthur Boulevard @ Ford Road/Bonita Canyon Drive

Thank you for the opportunity to comment on the scope of the EIR and for your consideration of our comments. We look forward to reviewing the Draft EIR and working with you on the final document.

Sincerely,



Kimberly Brandt, AICP
Director

Organizations



P.O. BOX 826, BALBOA, CALIFORNIA 92661

RECEIVED
JOHN WAYNE AIRPORT
2013 OCT 31 P 3:27

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626

October 30, 2013

Reference: Notice of Preparation of an Environmental Impact Report and Notice of Scoping Meeting, dated October 1, 2013

Dear Ms. Choum:

Balboa Peninsula Point Association (BPPA) represents the interests of over 900 households on Balboa Peninsula Point from A Street to Channel Road (Wedge area). We live under the John Wayne Airport flight path and are seriously affected by the noise and air pollution associated with aircraft flights along this flight path. Because of this, we strongly urge that Balboa Peninsula Point, by name, be included in the scoping area for the EIR Noise and Air Quality studies.

Noise Issues:

1. Noticeable increases in sound level occur when departing aircraft begin to power-up while still over land.
2. Different aircraft have different levels of engine noise suppression and we want to be included in the scoping area and participate in noise level reduction issues.

Air Quality Issues:

1. Long term exposure to John Wayne Airport aircraft engine pollutants results in a clearly visible sticky/oily residue on external building surface.
2. Pigments in this dark residue represent particulate pollution which could have significant long term negative impacts on residents under the flight path.
3. Other engine exhaust non-particulate pollutants might also have negative impacts on residents under the flight path.

We are particularly concerned that the Notice of Preparation of the EIR does not fully recognize these Balboa Peninsula Point issues. Specifically:

Page 2- Project Setting:

There is no recognition of the coastal areas in this section of the NOP. In fact, Exhibits 2 and 3 (identified as the "Airport and surrounding areas") emphasize the area near the airport. The Project Setting should encompass the all affected areas including Balboa Peninsula Point.

Page 12- Air Quality:

All 4 areas of study shown as "Potential Significant Impact" should include Balboa Peninsula Point.

Page 16- Noise:

Items b. and d. are shown as "No Impact" and we strongly disagree. The long term impact of increased noise levels could be significant (item b.) and aircraft noise levels are clearly above "levels existing without the project" (item d.). Simply ask the residents who experience them every day. Both of these should be considered "Potential Significant Impact" for Balboa Peninsula Point residents.

We respectfully request that you give proper consideration to the concerns of our constituents and include Balboa Peninsula Point in the scoping area of the John Wayne Airport Settlement Agreement Amendment EIR.

Sincerely,



Kay Mortenson
BPPA Board of Directors
Airport Liaison



Kenneth S. Drellishak
BPPA Board of Directors

From: "McGregor, Daniel L" <daniel.l.mcgregor@boeing.com>
To: nop <nop@ocair.com>
Date: 10/30/2013 11:06 AM
Subject: Comment to the John Wayne Airport EIR

Dear EIR Team,



My comment to the EIR is: Will the EIR take into consideration studying facility requirements (RWY length, width, strength) for new, low-noise, clean and efficient aircraft, such as the 737-900ERW, 787, and future 737MAX?

Thank you.

With best regards,

Daniel L. McGregor
Technology Leader
Airport and Community Noise Engineering

The Boeing Company
PO Box 3707 MC OR-JF
Seattle, WA 98124-2207
425-237-1381

 **John Wayne Airport**
Notice of Preparation Comments 

Name Fabíicio de Sá Phone —
Group/Organization/Jurisdiction La Sierra University
Address Riverwalk Pkwy Email fabrius_darkner@lsu.edu
Comments: How will wildlife be affected from an increased MAP?

Comments received during the Scoping Meeting or mail to the John Wayne Airport at the [redacted] are due by October 31, 2013.

From: "Choum, Lea" <LChoum@ocair.com>
To: "Ochoa, Elizabeth" <EOchoa@ocair.com>
Date: 10/30/2013 3:20 PM
Subject: FW: Comment for EIR consideration

Here's another comment sent directly to me.

Thanks,
Lea

From: Joseph Finnell [mailto:joefin@socal.rr.com]
Sent: Wednesday, October 30, 2013 3:10 PM
To: Choum, Lea
Subject: Comment for EIR consideration

A major concern not only for the environment, but the safety of surrounding personnel and property is:

When aircraft fuel tanker trucks come to deliver to John Wayne fuel storage facilities, they line up as early as 7:00 PM on Paularino Avenue awaiting admission to the airport latter in the night. Ten or more tankers will fill Paularino past Airway Avenue in a single line for several hours. This concentrated string of flammable liquids is a disaster waiting to happen. There is only a single security station on the west gate for a contract officer to monitor any activity around these tankers. In my view, this poses a significant threat that our enemies could easily take advantage of.

Fuel delivery could be made safer during any hour of the day or night if fuel storage connections were installed and accessible along the street closest to the on-field storage facilities. An alternate solution would be to provide a dedicated fuel line from the supplier directly to John Wayne like other major airports have.

Worthy of consideration.

Joe Finnell, President
SoCal Pilots Association
714-839-7377 (H)
714-293-3601 (C)

Individuals

Sheryl Kristal - Additional information pertinent to JWA

From: nanalston <nanalston@gmail.com>
To: nop <nop@ocair.com>
Date: 10/31/2013 4:50 PM
Subject: Additional information pertinent to JWA

Ms. Choum,

In a previous email, I sent you a sampling of the research done by reputable universities or government organizations done in both the United States and Europe. As an consultant in the field, I am sure you know I could have sent many more. I chose a representative sample of the pollution, both noise and air, to try and illustrate the detrimental effects a busy airport on fewer than 500 acres of land can have on all the surrounding communities.

Two items I want to add.

A study done locally several years ago found over 400 schools, daycare centers, colleges, and universities located within 5 miles of John Wayne Airport. I can find that documentation.

Second, I made a chart a year ago comparing the airports in the US which had comparable passenger numbers (about 9 million), but on much different size land mass.

AIRPORT	ACRES
JOHN WAYNE AIRPORT	under 500
Raleigh	4,949
Cleveland	1,900
Pittsburg	8,800 + 2200 for development
Nashville	4,460
Houston Hobby	10,000
San Jose, CA	1,050
Indianapolis	7700
Kansas City	10,220
Milwaukee	2180

Sincerely,
Nancy Alston

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Sheryl Kristal - Prevent More Airport Traffic, Noise and Pollution!

From: Scott Alston <salston@surterreproperties.com>
To: nop <nop@ocair.com>
Date: 10/26/2013 12:44 PM
Subject: Prevent More Airport Traffic, Noise and Pollution!

Dear Ms. Lea Choum,

- Why was the takeoff pattern moved closer to the Community of Eastbluff, will it be moved back to its original location?
- I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
- Will the future land use and planning be affected by an increase in MAP and the added car traffic?

Best Regards,

Scott Alston



SCOTT ALSTON Associate to Jacqueline Thompson
Jacqueline Thompson Group "Over 320 Million Sold in Past Six Years"
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Sheryl Kristal - John Wayne International Airport

From: Scott Alston <salston@surterreproperties.com>
To: nop <nop@ocair.com>
Date: 10/27/2013 9:19 PM
Subject: John Wayne International Airport

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

1. I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
2. At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
3. What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?
4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?
9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem

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- of the Back Bay?
10. How will wildlife be affected from an increased MAP?
 11. How will sea life in the Back Bay be affected by an increase MAP?
 12. What chemicals are released into the air upon fueling, takeoff and landing?
 13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
 14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?
 15. Are the airport radar systems associated with long-term adverse effects on the human body?
 16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
 17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
 18. Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?
 19. What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?
 20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
 21. Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
 22. Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
 23. Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?
 24. Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?
 25. Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?
 26. Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?
 27. What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
 28. Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?
 29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound,

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possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?

30. How will the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?
31. Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

Thank you.



Best Regards,

Scott Alston





SCOTT ALSTON Associate to Jacqueline Thompson
Jacqueline Thompson Group "Over 320 Million Sold in Past Six Years"
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 **John Wayne Airport**
Notice of Preparation Comments 

Name Alberto Aviles Phone (949) 677-2026
Group/Organization/Jurisdiction _____
Address Costa Mesa Email albertoaviles30@hotmail.com
Comments: Can the airlines increase in aviation increase the risk of human deaths surrounding areas.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



 **John Wayne Airport**
Notice of Preparation Comments 

Name Martin Bonavides Phone 714 230 5907
Group/Organization/Jurisdiction _____
Address 4421 FL CAMINO Real Email _____
Comments: What are the long term adverse effects of aviation - caused air pollution

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Appendix A
Notice of Preparation and Comment Letters Received



 **John Wayne Airport**
Notice of Preparation Comments 

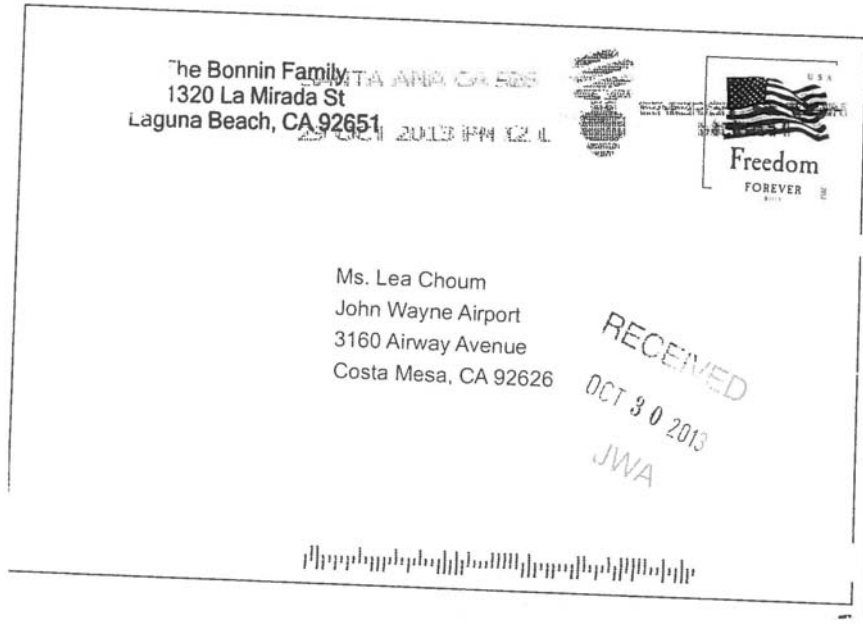
Name Alex Bonnin Phone 949-497-3474



Group/Organization/Jurisdiction _____

Address 1320 La Mirada St Laguna Beach CA 92651 Email axbonnin@jmayla.com

Comments: Planes fly overhead my house constantly, they are very loud and distracting. It would be nice if they took another route.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013



 **John Wayne Airport**
Notice of Preparation Comments 

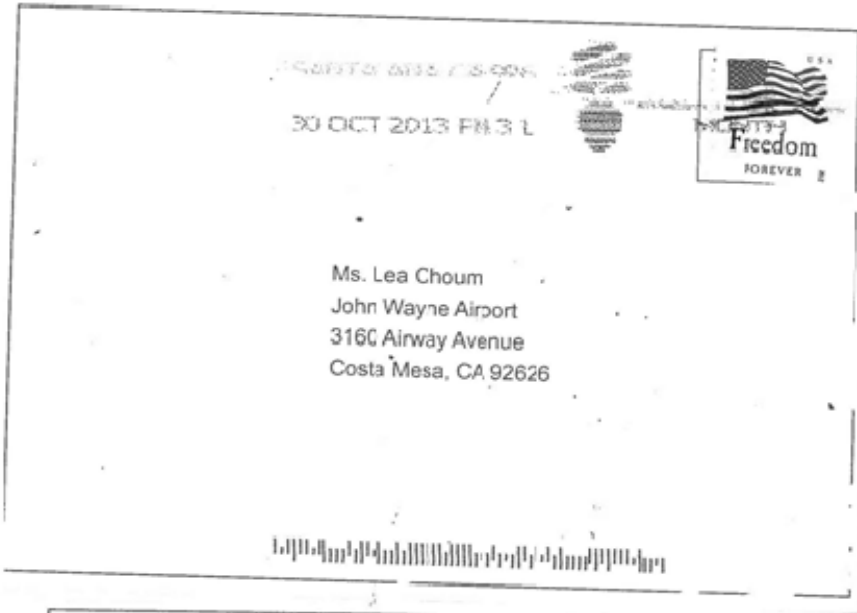
Name John Bonnin Phone 497-3474



Group/Organization/Jurisdiction _____

Address 1320 La Mirada St Email jbonnin@verizon.net

Comments:
The increased plane traffic and low flying aircraft over my home in Laguna Beach has had a devastating effect on my family.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



 **John Wayne Airport
Notice of Preparation Comments** 

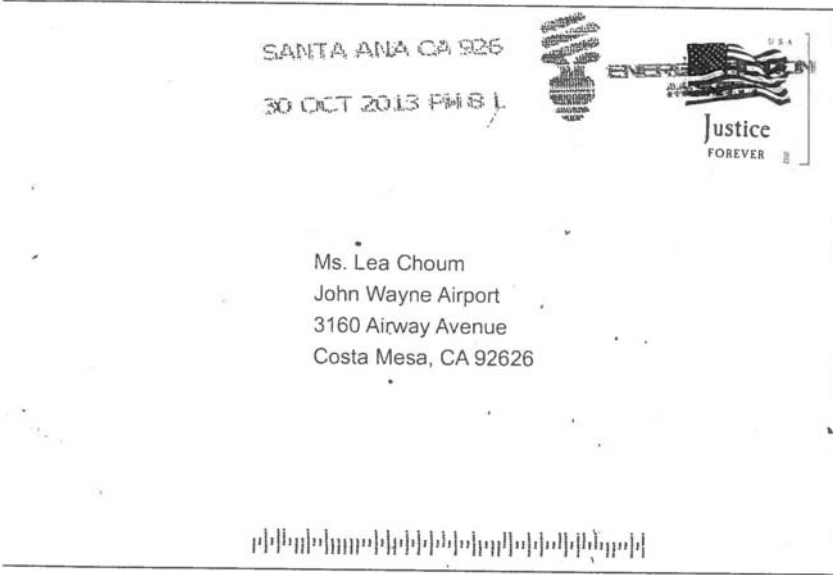
Name Winter Bonnin Phone 497-3474



Group/Organization/Jurisdiction _____

Address 1320 La Misada Email Winter.bonnin@parkes.ca.gov
5F Laguna Beach

Comments: THE commercial and private planes
fly incessantly over our home
They are LOUD and disruptive.
No more, what has changed!

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



 **John Wayne Airport
Notice of Preparation Comments** 



Name Zack Popin Phone (949)-497-3474

Group/Organization/Jurisdiction _____

Address 1320 La Mirada Email Zpopin@comcast.net
Laguna Beach



Comments: I am a resident of Laguna
Beach near John Wayne Airport. The plants that fly over my
house are a nuisance and I would like it to stop.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 **John Wayne Airport**
Notice of Preparation Comments 



Name Logan Brannon Phone (714) 514 5559
Group/Organization/Jurisdiction _____
Address Newport Beach Email Logan.Brannon@gmail
Comments: Is it possible that glioblastoma, a type of com
brain cancer can be caused by an increase in
aviation traffic at JWA

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 **John Wayne Airport**
Notice of Preparation Comments 

Name Taryn Brannon Phone 714-793-7198
Group/Organization/Jurisdiction _____
Address Dubhouse Ave, N.B. Email taryn.brannon@gmail.com
Comments: How are the airport radar systems associated
w/ long term adverse effects on human body?

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 **John Wayne Airport**
Notice of Preparation Comments 

Name Thomas L Bannan Phone (714) 504-10704

Group/Organization/Jurisdiction _____

Address Seal Beach Email T.L.Bannan@aol.com

Comments: Is there any way to hold steady or decrease the amount of air & noise pollution as the MAP goes up?

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

DAVID M. BROWNE
3334 EAST COAST HIGHWAY #251
CORONA DEL MAR, CA 92625

OCTOBER 31, 2013

Ms. Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626
NOP@ocair.com

Via Hand Delivery and Email

Re: John Wayne Airport Settlement Agreement Amendment – Public Comment in response to October 1, 2013 Notice of Preparation of Environmental Impact Report (“EIR”)

Dear Ms. Choum:


To reiterate the comment I provided during the October 17 scoping meeting, I respectfully request that the EIR measure the environmental impact of the shifts in flight departure paths which have occurred since RNAV procedures were first implemented at JWA in 2009. These procedures – unilaterally implemented by the FAA without input from most of the affected communities – have expanded the number of Orange County neighborhoods and residents who are impacted by airport operations.

Any effort to honestly appraise the environmental impact of airport operations must also forthrightly address the impact of these fundamental changes. In particular, the CNEL levels used in the EIR must be calculated in such a way that they illustrate and explain the shifts in noise impact which have occurred over the past four years. Failing to do so will cause the EIR to provide a disingenuous assessment of the noise levels which now affect the daily lives of coastal residents from southeastern Newport Beach to northern Laguna Beach and all points in between – neighborhoods which suffered little to no airport impact prior to the introduction of RNAV procedures.



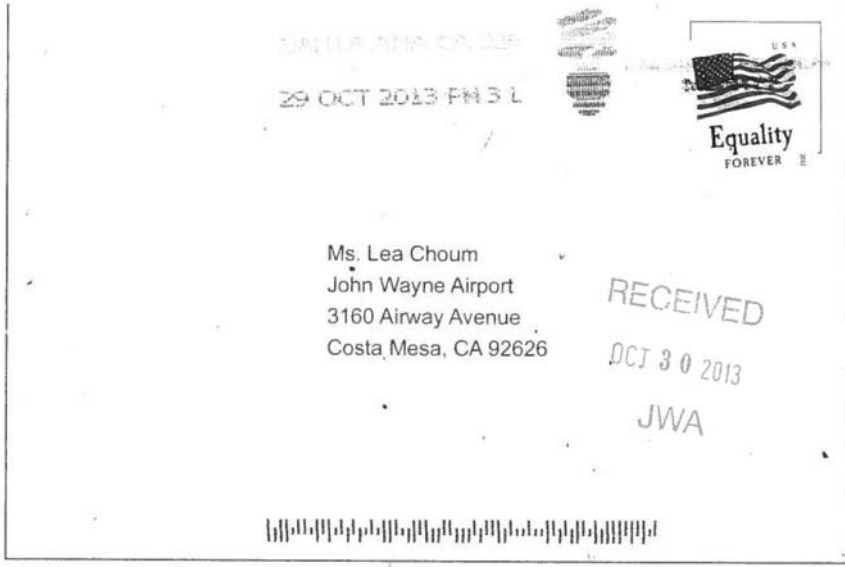
Moreover, the environmental impact of flight path changes is not limited to noise. Analogous comments are applicable to air pollution and impact to marine life, both of which have likely also been altered by implementation of shoreline-hugging departure patterns which now bring airplanes closer to shore at lower altitudes for longer periods of time than they were previously.

I appreciate your attention to these concerns. Please contact me at 949-500-6841, dbrowne7@yahoo.com or at the address above should you have any questions regarding these comments.

Sincerely,


David M. Browne

Cc: Cameo Community Association Board of Directors
Dave Kiff, City of Newport Beach
Christa Johnson, City of Laguna Beach



**John Wayne Airport
Notice of Preparation Comments**

Name Bruce Phone _____

Group/Organization/Jurisdiction _____

Address 1200 La Mirada St. Email _____



Comments: Laguna Beach

Why so many more planes and so low and loud??

Way too noisy!!

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



 **John Wayne Airport**
Notice of Preparation Comments 



Name BERNHARDT BEUS Phone (949) 673-6170

Group/Organization/Jurisdiction _____

Address 1640 Irvine Ave. N. B. Email _____

Comments: In the last 6 months + early morning flights (SOUTH WEST) have been flying DIRECTLY over SANTIAGO and DIRECTLY over homes in this area.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 John Wayne Airport
Notice of Preparation Comments 

Name Burr Buman Phone _____

Group/Organization/Jurisdiction _____

Address 515 Irvine Ave N.B. Email Burr Buman@Gmail.com

Comments: Increased flights at LAX caused thousands of homes to be condemned.

More flights - more noise - more pollution What a great idea!

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



Ms. Lea Choum,

As a homeowner on the east side of Costa Mesa, I strongly oppose any increase in the number of flights from John Wayne Airport. According to studies performed “Professor Stephen Stansfeld at Queen Mary University of London wrote ...evidence that aircraft noise exposure is not just a cause of annoyance, sleep disturbance and reduces quality of life but may also increase morbidity and mortality from cardiovascular disease. Planners need to consider when expanding airports in heavily populated areas.”

I would think the two important questions that need addressing when considering increased flights are as follows:

What are the contaminants that will increase from both the projected increased air and automobile traffic resulting from proposed changes?

How much more noise will be generated by the increase air traffic in our residential areas?

Health should be a concern for all of us especially those who will be affected the most!

Sincerely,
Diana Burlingham
Costa Mesa Resident

Sheryl Kristal - Airport traffic

From: Diane Byers <dianebyers@me.com>
To: nop <nop@ocair.com>
Date: 10/29/2013 7:49 AM
Subject: Airport traffic

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority.”

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

1. I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
2. At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
3. What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?
4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?
9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?

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10. How will wildlife be affected from an increased MAP?
11. How will sea life in the Back Bay be affected by an increase MAP?
12. What chemicals are released into the air upon fueling, takeoff and landing?
13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?
15. Are the airport radar systems associated with long-term adverse effects on the human body?
16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
18. Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?
19. What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?
20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
21. Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
22. Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
23. Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?
24. Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?
25. Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?
26. Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?
27. What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
28. Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?
29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?
30. How wills the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?

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31. Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

Thank you for giving your attention to my concerns.

Diane Byers

Sent from my iPad

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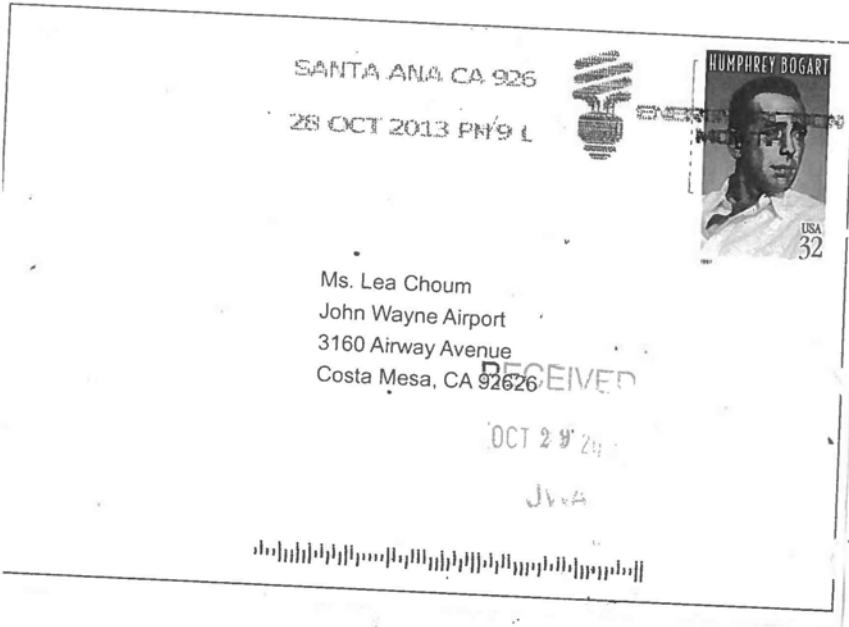
John Wayne Airport
Notice of Preparation Comments





Name Andre' Camargo Phone 951 315 8865
Group/Organization/Jurisdiction _____
Address _____ Email Andre_LtCamargo@hotmail.com

Comments:
How will sea life in the back bay be affected by an increase in Map

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2011.



 **John Wayne Airport**
Notice of Preparation Comments 

Name John Carlyle Phone (714) 225-7807

Group/Organization/Jurisdiction Resident

Address 505 Park Avenue Balboa Island CA 92662

Comments: Please let us know for your EIR coming up

- 1) How much does the air pollution increase with each MAP increase
- 2) Can flights be added and not add more environmental pollution?
- 3) What chemicals do the planes drop on the coastal area?
- 4) Are the fuel chemicals associated with causing cancer?

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal - More flights at John Wayne Airport

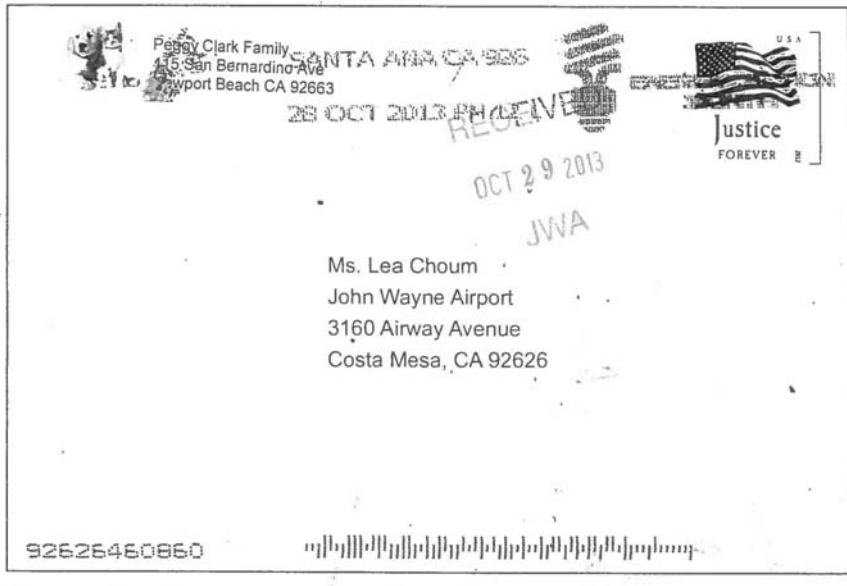
From: Valerie Carson <valcarson@yahoo.com>
To: nop <nop@ocair.com>
Date: 10/25/2013 9:21 PM
Subject: More flights at John Wayne Airport
CC: Val Carson <valcarson@yahoo.com>



- Dear Ms. Lea Choum-
 -
 - Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
 - Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
 - John Wayne not only objected to the Airport, but died of Lung Cancer. Will deaths from Cancer increase in this expanded "Cancer Corridor" as a result of the increase in pollution. Many of my friends who live under the flight path have died of Cancer.
 - The airport flights should be cut back due to the health problems its already caused.
-

- *Thank you for addressing these problems,*
Val Carson 949.683.6324
paintings & commissions
www.valcarson.com
-

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 **John Wayne Airport
Notice of Preparation Comments** 

Name Peggy Clark Phone 949-548-1289

Group/Organization/Jurisdiction _____

Address 415 San Bernardino, N.E.B.

Comments: Black greasy soot lands on
our white picket fence and railings
daily. I feel sure it is coming from
the jets flying overhead. This polluted
air must be very bad for our lungs.
We don't need more jet traffic for sure!

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



John Wayne Airport Notice of Preparation Comments



Name Tammi Cleet Phone 949 230-1340



Group/Organization/Jurisdiction _____

Address 224 Kings Pl, 70 92663 Email TCleet224@aol.com

Comments: Living here since 1982 (over 30 years) I have noticed the increase in soot on my house + increase in noise levels + different flight paths the pilots take... It should never be increased by any means! It is already bad! Please find a new location.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



 **John Wayne Airport**
Notice of Preparation Comments 

Name Ellen Conzelman Phone 714 838 3528

Group/Organization/Jurisdiction _____

Address 1801 Bryce Pl. N. Tustin Email _____
92705

Comments:
Please no more Jet Traffic. Noise and soot
has significantly impacted my quality of
life and property value negatively!

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013

Sheryl Kristal - Concerns

From: Carol Cuoco <ccuoco@sbcglobal.net>
To: nop <nop@ocair.com>
Date: 10/28/2013 6:06 PM
Subject: Concerns

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

1. I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
2. At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
3. What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?
4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?
9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?
10. How will wildlife be affected from an increased MAP?

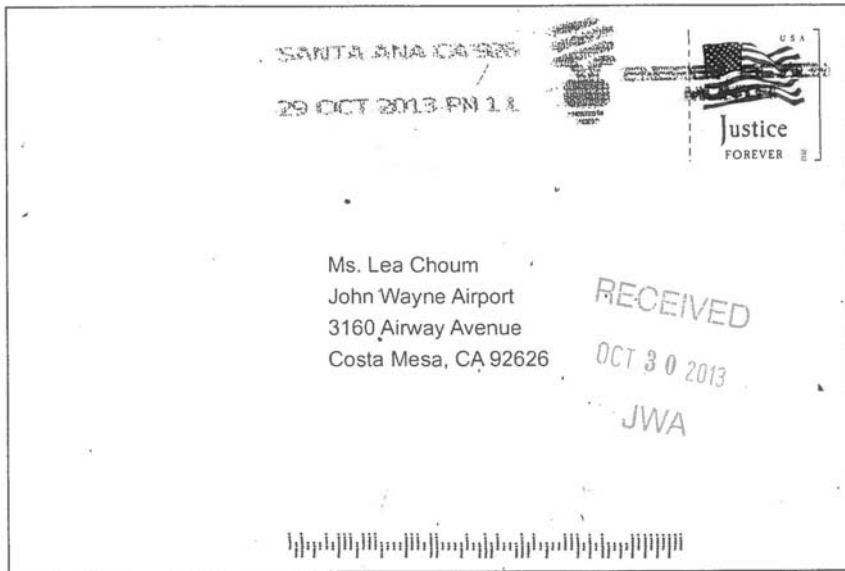
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11. How will sea life in the Back Bay be affected by an increase MAP?
12. What chemicals are released into the air upon fueling, takeoff and landing?
13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?
15. Are the airport radar systems associated with long-term adverse effects on the human body?
16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
18. Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?
19. What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?
20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
21. Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
22. Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
23. Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?
24. Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?
25. Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?
26. Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?
27. What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
28. Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?
29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?
30. How wills the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?
31. Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

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Carol Cuoco
501 Catalina Drive
Newport Beach, CA 92663

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 **John Wayne Airport
Notice of Preparation Comments** 

Name Dle Curry Phone (949) 6735933


Group/Organization/Jurisdiction _____


Address 325 Via Lido Nord NB Email dlecurry@gmail.com

Comments: NO EXPANSION !!!

It is already too noisy & the residue from the planes is makes our patio a mess.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 John Wayne Airport
Notice of Preparation Comments



Name Kimberly Davenport Phone 9494668813
Group/Organization/Jurisdiction Personal Residence/Homeowner
Address 1317 Ashford Lane Email davenportkimmy@gmail.com
Comments: See Reverse

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

What are the stress and cardiovascular implications for children in an increase of flights?

What are the contaminants which will increase from both the projected increase of air and automobile traffic resulting from proposed changes?

What affect does the increased air pollution have on plants and vegetation

how will an increase in flights affect our water supply and air pollution levels?

How much more noise will be generated by the increased air traffic in our residential community?


What are the adverse effects because of leaded fuel fumes?

black sediment on your cars and properties?

What studies have been conducted to ensure that the environmental condition of the Back bay is not in any way impacted either in air, water, or land quality.

What respiratory diseases have been associated with the increase in pollution.

Does the pollution increase the severity of diseases such as emphysema and asthma?

 John Wayne Airport
Notice of Preparation Comments

Name: Seth Dwyer Phone: 714 420-2839

Group/Organization/Jurisdiction: Personal Residence / Homeowner

Address: 1317 ASHFORD LANE Email: SDwyer@pt@verio.com

Comments: See Reverse

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

What will be the additional cancer risk that can be attributed to increased air traffic?

What will be the additional blood pressure and heart disease risk that can be attributed to increased air traffic?

What will be the additional depression risk that can be attributed to increased air traffic?

What will be the additional lung disease risk that can be attributed to increased air traffic?

What will be the additional asthma risks that can be attributed to increased air traffic?

What negative psychological effect does the noise have on humans and pets?

What negative effects are there on humans ability to sleep and rest by increasing air traffic?

How can the airport ensure that no diesel, carbon monoxide, or chemicals are emitted into the environment through exhaust or spills?

I read that reading comprehension in children who live in airport flight paths is lower....even when taking into consideration socio-economic factors. What research can you show that disproves this?

Sheryl Kristal - Increased Pollution at John Wayne

From: Doreen Fuhr <dspeecher@aol.com>
To: nop <nop@ocair.com>
Date: 10/30/2013 11:54 AM
Subject: Increased Pollution at John Wayne
CC: "dspeecher@aol.com" <dspeecher@aol.com>

Dear Ms. Lea Choum, Environmental Impact Committee re. John Wayne Airport Expansion,

I live in the flight path at 235 East 23rd Street in Costa Mesa. I am concerned about the potential increase of chemical and noise pollution in our Orange County environment as a result of expansion of our John Wayne Airport.

Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compounds ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?

How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay, the water, flora, and fauna, the birds in our preserve, and the humans biking, riding, jogging in the flight path right under airplanes taking off and landing?

Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

I am a member of the Newport Mesa YMCA and swim in the open air pool at the north east of the Back Bay. What is the current risk factor for fuel or airplane liquid by-products, air plane parts, or the plane itself crashing, and falling on me in the pool or at the Y, or jogging in the Back Bay? How will the risk factor increase as a result of expansion and increased use of our John Wayne Airport?

Right now I observe a lot of dirt falling out of the air visible on my white patio furniture as a gray grit, and increasing the dust inside my house. Is this dirt caustic or harmful to me and my family? How much of this dirt is from airplane waste and how will this increase with expansion of the airport?

Thank you for preserving our world,
God bless us one and all,

Doreen Davis Fuhr

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John Wayne Airport
Notice of Preparation Comments



Name Joel DeLaCruz Phone (949) 475-4200

Group/Organization/Jurisdiction _____

Address 2361 Campus Dr Email JDColtonco@gmail.com

Comments: What are the long term adverse effects of aviation - caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal

From: Cindy Dupuie <alivingbalance@cox.net>
To: nop <nop@ocair.com>
Date: 10/30/2013 11:30 AM

Ms. Lea Choum,

I have concerns about the Airport Expansion and am hoping that you will be able to answer the questions that I have below.
Thank you in advance.

- What chemicals are released into the air upon fueling, take-off and landing?
-
- Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
-
- Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

--

Cindy Dupuie, CN
A Living Balance
www.alivingbalance.net
(949) 370-9843
17752 Skypark Circle Ste 260
Irvine, CA 92614

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Julie Cho - John Wayne Airport Expansion

From: Pam Edson <pamedson@gmail.com>
To: nop <nop@ocair.com>
Date: 10/31/2013 12:32 PM
Subject: John Wayne Airport Expansion

Dear Ms. Lea Choum,
Environmental Impact Committee

John Wayne Airport Expansion,

I live at 113 29th Street, Newport Beach. I am concerned about the potential increase of chemical and noise pollution in our Orange County environment as a result of expansion of our John Wayne Airport.

I have a son at Newport Harbor High School. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compounds ever to be tested for carcinogenicity, going to increase in this area as the MAP increases?

Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

Thank you!

Pam Edson

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Sheryl Kristal - OC Airport expansion

From: Judy Elmore <elmorej@elmoretoyota.com>
To: nop <nop@ocair.com>
Date: 10/28/2013 9:51 AM
Subject: OC Airport expansion

As a home owner in the Newport Heights area any airport expansion is a concern. Please give a great deal of consideration to any additional noise and elevated pollution levels. Can the current airport and surrounding communities coexist, probably. Can the airport with increased traffic with added noise and pollution levels coexist, I don't think so.
Judy Elmore
Newport Heights homeowner

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Sheryl Kristal - Airport expansion

From: Constance Esposito <constance@dfgnewport.com>
To: nop <nop@ocair.com>
Date: 10/28/2013 10:05 AM
Subject: Airport expansion

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority.”

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

1. I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
2. At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
3. What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?
4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and

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- the added car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?
 9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?
 10. How will wildlife be affected from an increased MAP?
 11. How will sea life in the Back Bay be affected by an increase MAP?
 12. What chemicals are released into the air upon fueling, takeoff and landing?
 13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
 14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?
 15. Are the airport radar systems associated with long-term adverse effects on the human body?
 16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
 17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
 18. Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?
 19. What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?
 20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
 21. Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
 22. Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
 23. Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?
 24. Can the increase in aviation traffic increase the risk of human deaths in



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- surrounding areas?
25. Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?
 26. Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?
 27. What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
 28. Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?
 29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?
 30. How wills the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?
 31. Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

Thank you,
Constance Esposito
P.O. Box 10267
Costa Mesa, CA 92627



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Appendix A
Notice of Preparation and Comment Letters Received

 **John Wayne Airport**
Notice of Preparation Comments 

Name Craig Flanagan Phone (949) 572-9534
Group/Organization/Jurisdiction _____
Address Foothill Valley Email craig@artisticbuild.com
Comments: What chemicals will be put in the air?

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the

 **John Wayne Airport**
Notice of Preparation Comments 

Name WENDY FLOW Phone 714-936-0872
Group/Organization/Jurisdiction _____
Address 454 Catalina Dr. Email Proplanet@msn.com
Comments: Newport Beach CA 92663
1) How will waste water and water services be affect by increase MAP
2) What chemicals are released into air upon fueling, take off and landing?
3) How will Noise increase with MAP

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the

Sheryl Kristal - John Wayne Airport

From: "J. Daniel Fox" <jdfox@adelphia.net>
To: nop <nop@ocair.com>
Date: 10/25/2013 7:52 AM
Subject: John Wayne Airport
CC: "J. Daniel Fox" <jdfox@adelphia.net>

Why can't the take offs be to the north, as is practice during Santa Ana wind events?

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Sheryl Kristal - Airport Traffic, Noise and pollution concern

From: MEgT Yahoo <megtarc@yahoo.com>
To: nop <nop@ocair.com>
Date: 10/28/2013 10:02 AM
Subject: Airport Traffic, Noise and pollution concern

Ms. Choum (NOP@ocair.com)

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

1. I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
2. At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
3. What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?
4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added

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- car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?
 9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?
 10. How will wildlife be affected from an increased MAP?
 11. How will sea life in the Back Bay be affected by an increase MAP?
 12. What chemicals are released into the air upon fueling, takeoff and landing?
 13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
 14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?
 15. Are the airport radar systems associated with long-term adverse effects on the human body?
 16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
 17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
 18. Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?
 19. What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?
 20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
 21. Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
 22. Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
 23. Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?
 24. Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?
 25. Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?
 26. Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?
 27. What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
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29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?
30. How wills the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?
31. Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

Thank you
Marjaneh Goodarzy
445 Santa Ana avenue
Newport Beach , CA

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Sheryl Kristal - John Wayne Airport

From: Kate Gregory <kate@gregoryadvisorsinc.com>
To: nop <nop@ocair.com>
Date: 10/30/2013 10:16 AM
Subject: John Wayne Airport

I am concerned about expansion at John Wayne Airport and how it will affect our environs. Below are some of my concerns:

- I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
- At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
- What are the long term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development ?



I am hopeful that your committee will responsibly address these potential issues so that we are not harmed in Orange County!

Kate Gregory, CFP ®

Advisory Services offered through Gregory Advisors Incorporated, a registered investment advisor. Please remember to contact Gregory Advisors, Incorporated if there are any changes to your personal/financial situation or investment objectives for the purpose of reviewing/evaluating/revising our previous recommendations and/or services, or if you want to impose, add, or to modify any reasonable restrictions to our investment advisory services. A copy of our current written disclosure statement discussing our advisory services and fees continues to remain available for your review upon request. The information contained in this e-mail message is intended only for the personal and confidential use of the recipient(s) named above. If the reader of this message is not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this document in error and that any review, dissemination, distribution, or copying of this message is strictly prohibited. If you have received this communication in error, please notify us immediately by e-mail, and delete the original message.

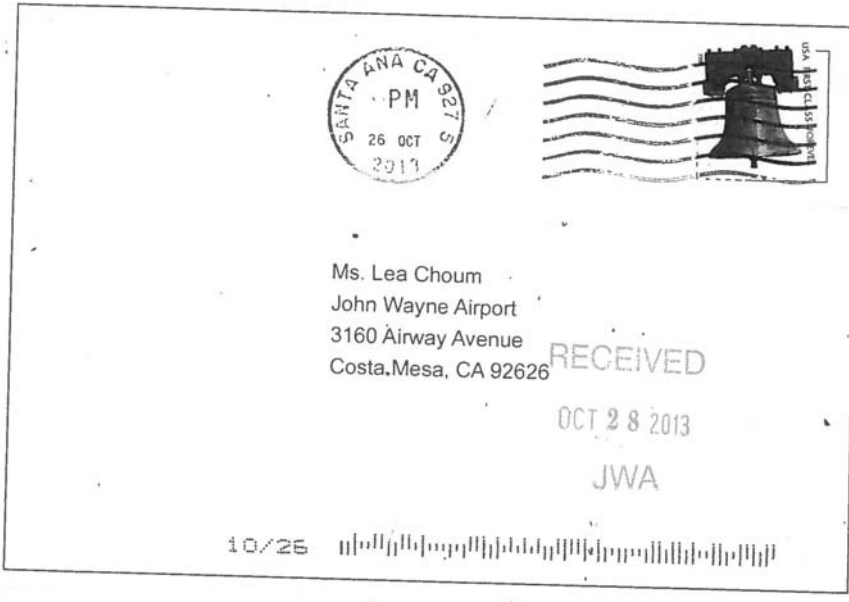
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Appendix A
Notice of Preparation and Comment Letters Received

 **John Wayne Airport**
Notice of Preparation Comments 

Name Matt GROSS Phone (949)910-2222
Group/Organization/Jurisdiction _____
Address Newport Beach Email gross.mattewd@gmail.com
Comments: How will sea life in the Back Bay Affected
by increase map?

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



 **John Wayne Airport
Notice of Preparation Comments** 

Name Jack Choum Phone (949) 646-1190



Group/Organization/Jurisdiction _____

Address 742 San Bernardino Email _____
Newport Beach, Ca 92663

Comments:
Concerned about pollution
and cancer
Multiple schools in area

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



 **John Wayne Airport**
Notice of Preparation Comments 

Name Karen Buncney Phone (949) 646-1190

Group/Organization/Jurisdiction _____

Address 442 San Bernardino Ave Email _____
Newport Beach, CA 92663

Comments:
Concerned about Pollution
and Cancer.
Multiple Schools in Area.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal

From: Kim Hapke <khapke50@gmail.com>
To: nop <nop@ocair.com>
Date: 10/28/2013 8:59 PM

To Whom it may concern,



I am writing to get information with regard to the increase of airplane traffic at Orange County airport. The flights already directly affect my neighborhood and I am concerned more flights will jeopardize property value as well as basic health issues.

I have 3 questions that I would like addressed at the deadline meeting:

-
- How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
-
- Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
-
- I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
-
-

Thank you for your concern for the welfare of our coastal families,
Kim Hapke

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 **John Wayne Airport**
Notice of Preparation Comments 

Name John Narity Phone 949 981 5500

Group/Organization/Jurisdiction Neuport resident

Address 2915 Cassia N. 1. CA 92660 Email JNARTY@JAITCO.COM

Comments: Can Jet pollution damage my children?
How much noise will be generated by increased flights?
Can Jet pollution cause cancer: what kinds? How can
we reduce this risk?

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal - EIR for John Wayne Airport flight increases

From: John Hogan <jshogan51@sbcglobal.net>
To: nop <nop@ocair.com>
Date: 10/30/2013 4:28 PM
Subject: EIR for John Wayne Airport flight increases

LAST CHANCE: To preserve our quality of life, just cut and paste (except for this header and the footer) the following text and send to Ms. Choum (NOP@ocair.com) by [October 31, 2013](#)

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. More and more friends and neighbors are dying from cancer in our area and I believe that additional pollution which would be created from more air traffic will correspondingly increase the cancer rates here.

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Sincerely,

Sue Hogan

455 San Bernardino Ave.

Newport Beach, CA 92663

Thank you for your attention to my points of concern below:

1. I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
2. At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
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4. How much lead from airplane fuel falls into the environment of airport

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- surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
 6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
 7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
 8. How will the water and wastewater services be affected by the increase in MAP?
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 11. How will sea life in the Back Bay be affected by an increase MAP?
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 20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
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 27. What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
 28. Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?
 29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for

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carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?

30. How wills the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?
31. Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

Sent from my iPhone

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Sheryl Kristal – Comments for upcoming EIR for John Wayne International Airport

From: John Hogan ishogan51@sbeglobal.net
Date: 10/29/2013 3:34 PM
Subject: Comments for upcoming EIR for John Wayne International Airport

Dear Ms. Choum,

We am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. We do not want any more air, noise, water or ground pollution. We also dread the possibility of more automobile traffic. Pollution is internationally known to cause cancer. This is a fact and as residents, we choose not to encourage any industry that will add more pollution to our coastal area. The cancer center at Hoag is growing as we lose more and more friends and family to cancer.

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increased air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Most sincerely,

Sue Hogan
455 San Bernardino Avenue
Newport Beach, CA 92663

Thank you for your attention to my points of concern below:

1. I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
2. At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
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4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?

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6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?
9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?
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30. How wills the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?

Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

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You probably are a friend or neighbor. Maybe you gave me your email because you were interested in improving our community. However, please feel free to unsubscribe and you will be immediately removed from this mailing list.!

Our mailing address is:

Portia Weiss
360 San Miguel Dr.
Suite 403
Newport Beach, CA 92660

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Sheryl Kristal – Airport OC

From: Helen Hogle <hhogle@pacbell.net>
To: nop <nop@ocair.com>
Date: 10/30/2013 1:14:47 PM
Subject: Airport OC

Hello

Please submit my question.

Who will enforce the approved flight route to stay over the Back Bay. As it is now the planes have changed their route to fly over the Newport Heights area. Will there be penalties for noise disruption and pollution over the neighborhood for those airlines that don't stay in compliance. Who will residence contact to complain and have the situation analyzed and addressed?

Thank you

Best regards

Helen

Sent from my iPhone

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Sheryl Kristal - Ms. Choum- John Wayne

From: "dholtz@slgmortgage.com" <dholtz@slgmortgage.com>
To: nop <nop@ocair.com>
Date: 10/29/2013 3:27 PM
Subject: Ms. Choum- John Wayne

Ms. Choum,

My name is Dan Holtz and I live at 2000 Tahuna Ter in Corona del Mar.

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR. Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?

At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?

What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?

How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?

Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?

Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?

Will the future land use and planning be affected by an increase in MAP and the added car traffic?

How will the water and wastewater services be affected by the increase in MAP?

How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?

How will wildlife be affected from an increased MAP?

How will sea life in the Back Bay be affected by an increase MAP?

What chemicals are released into the air upon fueling, takeoff and landing?

What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?

Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?

Are the airport radar systems associated with long-term adverse effects on the human body?

How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?

Who will pay for road repairs and road construction made necessary by the MAP increased traffic?

Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and

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corresponding number of car trips increase?

What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?

Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?

Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?

Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?

Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?

Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?

Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?

Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?

What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?

Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?



Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?

How will the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?

Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?



Dan Holtz
714-310-1220

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 **John Wayne Airport
Notice of Preparation Comments** 



Name Donna Johnson Phone 949 645-3748
Group/Organization/Jurisdiction Brentwood Estates
Address 237 Brentwood St Cm. Email sdtjohnson@sbcglobal.net
Comments: Please don't allow OC airport to grow any larger. The noise and the pollution is killing all of us. Everything is covered with jet fuel and the noise is sometimes unbearable especially with the new zig zag flight pattern.
Please Stop! I've lived here 55yrs - - -

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 **John Wayne Airport
Notice of Preparation Comments** 

Name STEVE ~~XXXXXXXXXX~~ JOHNSON Phone 949-645-3748
Group/Organization/Jurisdiction Brentwood Estates
Address 237 Brentwood St Costa Mesa ⁹²⁶²⁷ Email sdtjohnson@sbcglobal.net
Comments: We definitely are very much against any increase in flights out of John Wayne Airport. We already have too much noise, filthy dirty pollution from jet exhaust during Takeoff etc. Planes wake us up in the morning; they disrupt our phone conversations & get-togethers with friends & neighbors during the day & evening.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 **John Wayne Airport**
Notice of Preparation Comments 



Name Taylor Johnson Phone (949) 701-6409

Group/Organization/Jurisdiction Brentwood Estates

Address 237 Brentwood St. Email tayjohn@mail.sfsu.edu

Comments: As I write this short letter, around 7 airplanes will fly over my home. I am very
worried against any expansion or increase in flights at John Wayne Airport. As a music/audio recorder, it
is almost impossible to record anything with a high quality condenser microphone without picking up airplane
noise. Outdoor home concerts are a sham, due to noise pollution. In the last song of my Friends' album
I helped record, we edited in airplanes flying overhead. This let listeners know what we have listened to
in the sky for more than 20 years of our lives.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 **John Wayne Airport**
Notice of Preparation Comments 

Name H F Karwan Phone 714 775 0331

Group/Organization/Jurisdiction _____

Address 10141 Shiloh FVCA Email HK@Penthermtd.com

Comments: More jets are not the answers
Aeroscraft airships can handle more
passengers and cargo with little impact in
noise levels. jets are inherently loud.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Julie Cho - No Project Alternatives

From: Gale Kirk <galekirk1@gmail.com>
To: nop <nop@ocair.com>
Date: 10/31/2013 8:17 PM
Subject: No Project Alternatives

Ms. Lea Choum
JWA Project Manager

Recent studies have shown that those living near airports experience more heart problems and have higher blood pressure than populations who do not live in close proximity to an airport.

Already in the last couple of years I have noticed increased noise from takeoffs that are very disturbing. Even with the windows in my house closed the noise wakes me up in the morning, prevents me from hearing my television and makes it impossible to talk on the telephone.

The no project alternative is the only one that should be considered.

Sincerely,

Gale D. Kirk
20242 Bayview Ave.
Newport Beach, CA 92660

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John Wayne Airport Notice of Preparation Comments

Name Marc; Carol Knaps Phone 9493387549

Group/Organization/Jurisdiction Homeowner

Address 1127 Berkshire Lane, NB CA Email CKnaps@Sbcglobal.net

Comments: what is the additional cancer risk in increased traffic? our house sits right under the path during Santa Ana winds. is there how much more noise will be generated? what other health risks may occur with increased traffic?

Please don't!



John Wayne Airport Notice of Preparation Comments



Name Jason Korengold Phone _____

Group/Organization/Jurisdiction Individual - Resident in Newport Beach

Address _____ Email _____

Comments: my major concern is how much more noise will be generated by the increased air traffic in my residential community.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Appendix A
Notice of Preparation and Comment Letters Received

801 Via Lido Soud
Newport Beach, CA 92663
October 23, 2013

Ms Lea Choum
John Wayne Airport
3160 Airway Avenue
Costa Mesa, CA 92626

Dear Ms Choum:

We are 14 year Lido Isle residents who are concerned about Environmental Impact Report No. 617 for the John Wayne Airport Proposed Settlement Agreement Amendment.

We are troubled by the increasing amount of flights that go over our home because of noise and airplane fuel residue. We would like to grow potted herbs and vegetables on our deck but do not feel they would be safe to eat because of the residue we see on our patio furniture. We are also concerned about air quality, as recent scientific studies have concluded that air pollution is a carcinogen.

We do not want Lido Isle to become a flight path for JWA. We would rather drive to LAX to catch a plane.

Sincerely,



David and Patricia Lamb

Sheryl Kristal - John Wayne Airport

From: Natalie Lascelles <natalietwoscompany@mac.com>
To: nop <nop@ocair.com>
Date: 10/29/2013 8:37 AM
Subject: John Wayne Airport

Dear Ms Lea Choum,

I am a member of the Palisades Tennis Club which resides directly underneath the flight path. I am very concerned about the jet fuel splatters on our courts and how it may be impacting our health. Also, we often stop play due to the loud noise from passing jets. Can you please address these issues and try to discover how the traffic is affecting anyone who is playing sports or enjoying the outdoors underneath the flight path.

Best Regards,

Natalie

Natalie Lascelles



Managing Director

Two's Company | Tozai Home

Phone | 949-351-6553

Fax | 949-646-6313

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 **John Wayne Airport**
Notice of Preparation Comments 



Name Samantha Leclaire Phone _____

Group/Organization/Jurisdiction _____

Address _____ Email leclaire719@gmail.com

Comments: I am concerned about the disruption of peace and quiet in my community with an increase in MHP increase noise levels in my community

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 **John Wayne Airport**
Notice of Preparation Comments 

Name Josh Lemos Phone 949-689-7497

Group/Organization/Jurisdiction _____

Address 1836 GALAXY DR. Email ZGLEMOS@YAHOO.COM

Comments: I AM INCREASINGLY CONCERNED ABOUT THE EXCESS LEVELS OF TOXIC, CANCER CAUSING, LIFE THREATENING POLLUTANTS DUE TO GREATER AIR TRAFFIC. WHAT DO STUDIES SHOW AS THE CORRELATION WITH INCREASE TRAFFIC AND HEALTH RISKS? WHAT ABOUT RISKS ASSOCIATED WITH OLDER/AGING PLANES?

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



Andrea J. Lingle
2024 Diana Ln.
Newport Beach, CA 92660-4434

SANTA ANA CA 926
21 OCT 2013 PMS L



ENERGY CENTER

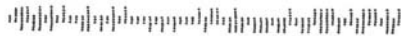


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OCT 22 2013

JWA

Ms. Lea Choum
John Wayne Airport
3160 Airway Avenue
Costa Mesa, CA 92626



John Wayne Airport
Notice of Preparation Comments

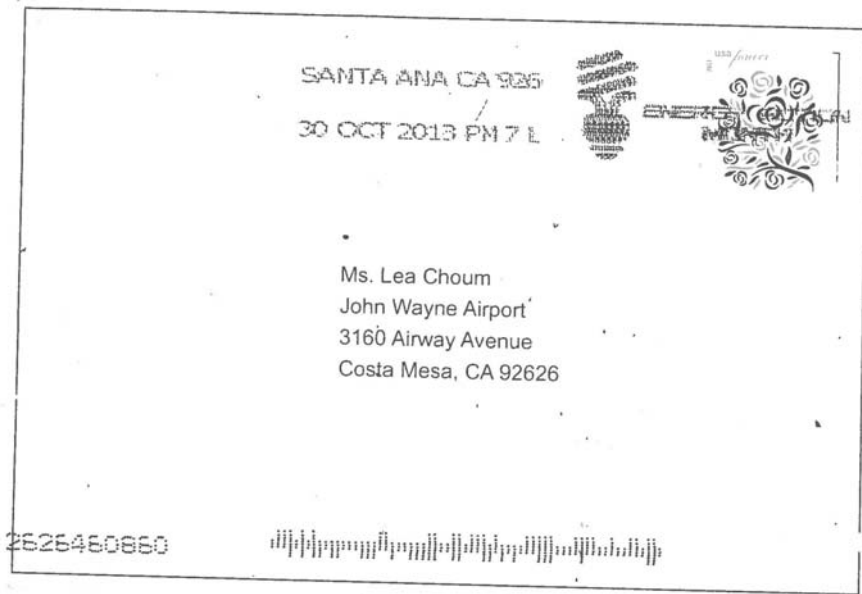




Name ANDREA LINGLE Phone 949-548-7646
Group/Organization/Jurisdiction ORANGE COUNTY
Address 2024 DIANA LANE, NEWPORT BEACH, 92660 Email andy@lingle@sbcglobal.net

Comments:
① Please outline the health and environmental risks in LAYMAN'S TERMS.
② LIST THE CONTAMINANTS which will increase from the increase in air and auto traffic from the proposed changes.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Appendix A
Notice of Preparation and Comment Letters Received



 **John Wayne Airport**
Notice of Preparation Comments 

Name Alison & Kimo McCormick Phone 949.673.2064
Group/Organization/Jurisdiction Lido Isle / Newport Beach
Address 808 Lido Blvd, Suite 92003 Email alison.mccormick@telesproperties.com
Comments: No increase in number of flights or
lifting of curfew times. Planes fly over
our home.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



John Wayne Airport Notice of Preparation Comments



Name Luke McDaniel Phone 714-330-2197

Group/Organization/Jurisdiction Neighbor / Resident in Costa Mesa

Address 2461 Morse Avenue Email Luke.McDaniel@AM-JLL.com



Comments: I am deeply concerned about more air pollution. I have 3 young children and live in the Newport / Costa Mesa area, but I don't want them to breathe any more toxic air pollution. I already notice residue on my outside furniture from the air planes. Don't ruin our neighborhood.

NO MORE EXPANSION & TRAFFIC AT JWA.
Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

L. McDaniel

Appendix A
Notice of Preparation and Comment Letters Received



 John Wayne Airport
Notice of Preparation Comments 

Name Vilma McDaniel Phone 949-212-6610

Group/Organization/Jurisdiction _____

Address 2461 Norse Costa Mesa Email vr0628@yahoo.com

Comments: No expansion on flights
We have enough pollution as is.
And noise. so no more
additional flights.
Sincerely, McDaniel

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal - From Balboa Island Resident

From: Deanna McIntire <deamac@roadrunner.com>
To: nop <nop@ocair.com>
Date: 10/29/2013 8:04:27 PM
Subject: From Balboa Island Resident

Dear Ms. Choum,
As a Balboa Island resident, I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority." I understand that any points which I include in my letter here will be addressed by this upcoming EIR. Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community. Thank you for your attention to my points of concern below: I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community? At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level? What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development? How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife? Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions? Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases? Will the future land use and planning be affected by an increase in MAP and the added car traffic? How will the water and wastewater services be affected by the increase in MAP? How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay? How will wildlife be affected from an increased MAP? How will sea life in the Back Bay be affected by an increase MAP? What chemicals are released into the air upon fueling, takeoff and landing? What will the adverse affects of increasing flights have upon the automobile

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traffic in the airport and surrounding areas?
Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?
Are the airport radar systems associated with long-term adverse effects on the human body?
How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?
What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?
Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?
Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?
Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?
Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?
What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
Are any of the chemicals which will increase in our air and water with the

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increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?
Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?
How wills the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?
Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?



Deanna McIntire - Balboa Island Resident

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 **John Wayne Airport
Notice of Preparation Comments** 

Name MICHAEL MILLER Phone 949 645-4426
Group/Organization/Jurisdiction BRENTWOOD ESTATES
Address 260 BRENTWOOD ST. Email MICHAELMILLER1@LIVE.COM
Comments: CONCERNS WITH NOISE AND POLLUTION
IN RESIDENTIAL AREAS.
AIRPORT FLIGHTS SHOULD BE RESTRICTED
TO CURRENT TIME FRAMES.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 **John Wayne Airport
Notice of Preparation Comments** 

Name Peter Miyao Phone 949-689 1482
Group/Organization/Jurisdiction Brentwood estates
Address 2489 fairway DR Email biktom77@hotmail.com
Comments: I am concerned About the Safety of our
Neighborhood Due to an INcrease of AIR TRAFIC.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



John Wayne Airport
Notice of Preparation Comments



Name Tamara Miyao Phone 949-515-3687
Group/Organization/Jurisdiction Brentwood Estates
Address 2489 Fairway Drive Email miyuotam@yahoo.com
Comments: The noise pollution is already very high in our area. The levels are already extremely high and very disruptive. They have lowered our quality of life. Please don't turn our wonderful neighborhood into an IAC neighborhood.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal – John Wayne Airport

From: Diane Mondini dmondini@usa.net
To: nop <nop@ocair.com>
Date: 10/29/2013 7:51:29 AM
Subject: John Wayne Airport

Dear Ms. Choum,

As a resident of Balboa Island, I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?

At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?

What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?

How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?

Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?

Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?

Will the future land use and planning be affected by an increase in MAP and the added car traffic?

How will the water and wastewater services be affected by the increase in MAP?

How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?

How will wildlife be affected from an increased MAP?

How will sea life in the Back Bay be affected by an increase MAP?

What chemicals are released into the air upon fueling, takeoff and landing?

What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?

Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?

Are the airport radar systems associated with long-term adverse effects on the human body?

How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?

Who will pay for road repairs and road construction made necessary by the MAP increased traffic?

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Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?

What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?

Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?

Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?

Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?

Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?

Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?

Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?

Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?

What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?

Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?

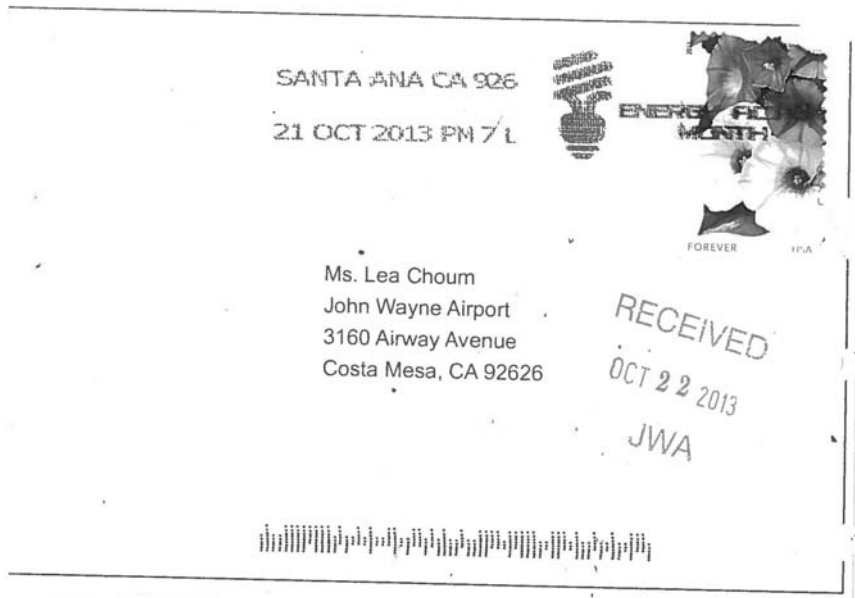
Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?



How will the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?

Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

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Appendix A
Notice of Preparation and Comment Letters Received



 **John Wayne Airport**
Notice of Preparation Comments 

Name Diane Monroe ^{Cell} Phone 760-271-6774

Group/Organization/Jurisdiction N.B. Citizen

Address 411 San Bernardino, N.B. Email _____

Comments:
PLEASE DO NOT EXPAND JW AIRPORT
TRAFFIC - NO TO increased flights!
Noise, pollution, TRAFFIC ARE UNWELCOMED

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013

30 OCT 2013 PM 3 1



Ms. Lea Choum.
John Wayne Airport
3160 Airway Avenue
Costa Mesa, CA 92626

926264F0860



John Wayne Airport Notice of Preparation Comments



Name Gail Mooers Phone 9-3750819

Group/Organization/Jurisdiction _____

Address 428 Santa Ana Ave. NB 92663 Email gailmooers@hotmail.com

Comments: What will be the additional cancer risk that can be attributed to increased air traffic?

Please outline the health and environmental risks of increased flight noise in layman's terms.

Could humans, plants and animals be detrimentally affected by the increased pollution?

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

2210 Private Road
Newport Beach, CA. 92660
October 31, 2013

Lea Choum
JWA Project Manager
3160 Airway Avenue
Costa Mesa, CA 92626

Dear Ms. Choum,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) regarding the Environmental Impact Report (EIR) for the John Wayne Airport (JWA) Settlement Agreement Amendment (SAA). My comments are as follows:

1. The NOP does not make clear who, other than yourself, prepared the attachments, or what competence they had to answer the many questions posed on the checklist. As a result, the public does not know how credible, or biased, the narrative provided is. The only date provided in the attachments (“Revised 8/2/2011” on page 20) would seem to pre-date definition of the project described elsewhere.
2. The description of the project setting and context, which bears directly on the matter of what is to be analyzed in the EIR, raises a number of questions:
 - a. The “Project Location” text on page 2 implies that 104 of JWA’s 504 acres are not presently used for aviation activities. From the aerial photo in Exhibit 3, this would seem to involve more than the Newport Beach Golf Course area. Are the 104 acres permanently restricted from aviation activities? Or could any or all of them be converted to aviation uses under the project terms?
 - b. Footnote 1 at the bottom of page 7 says that Class E flights were included in the million annual passengers (MAP) counts “prior to December 31, 2005,” and by implication that they will *not* be counted towards the levels cited in the present project. Is this correct?
 - c. The NOP says at least two dozen times that “no physical improvements” are proposed. Is it realistic that Alternative C in Table 1 (page 8), which involves doubling or tripling the current level of activity, could be achieved without physical changes to the airport? And even though the SAA may not itself mandate changes, wouldn’t future physical improvements be a predictable consequence of raising the flight and passenger limits?
 - d. At least to me, an airport is very different from a project in which the EIR addresses primarily the impacts within clearly defined parcels, and the direct effects diminish rapidly with distance from the ground area proposed for development. In the case of an airport many other parcels are under the flight paths and directly affected by the development. Hence the project area is much larger than the footprint of land area owned by the airport. Will the EIR include in the project area the parcels directly overflown by the flights permitted under the SAA?
3. I think the No Project alternative in Table 1 (page 8) should not be dismissed as not meeting the project objectives, as is often done in EIRs, but rather treated as a viable

alternative, well within the Board of Supervisors (BOS) power to grant. It should also, despite whatever the asterisked footnote at the bottom of page 8 is meant to imply, contemplate the BOS choosing to extend the current limits indefinitely, *without* change. This alternative would permit a modest amount of growth at JWA while accommodating any remaining need through diversion to other regional airports and other modes of transportation. The EIR needs to accurately assess the impacts of this alternative compared to the other alternatives being considered.

4. I think that those preparing the EIR should also be aware that even under the No Project alternative, JWA *already* has an unusually high intensity of commercial use for a regional airport, which may make questionable conclusions derived from impacts in other seemingly similar situations. The intensity of use is exacerbated by the recent tendency for commercial air traffic to gravitate from other regional airports to JWA and LAX – a trend likely to be encouraged by most of the alternatives mentioned in the NOP. Data provided in Newport Beach’s most recent Monthly Aviation Report suggest that even without the SAA, commercial passenger traffic at JWA will, by 2015, exceed that at the three other Los Angeles area regional airports (Bob Hope, Long Beach and Ontario) *combined* – and this level of activity is concentrated on the smallest land area of any. The following chart compiled using older FAA annual passenger enplanement data (roughly half of MAP) from 2012, and comparing JWA to other California airports offering commercial flights, illustrates this problem:

Airport	Size (acres)	Enplanements (2012)	Passengers/acre
San Diego Intl	661	8,686,621	13,142
JWA	504	4,381,172	8,693
LAX	3,650	31,326,268	8,583
San Francisco	5,110	21,284,236	4,165
San Jose	1,050	4,077,654	3,883
Bob Hope	610	2,027,203	3,323
Oakland	2,600	4,926,683	1,895
Long Beach	1,166	1,554,846	1,333
Ontario	1,700	2,142,393	1,260
Palm Springs	940	867,720	923
Sacramento	6,000	4,357,899	726
Palmdale	5,800	0	0

Even in 2012, JWA already supported the second highest intensity of commercial air passenger traffic per acre of airport land in California, essentially tied with LAX, and exceeded only by Lindbergh Field in San Diego. Presumably a similar disparity in intensity of use would be found in terms of commercial takeoffs and landings. Intuitively one expects that at some point a very high intensity of use (and Alternative C proposes doubling or tripling it) will lead to qualitatively different impacts, both at the site and on surrounding areas (due, among other things, to lack of buffering). The environmental logic that applies to other regional airports may not apply to JWA. In view of the above, I think the EIR should address the question of whether the alternatives presented in the NOP encourage a further concentration of activity, as opposed to a dispersal of it over the LA area, and the impact that will have.

5. As the public knows, most of the SAA process has been confidential, including, one assumes, keeping it secret from the District Court, and with even the content of the confidentiality agreements being kept confidential. The “Anticipated Project Approvals” section on page 9 twice says (the repetition appears to be an editing error) that implementation of a project hinges on approval of the SAA by the District Court. I would guess this applies to the “Proposed Project” scenario of Table 1. The NOP completely fails to explain what approvals would be necessary for any of the alternatives, or the circumstances in which they could be granted or implemented.

6. Pages 9 and 10 refer to an “Initial Study” which is not clearly identified but is presumably the “Environmental Analysis Checklist” starting on page 11 and the narrative and references following through page 30; but again, who prepared this, or what competencies they have, is left unexplained. The dismissal of at least some of the areas of concern listed on page 10 (for example, Agriculture, Cultural Resources, Soils and Mineral Resources) as having no potential for significant effects is presumably based on a more detailed analysis in earlier environmental studies of JWA. Without clear reference to the study in which the negative conclusion was reached, it is hardly obvious to the public that such resources or concerns could not exist or be impacted by development at JWA; yet in most cases, no such reference is provided. In other areas (for example, Aesthetics, Population and Housing, Recreation and Utilities and Service Systems) it is not at all obvious to me they can be dismissed as easily as the Initial Study does, particularly in the event the massive increase of use of Alternative C was approved – and page 21 says the EIR will explore the impacts of all the alternatives in equal detail.

7. Some comments on specific sections:

- a. **Aesthetics** : Again, the assumption that Alternative C would not involve, or predictably lead to physical changes seems questionable. For example, would new parking structures be required? Also, is it really true the airport is not directly visible from any residence (such as in West Santa Ana Heights or from the high rise residential developments in Irvine, or from the new Uptown Newport)?
- b. **Biological Resources** : Although the NOP does not suggest dismissing this concern out of hand, it does not provide confidence that it will be adequately addressed in the EIR. It refers to EIR 582, which in turn cites many references claiming airports have little or no impact to flora or fauna. I am not sure this is all good science, and it is not clear that equal time was given to those reaching a different conclusion, particularly in view of the commonsense 1993 comment by USFWS that, as with humans, “given

the acoustic dependence of the species of concern in the Bay, it is unlikely that the effects of the aircraft noise are either neutral or therapeutic” (2001 DEIR, page 3.6-11). Any failure to find species impacted by aircraft could be an indication they have already been driven out, rather than that they are not impacted. The earlier EIR already identified a couple of species *not* found in the Upper Bay despite the presence of suitable habitat, suggesting they *are* impacted. A comparison of the diversity of species found in the Upper Bay with that in an area less impacted by airplane overflights, such as perhaps Bolsa Chica, might further delineate the extent of JWA’s impact. The dismissal of impacts to wetlands seems similarly casual, considering the many tons of unburned jet fuel and other combustion products that rain down on the wetlands from the overflights.

- c. **Hazards and Hazardous Materials** : As mentioned earlier, although the project area shown in Exhibit 3 has a limited physical extent, the actual project area, including parcels flown directly over by the planes permitted under the SAA, is much larger. Hence the number of schools exposed to hazardous materials precipitating from the jet exhaust, which they would not be exposed to in the absence of the project, is much larger than the single school mentioned on page 27. The EIR needs to evaluate this impact, much as if the BOS was being asked to consider a proposal for increased crop dusting.
- d. **Noise** : I’m not sure Item b (groundborne vibration or groundborne noise) can be dismissed as easily as the NOP does. The NOP notes the SAA does not call for grading or construction equipment, but doesn’t a fully loaded jetliner rumbling down a runway produce similar vibration to such equipment?
- e. **Population and Housing** : I suspect the growth inducing impact of airport expansion is being improperly minimized, but beyond that, the focus in the second paragraph on the impact on housing *within* the 504 acres of JWA seems naïve and misleading. I don’t think this item can be dismissed so easily. Growth of JWA has already forced residents out of Santa Ana Heights, and continued growth under the SAA can be expected to result in further population displacements. The disappearance of the once well to do Surfridge neighborhood of Playa del Rey (between LAX and the sea) is a cautionary tale for the housing shifts that airport growth can and does cause. The table provided earlier indicates that JWA is already equivalent to a piece of LAX transported to Orange County, and under the proposed SAA its use will become only more intense and impactful on residents.
- f. **Recreation** : The wording of the Environmental Checklist questions seems to have allowed a major concern to slip through the cracks. Although the SAA will not require the construction of new recreational facilities, it will clearly have an impact on the usability of existing facilities, in particular the quiet enjoyment of the Upper Bay as a recreational resource. The present use of JWA already detracts from that enjoyment, and under the SAA the loss will be even greater. Wherever it may fall in the Checklist, the EIR needs to address this.
- g. **Transportation/Traffic** : Under Item c, although the NOP says *“The EIR will evaluate potential safety impacts of the incremental increase in air traffic levels,”* the preceding sentence seems to prejudge a conclusion of *“it would not be expected to pose a substantial safety risk associated with an increase in traffic levels.”* As

someone who lives near the flight path, I find it inconceivable that an increased number of flights would not lead to an increased risk of mishap. Quite to the contrary, my intuition is that a doubling in the number of flights would more than double the risk of an accident.

- h. **Utilities and Service Systems** : The statement under Items f and g seems more of a promise that compliance with solid waste requirements will somehow be achieved than an analysis of whether such compliance will be easily achieved or require mitigating measures. For example, without an estimate of the amount of waste generated I don't know how the author was able to conclude there are landfills adequate to handle it.
- i. **Mandatory Findings of Significance** : Under Item a, the conclusion that the project would have "Less Than Significant Impact" because "The Project would have no physical impacts" is unsupported by anything in the NOP. Noise, pollution and traffic are physical impacts that most certainly have a potential to "degrade the quality of the environment," and without further analysis or study it is impossible to conclude that the project would not "threaten to eliminate a plant or animal community, [or] reduce the number or restrict the range of a rare or endangered plant or animal." For example, the draft version of EIR 582 suggested the current level of activity has already restricted the range of endangered species (e.g., Least Bell's vireo), and the most of the alternatives presented in the NOP would likely exacerbate the problem.

8. The references listed on page 30 include *Final Environmental Impact Report No. 582* from June 2002, but unlike the other Orange County documents, no URL is provided at which it can be viewed. I think that for the public to be able to intelligently assess the new EIR, it will be essential that EIR 582 and other environmental documents related to JWA be made available for easy on-line inspection. I would also hope that when it becomes available for review, hard copies of the new EIR and its appendices be made available at a variety of locations in impacted communities within the larger project area.

9. Finally, I found the explanation on the NOP cover page that comments would be accepted "through the close of business, October 31, 2013," unnecessarily vague. If a specific hour was meant, it should have been specified. I have no idea when "business" closes at JWA on that date.

Yours sincerely,



James M. Mosher, Ph.D.

jimmosher@yahoo.com

(949) 548-629

Sheryl Kristal - Airport Increased Traffic

From: Peggy Mozey <peggymozey@sbcglobal.net>
To: nop <nop@ocair.com>
Date: 10/30/2013 11:39 AM
Subject: Airport Increased Traffic

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

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4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?
9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?
10. How will wildlife be affected from an increased MAP?
11. How will sea life in the Back Bay be affected by an increase MAP?
12. What chemicals are released into the air upon fueling, takeoff and landing?
13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?



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15. Are the airport radar systems associated with long-term adverse effects on the human body?
16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
18. Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?
19. What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?
20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
21. Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
22. Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
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29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?
30. How will the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?
31. Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

Sincerely,
Peggy Mozley
521 Cliff Drive
Newport Beach, CA 92663

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Comments are due by October 31, 2013.

 **John Wayne Airport**
Notice of Preparation Comments 

Name Steve Mullins Phone 714-225-5973

Group/Organization/Jurisdiction _____

Address 324 Hoboka Email SMULLINS@HOU.EDU

Comments: Against the increased traffic and pollution.
What are the long term adverse effects
Will environmental hazards increase
What chemicals are released into the air

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal - upcoming increase in aviation traffic at John Wayne

From: patty nesbit <pattynesbit@yahoo.com>
To: nop <nop@ocair.com>
Date: 10/29/2013 10:27 AM
Subject: upcoming increase in aviation traffic at John Wayne

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

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3. What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?
4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?

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9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?
10. How will wildlife be affected from an increased MAP?
11. How will sea life in the Back Bay be affected by an increase MAP?
12. What chemicals are released into the air upon fueling, takeoff and landing?
13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?
15. Are the airport radar systems associated with long-term adverse effects on the human body?
16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
18. Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?
19. What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?
20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
21. Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
22. Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
23. Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?
24. Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?
25. Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?
26. Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?
27. What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
28. Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?

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29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?
30. How wills the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?

Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

Patty Nesbit
510 Aliso Ave, Newport Beach, CA

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John Wayne Airport
Notice of Preparation Comments



Name Sharon Niederhans Phone 949 887 0393

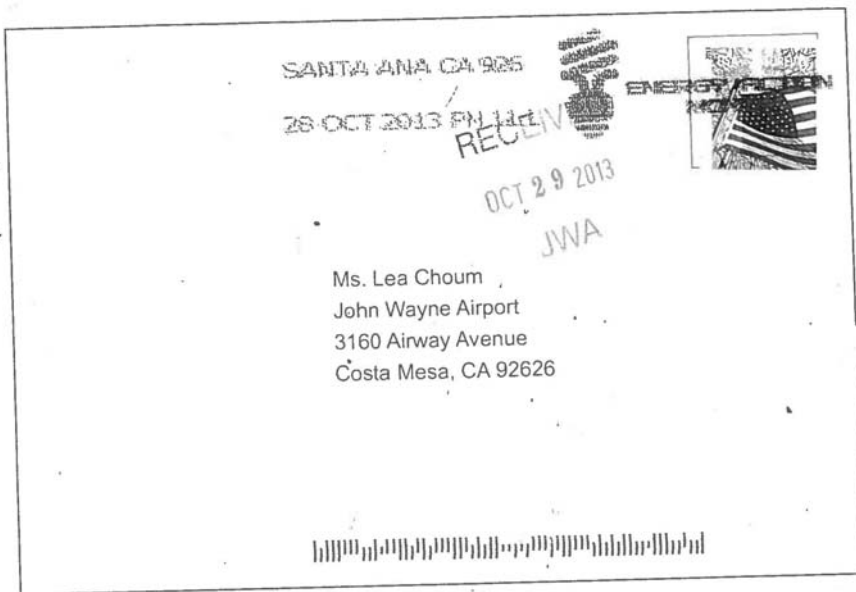
Group/Organization/Jurisdiction _____



Address 522 El Modena Ave Email Sniederhans

Comments: Newport Beach Ca
How will increased flights affect our water?

- How much additional noise? - What about increased air pollution? - What are the risk factors of ↑ flight noise?
- What about the ↑ contaminants from air and subsequent auto traffic? - What about ↑ cancer risk? ~~_____~~

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



 **John Wayne Airport**
Notice of Preparation Comments 

Name Patricia D. O'Donnell Phone 949-673-1395

Group/Organization/Jurisdiction Lido Isle

Address 404 Via Lido Road Email trishodona@me.com

Comments:
Flight patterns should not change. Citizens bought their homes in location around airport problem. They paid the price for their location and others did not. Leave as is.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal - Increased Air Traffic at JWA

From: Kathryn Olsen <katesolsen@yahoo.com>
To: nop <nop@ocair.com>
Date: 10/30/2013 11:25 PM
Subject: Increased Air Traffic at JWA

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

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6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?

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7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
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John Wayne Airport Notice of Preparation Comments



Name Frooz R Eskooi Phone 949-642-9324

Group/Organization/Jurisdiction Dover Shores - NPB

Address 1445 Santiago Dr, NPB, CA 92660 Email freskooi@att.net

Comments: The increase in flights from JWA Airport and Center Crossing exhaust from planes are up. Noise and degradation of environment must be a cause for concern. This is not the place for commercial airport, there are schools, homes, people in a danger of becoming life long victims!

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal

From: Jeff Parker <JParker@VillaRealEstate.com>
To: nop <nop@ocair.com>
Date: 10/30/2013 12:54 PM

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

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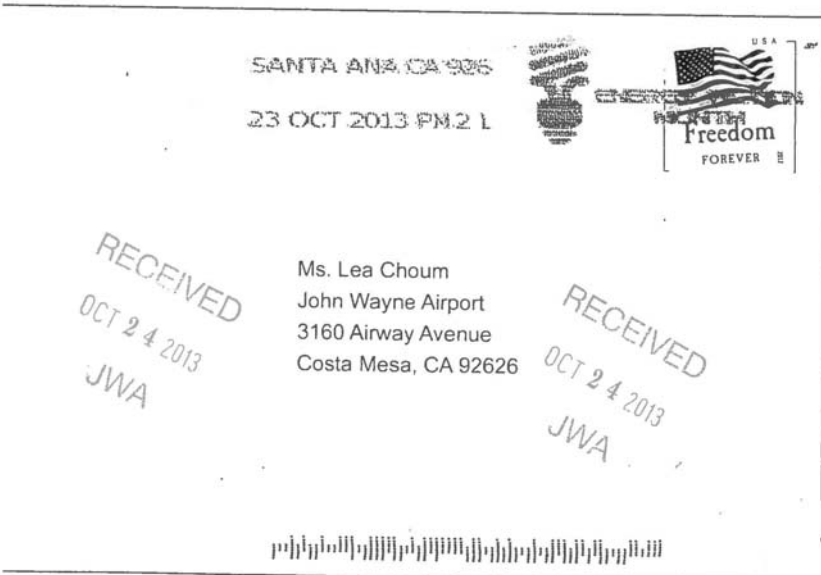
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 **John Wayne Airport**
Notice of Preparation Comments 



Name Darrell Park Phone 949 720-3858
Group/Organization/Jurisdiction _____
Address 1207 Goldenrod Ckm Email darrell@metraverlatas.com
Comments:
The last year or two planes have been flying very near our home, depositing lots of pollution

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



Appendix A
Notice of Preparation and Comment Letters Received



 **John Wayne Airport**
Notice of Preparation Comments 

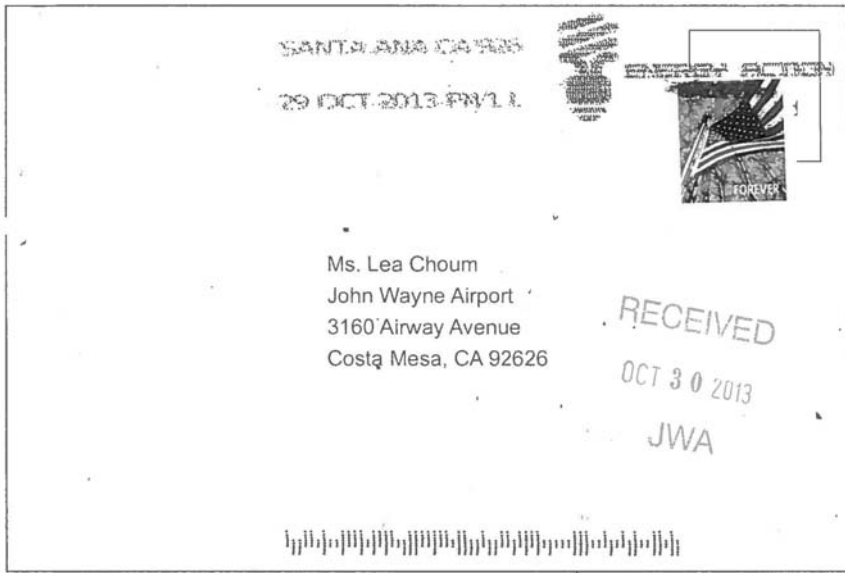
Name LYNN PASH Phone 949-720-3858



Group/Organization/Jurisdiction Corona del Mar

Address 1207 Goldenrod Ave Email LPASH@YAHOO

Comments: Approximately 3 years ago, the JWA flight patterns changed and since then, the noise from the jets makes it impossible to sleep during operating hours. My windows & patio furniture are covered in soot/particulates days after they are washed due to jets constantly flying overhead.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.





 **John Wayne Airport
Notice of Preparation Comments** 

Name Sharon Pence Phone 949 675 2186
Group/Organization/Jurisdiction Resident of Newport Beach
Address 725 Via Lido Sound Email newportpence@yahoo.com
Newport Beach, CA
Comments:
Please do not extend the hours of operation
and do not increase the flight. The flight
pattern should be over the black bay even
when the wind changes the direction of
landing.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Appendix A
Notice of Preparation and Comment Letters Received

 **John Wayne Airport**
Notice of Preparation Comments 

Name Dino Perez Phone 714-673 8479

Group/Organization/Jurisdiction _____

Address 1635 SUPERIOR AVE unity Email propland@msn.com

Comments: More jets ARENT THE ANSWER!

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?

What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?

Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?

Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?

Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?

Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?

Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?

Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?

Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?

What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?

Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?

Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?

How will the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?

Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment? I work so hard to be healthy and I live in one of the most beautiful places on earth. Please don't take those away from me!

Thank you for taking our health seriously, Sue Podary

LEARN from the Past.....don't LIVE in it!!

Each Day is a New day to Learn, Love, and appreciate More!!!

Sue Podary

949 632-6343 c

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Sheryl Kristal - Fwd: Increased Pollution at John Wayne

From: Kathi Ramming <kathiramming@aol.com>
To: nop <nop@ocair.com>
Date: 10/30/2013 9:22 PM
Subject: Fwd: Increased Pollution at John Wayne

Dear Ms. Lea Choum, Environmental Impact Committee re. John Wayne Airport Expansion,

I live in the flight path on Cliff Drive, Newport Beach, CA. I am concerned about the potential increase of chemical and noise pollution in our Orange County environment as a result of expansion of our John Wayne Airport.

Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compounds ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?

How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay, the water, flora, and fauna, the birds in our preserve, and the humans biking, riding, jogging in the flight path right under airplanes taking off and landing?

Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

I and my family spend a lot of time on the bay and the beach in Newport. How will the risk factor increase as a result of expansion and increased use of our John Wayne Airport?



How much of the dirt in our air and in our home environments is from airplane waste and how will this increase with expansion of the airport?

Thank you,

Kathi Ramming

--

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 **John Wayne Airport**
Notice of Preparation Comments 

Name ENRIQUE ROLDAN Phone 714-867-8125

Group/Organization/Jurisdiction _____

Address 3050 W BALBOA #555 Email _____

Comments: I am concerned about the
disruption of peace and quiet in my
community

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

From: Vicki M Ronaldson <vmronald@uci.edu>
To: nop <nop@ocair.com>
Date: 10/31/2013 11:35 AM
Subject: NO JOHN WAYNE EXPANSION

Environmental Impact Committee

Dear Ms. Lea Choum,

I live in the flight path at 506 San Bernardino Ave. I am concerned about the potential increase of chemical and noise pollution in our Orange County environment as a result of expansion of our John Wayne Airport.

Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compounds ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?

How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay, the water, flora, and fauna, the birds in our preserve, and the humans biking, riding, jogging in the flight path right under airplanes taking off and landing?

Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?



I ride bike frequently in Back Bay. What is the current risk factor for fuel or airplane liquid bi-products, air plane parts or jogging in the Back Bay? How will the risk factor increase as a result of expansion and increased use of our John Wayne Airport?

We started out 30+ years ago with white trim on our little house in Newport Heights. After a few years of fighting the black oily gunk that would collect over a year on the white paint, and it was absolutely impossible to scrub off, I painted our trim black and gave up. Right now I observe a lot of dirt falling out of the air visible on my white car as a gray grit, and increasing the dust inside my house. Is this dirt caustic or harmful to me and my family? How much of this dirt is from airplane waste and how will this increase with expansion of the airport? and it's the stuff I can't see that is the biggest health concern

Thank you for seriously considering these issues and responding.

Don Ronaldson
bsirdar@gmail.com



 **John Wayne Airport**
Notice of Preparation Comments 

Name VICKI RONALDSON Phone 949-933-2332

Group/Organization/Jurisdiction NEWPORT HEIGHTS

Address 506 SAN BERNARDINO AVE Email V.RONALDSON@GMAIL.COM

Comments: PLEASE DO NOT EXPAND JOHN WAYNE AIRPORT
AIR TRAFFIC. OUR CONCERNS ARE AIR QUALITY
(WE HAVE TO WASH BLACK OILY RESIDUE OFF OUR
HOUSE CARDS), NOISE, WATER QUALITY (BACK TO
BLACK OILY RESIDUE), INCR STREET TRAFFIC !!
PLEASE DON'T !!

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal - extremely concerned about john wayne expansion

From: vicki ronaldson <v.ronaldson@gmail.com>
To: nop <nop@ocair.com>
Date: 10/31/2013 10:57 AM
Subject: extremely concerned about john wayne expansion

I am concerned about expansion at John Wayne Airport and how it will affect our environs. Below are some of my concerns:

- I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
- At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
- What are the long term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development ?

I am hopeful that your committee will responsibly address these potential issues so that we are not harmed in Orange County!

Thank you.
vicki ronaldson
506 san bernardino ave
newport beach, ca 92663

--
vicki
949-933-2332c

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John Wayne Airport
Notice of Preparation Comments



Name Gail Rosenstein Phone 949 723-5768
Group/Organization/Jurisdiction A home owner in John Wayne Airport's flight path
Address 933 VIA Lido Sand Newport Beach CA 92663 Email gailboom@mac.com
Comments: When the doors are open to enjoy the beautiful weather, we can not hear the TU or enjoy a game with our family and friends. Irvine created a great injustice when they overturned two separate votes of the people to have the Airport at EL Toro. How did all our officials and John Wayne officials let this happen?!!

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Photographs by CHERYL A. GUERRERO Los Angeles Times

EMILE HADDAD, CEO of FivePoint Communities, tours the Pavilion Park neighborhood near Irvine's Great Park. Haddad has offered to build 688 acres of the park in exchange for approval of more homes.

Great Park finally may live up to name

A developer offers to construct part of long-delayed project if Irvine nearly doubles the number of homes he can build

BY ALEJANDRO LAZO

El Toro should be an Airport

The housing market's resurgence could jump-start one of Southern California's most ambitious but long-stymied projects: Irvine's Great Park.

Conceived more than a decade ago — and designed to span twice the size of New York City's Central Park — the project has encountered one disaster after another, including the housing market collapse, the bankruptcy of lender Lehman Bros. and the elimination of the state's redevelopment agencies.

The slow pace of work has brought sharp criticism, in part because Irvine spent almost all of the project's initial allocation of \$200 million on marketing, concerts, fairs and planning. Now, with the housing market in a healthy recovery, the project's developer has offered to finance and build a big hunk of the park in exchange for the city nearly [See Great Park, B5]



HOMES WILL BE BUILT on this empty lot as part of FivePoint's Great Park Neighborhoods, one of the region's largest developments.

Times

EST SATURDAY, OCTOBER 19, 2013 B5

Developer offers to build part of Irvine's Great Park

Great Park, from B1] doubling the number of homes he can build.

"The way out of the economic mess is going to be public-private partnerships," said Emile Haddad, chief executive of FivePoint Communities, the city's development partner. "This is an excellent example."

Haddad has offered to build 688 acres of the park for \$174 million, in exchange for City Council approval of an additional 4,600 homes. The city already has approval to build about 4,900.

The city would get a 176-acre sports complex — more than twice the size of Disneyland — a 45-acre park area known as the Bosque area, a 7-acre golf course, a 36-acre canyon and a 178-acre wildlife corridor set aside as a natural reserve.

Jeff Lalloway, chair of Great Park Corp. and Irvine's mayor pro tem, said he believes that the city and Haddad will strike a deal, though he has some concerns about the long-term operating costs of the park.

"I am generally confident," Lalloway said.

For now, the first phase of Haddad's Great Park Neighborhoods, one of the region's largest residential developments, has begun sales on the northern edge of the future park. More than 700 homes are planned for this phase. In the first weekend of the Pavilion Park neighborhood opened, an estimated 1,000 people toured model homes by eight home builders, according to FivePoint.

Proceeds from the sale of homes will help finance the park. Much of the infrastructure needed — such as sewers and streets — would be shared between the park and the housing development and would be FivePoint's responsibility to install.

Situated on the site of the former Marine Corps Aviation El Toro, the park site is now mostly a series of need-in, aging military structures and old runways. Only a fraction of the park has been built, including a balloon ride and some other facilities.



CHRISTY A. GUERRERO/LOS ANGELES TIMES

A WORKMAN cleans windows near Pavilion Park in Irvine. An estimated 28,000 people toured model homes in the first weekend the neighborhood opened.

Gov. Jerry Brown's elimination of redevelopment agencies — which local jurisdictions could use to redirect state property taxes to local projects — killed an estimated \$14 billion in funding for the Great Park. The city has spent nearly all the \$200 million that it received from the project's original developer, home builder Lennar Corp.

That leaves few options for financing Irvine's original vision. Those advocating for the city to cut a deal with Haddad include Guy Lemmon, a longtime proponent of youth sports in the Irvine area.

"There is nobody else who is going to write a check remotely close to that," Lemmon said. "So to me, it's the right place at the right time under the right set of circumstances."

Demand for homes in Orange County has been strong this year, with the Irvine area leading the way. The housing developments owned by Irvine Co., situated mostly around the city of Irvine, posted a more than 12% year-over-year gain in new single-family housing starts, according to MetroStudy.

But the Southern California housing rebound has cooled in recent months after a rapid run-up in prices over the last year. Although the Great Park Neighborhoods has long been considered a marquee project, expectations should be tempered, economist Gerd-Ulf Krueger said. Keeping the home prices reasonable will be key.

"It has to basically cater to the middle class in Orange County," Krueger said.

But the middle class will have to pony up at least \$700,000 for the most affordable homes in the first phase, offered by Lennar in a neighborhood called Roundtree. Homes offered by Ryland Homes in the Melrose neighborhood start around the \$1.5-million mark. The homes are a departure from the Spanish and California-style homes typical of Irvine: an American Heritage style, with large front porches and classic angles, ranging from less than 2,000 square feet to more than 4,000.

includes a park of its own, already built with sports facilities, a community garden, a pool and more than 150 trees transplanted from the former Marine Corps base. The goal is to build a community with the feel of a classic American neighborhood, not a cookie-cutter subdivision.

The new homes are the first to be offered since the long-running Great Park drama began in 2002, when voters opted for a city park over an airport at the site of the old El Toro Marine base. In July 2005, Miami home builder Lennar bought the El Toro Marine base and signed a deal with Irvine to build the park.



The company and its investors borrowed \$775 million from New York investment bank Lehman Bros. to finance the purchase of the land. Lennar added about \$700 million from its own funds and from investors.

But when the housing market tanked, the residential part of the project was put on hold. The subsequent economic fallout also delayed the construction of the retail and office space. In September 2008, Lehman filed for bankruptcy, throwing the project into further turmoil.

FivePoint Communities was created in summer 2009, and Haddad, who had served as Lennar's chief investment officer, was named CEO. Irvine and FivePoint struck a substantially amended deal that raised the number of homes in the project. Since then, the city has moved forward with a modest development of the park, turning a 225-acre western portion into lawns, exhibition space, sports fields, farmland, citrus groves and a wildlife corridor.



In 2011, Haddad struck a deal with State Street Bank & Trust Co. and other investors that slated \$400 million in new cash and credit for the project. Earlier, Lehman had sold the \$775-million Great Park mortgage to State Street for a deeply discounted \$153 million.

Now, after several stops and starts, the developer appears to be the park's best hope.

 **John Wayne Airport
Notice of Preparation Comments** 

Name MARK SHU Phone _____
Group/Organization/Jurisdiction _____
Address _____ Email _____
Comments: I AM CONCERNED ABOUT THE DISRUPTION OF
PEACE & QUIET IN MY COMMUNITY. AND ALSO THE
INCREASE OF POLLUTION MAINLY LEAD.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 **John Wayne Airport
Notice of Preparation Comments** 

Name ALAN SLUTZKY Phone 949-722-7312
Group/Organization/Jurisdiction _____
Address _____ Email ALS@CLEARPAYPROCESSING.COM
Comments: In addition to the environmental impact
study, what study has been completed (or if not
planned) what 3rd party study has been reviewed
that studies the impact of pollution from jets on
human health. Transport 2000 study concluded
higher rates of cancer for residents living near airports.

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John Wayne Airport Notice of Preparation Comments



Name ERIC SLITZKY Phone 949 374 1878
Group/Organization/Jurisdiction DOVER SHORES
Address 500 MORNING STAR LAKE RD CA 92660 Email egs@merchantcapitalsource.com
Comments: PLEASE ADDRESS THE ADDITIONAL CANCER RISKS THAT
CAN OR WILL BE ATTRIBUTED TO THE INCREASED AIR TRAFFIC?
WILL THERE BE AN AFFECT ON OUR WATER SUPPLY?
PLEASE OUTLINE ENVIRONMENTAL RISKS OF INCREASED FLIGHT
NOISE IN WYMENS TERMS.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal - Response to upcoming John Wayne International Airport EIR

From: "Cazzbo30@aol.com" <Cazzbo30@aol.com>
To: nop <nop@ocair.com>
Date: 10/31/2013 10:17 AM
Subject: Response to upcoming John Wayne International Airport EIR

Dear Ms. Choum,

We are very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR. Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Sincerely,

Corrinne & Charles Spence
Residents since 1972
2910 Cliff Drive
Newport Beach, CA 92663

Thank you for your attention to my points of concern below:

1. I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
2. At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
3. What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?
4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?
9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?
10. How will wildlife be affected from an increased MAP?
11. How will sea life in the Back Bay be affected by an increase MAP?
12. What chemicals are released into the air upon fueling, takeoff and landing?
13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?
15. Are the airport radar systems associated with long-term adverse effects on the human body?
16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
18. Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?
19. What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to

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a full-term low-birth-rate baby?

20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
21. Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
22. Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
23. Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?
24. Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?
25. Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?
26. Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?
27. What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
28. Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?
29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?
30. How will the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?
31. Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

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Sheryl Kristal - Attn: Lea Choum

From: Carey Strombotne <carestrom1@gmail.com>
To: nop <nop@ocair.com>
Date: 10/29/2013 10:10 AM
Subject: Attn: Lea Choum

Dear Ms. Choum,

I am writing because of my deep concern regarding the possibility of increasing flights at Orange County Airport.

I live in Laguna Beach, in the Top of the World neighborhood, and living 1000' above sea level, I have already noticed the noise levels that have increased with the lower flying airplanes. I realize this is a compromise that we must make with the closure of the El Toro Marine Base, but it doesn't remove the fact that airplane noise has already substantially increased above my home. I have called on numerous occasions to complain when it appears a jet is louder than usual, or lower than it should be.

It is with grave concern that I, and my neighbors, face the possibility of more flights, and the likelihood that it will affect our home values, along with our general quality of life. With more, lowered airplanes the risk of accidents, and pollution, both noise and environmental could increase vastly.

I would like to urge you to **not** increase the flights at Orange County Airport.

On behalf of myself, my family, and my neighbors, I thank you for the opportunity to express my concerns.

Sincerely,

Carey Strombotne

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Sheryl Kristal - Environment Impact Report

From: Sheryl Urdaneta <sheryldeu@yahoo.com>
To: nop <nop@ocair.com>
Date: 10/29/2013 10:05 AM
Subject: Environment Impact Report

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

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2. At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
3. What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?
4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?

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8. How will the water and wastewater services be affected by the increase in MAP?
9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?
10. How will wildlife be affected from an increased MAP?
11. How will sea life in the Back Bay be affected by an increase MAP?
12. What chemicals are released into the air upon fueling, takeoff and landing?
13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?
15. Are the airport radar systems associated with long-term adverse effects on the human body?
16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
18. Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?
19. What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?
20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
21. Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
22. Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
23. Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?
24. Can the increase in aviation traffic increase the risk of human deaths in surrounding areas?
25. Will the increase in MAP also increase the risk factor of possible aborted landings or crashes?

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26. Will the increase in flights/MAP increase the contamination of surrounding air, soil and water?
27. What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
28. Are any of the chemicals which will increase in our air and water with the increase in MAP be linked to compromised immune systems, liver, brain, muscle, central nervous systems, lungs, kidneys and heart disease?
29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?
30. How will the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?
31. Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

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 **John Wayne Airport
Notice of Preparation Comments** 

Name Lindsey Vaughn Phone (714) 615-2030

Group/Organization/Jurisdiction _____

Address 1640 Irvine Ave. Email lindseyvaughn@roadrunner.com

Comments:
Planes have been flying over our neighborhood for some time. The morning flights & evening flights fly over Santiago!

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013

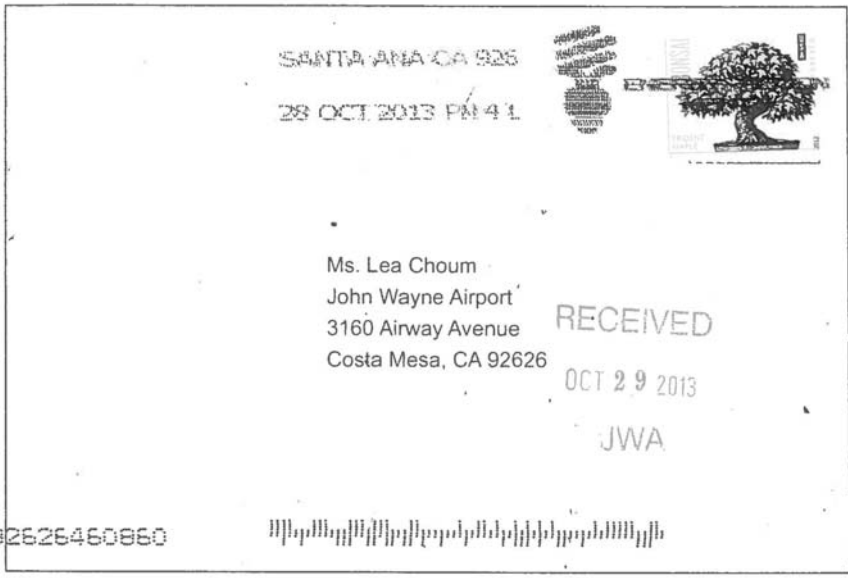




John Wayne Airport
Notice of Preparation Comments



Name AL WALDOVINES Phone 951-775-8645
Group/Organization/Jurisdiction _____
Address _____ Email VWBUG1970@
Comments: Hazard to Wild LIFE NOISE, WATER. HOT mail • COM

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



 **John Wayne Airport**
Notice of Preparation Comments 

Name James Ward Phone (949) 642-0885
Group/Organization/Jurisdiction Resident of Newport Beach
Address 424 Santa Ana Ave 92663 Email jrweew@sbglobal.net
Comments: Newport Beach is a unique & beautiful town.
That is why we live here. Any increase in passengers/
planes can only increase the noise & air pollution which
will turn our seaside refuge into another Longwood,
just one more undesirable city.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal - Points I would like to see addressed in upcoming John Wayne International Airport EIR

From: Portia Weiss <portiaweiss@gmail.com>
To: nop <nop@ocair.com>
Date: 10/27/2013 6:12 PM
Subject: Points I would like to see addressed in upcoming John Wayne International Airport EIR

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

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4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?
9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?
10. How will wildlife be affected from an increased MAP?
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12. What chemicals are released into the air upon fueling, takeoff and landing?
13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?

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15. Are the airport radar systems associated with long-term adverse effects on the human body?
16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?
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19. What chemicals are byproducts of airplane fuel and what concentrations of the particulate matter dispersed will be as low as 20 micrograms per cubic meter, a number linked to an increased risk of giving birth to a full-term low-birth-rate baby?
20. Is there a way to hold steady or decrease the amount of air and noise pollution as the MAP goes up?
21. Are toxic pollutants which are highly suspected to cause birth defects, respiratory illnesses, liver and heart diseases, going to increase in our air, ground or water due to increased aviation traffic and automobile traffic?
22. Can all of the toxic chemicals from aviation emissions, which are dispersed overhead, be completely filtered out by the bloodstream or lungs?
23. Will we consume the increase in toxic pollutants produced by the increased air traffic through ingesting food or water to which these chemicals have landed upon?
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27. What chemicals in jet exhaust are not toxic and instead beneficial to life and wildlife?
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29. Is the concentration of 3-nitrobenzanthrone, a commonly known jet exhaust compound, possibly one of the most hazardous compound ever to be tested for carcinogenicity, going to increase in our surrounding air, water or ground soil as the MAP increases?
30. How wills the concentration of 1, 3 butadiene and benzene (linked to both leukemia and thyroid cancer), increase as the MAP increases?
31. Is there a way to increase the MAP without increasing the concentration of the toxic chemicals released in jet fuel into our environment?

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Sheryl Kristal - Concerned Citizen

From: "surffreak ." <remyweiss@gmail.com>
To: nop <nop@ocair.com>
Date: 10/27/2013 9:44 PM
Subject: Concerned Citizen

Dear Ms. Choum,

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10. How will wildlife be affected from an increased MAP?

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Sheryl Kristal - Points I would like to see addressed in upcoming John Wayne International Airport EIR

From: "Richard Weiss, M.D." <drweiss@drweiss.com>
To: nop <nop@ocair.com>
Date: 10/28/2013 1:36 PM
Subject: Points I would like to see addressed in upcoming John Wayne International Airport EIR

Dear Ms. Choum,

I am a concerned resident of Newport Beach would like to request that the upcoming EIR for the John Wayne Airport flight traffic increase address all of the points below.

Thank you.



Richard Weiss

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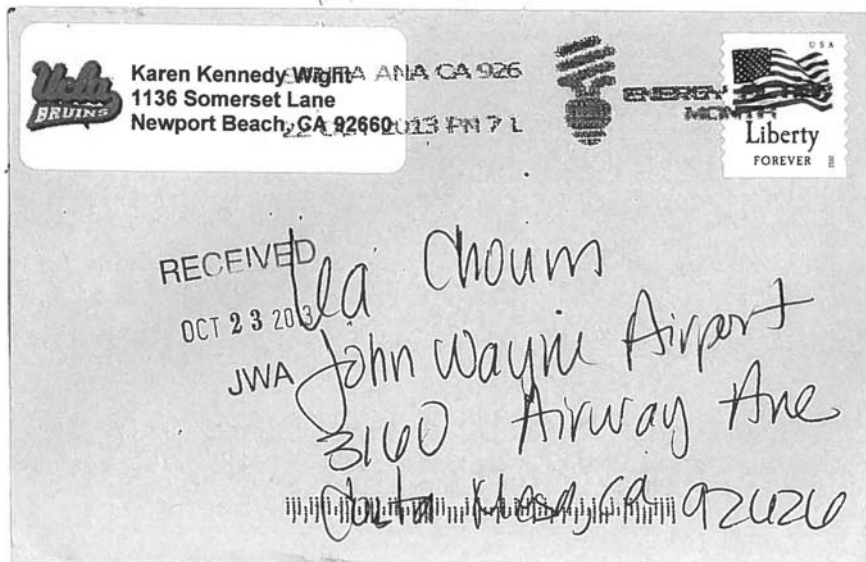
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 **John Wayne Airport**
Notice of Preparation Comments 

Name Karen Wight Phone 917 702-0612
Group/Organization/Jurisdiction Down Shore
Address 1136 Somerset Lane Email nwight@sbcgl

Comments:
Love the airport but please
keep flights and times reasonable
for the neighborhood. Thanks

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport address on the reverse of this card. Comment cards are due by October 31, 2013



 **John Wayne Airport
Notice of Preparation Comments** 



Name Carmen Wollerman Phone 949 241-7992

Group/Organization/Jurisdiction _____

Address 2468 Fairway Dr. Costa Mesa ⁹²⁶²⁷ Email 2Carm@att.net

Comments: as a homeowner in Costa mesa on the east side, I have lived with the noise and pollution of the airport for many years. I am upset to hear of plans to increase flights and expansions of the airport. The impact on people and animals and environment is bad enough. Don't add more flights and pollution. (Quality of life is more important than money.)

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

 **John Wayne Airport
Notice of Preparation Comments** 

Name HERB WOLLERMAN Phone 949 795 9370

Group/Organization/Jurisdiction BRENTWOOD ESTATES

Address 2468 FAIRWAY DR. Email 2HERB@ATT.NET

Comments: TOO MANY TOO LOUD

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

Sheryl Kristal - Orange County SNA Airport Restricted - no growth

From: Katherine Zeiser <katherinekzeiser@gmail.com>
To: nop <nop@ocair.com>
Date: 10/28/2013 5:43 AM
Subject: Orange County SNA Airport Restricted - no growth

Dear Ms. Choum,

As a lifelong resident of Newport Beach and our coastal communities I am against increases of any kind to our airport! We have razed our family in neighborhoods directly affected by flight increases and we know that our community is adversely affected by more flight traffic out of SNA. Both health and environmental issues concern our residents!!!

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

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Sincerely, Steve and Katherine Zeiser
224 Via Palermo
Newport Beach, Ca. 92663

Sent from my iPhone

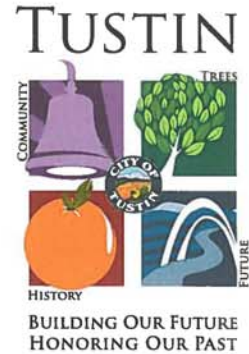
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Comment Letters Received After the Close of the Review Period

Community Development Department

October 29, 2013

Ms. Lea Choum
JWA Project Manager
John Wayne Airport
3160 Airway Avenue
Costa Mesa, CA 92626



SUBJECT: REVIEW OF NOTICE OF PREPARATION FOR THE JWA SETTLEMENT AGREEMENT AMENDMENT ENVIRONMENTAL IMPACT REPORT

Dear Ms. Choum:

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (EIR) for the proposed extension and amendment of the existing John Wayne Airport Settlement Agreement between the County of Orange and the City of Newport Beach and two citizens groups.

The City of Tustin Community Development and Public Works Departments have reviewed the document and do not have comments at this time. Any concerns the City may have will be identified and provided to the County as part of the City's review of the Draft Environmental Impact Report for the project. I would appreciate receiving a copy of the Draft EIR when it becomes available. If you have any questions regarding the City's comments, please contact me at (714) 573-3031.

Sincerely,

A handwritten signature in blue ink that reads 'Elizabeth A. Binsack'.

Elizabeth A. Binsack
Community Development Director

cc: Jeffrey C. Parker
Doug Stack
Justina Willkom
Scott Reekstin

SR:environ/JWA 2014 Settlement Agreement Amendment NOP Letter.doc

From: TOMLU BAKER <tomlubaker@hotmail.com>
To: nop <nop@ocair.com>
Date: 11/11/2013 11:19 PM
Subject: Prevent More Airport Traffic, Noise and Pollution

Dear Ms. Choum,


I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

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**John Wayne Airport
 Notice of Preparation Comments**




Name MARLENE CHURNO Phone 949-675-8428
 Group/Organization/Jurisdiction _____
 Address 743 VIA LIDO ST Email MARLENE@SPEJOURNAL.NET
 Comments:
I have called in the last 2 weeks but was told there are no additional flight find this to be untrue.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.



**John Wayne Airport
 Notice of Preparation Comments**



Name JOHN HAWKINSON Phone 949/725-6530
 Group/Organization/Jurisdiction _____
 Address 1921 DIANA LANE Email JHAWKINSON@CHNSWCOMPANIES.COM
 Comments:
SEE ATTACHED LETTER.

Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.

H A W K I N S O N
1921 DIANA LANE
NEWPORT BEACH, CA 92660

October 30, 2013

Ms. Lea Choum
John Wayne Airport
3160 Airport Avenue
Costa Mesa, CA 92626

Dear Ms. Choum:



I have been a resident of Newport Beach since 1969. Over the years I've watched the airport expand, the number of daily flights increase and the size of the airplanes grow. But while the airport has changed drastically during this time, the neighborhoods that those planes fly over are largely unchanged. In fact most of those neighborhoods were there long before the airport.

In my opinion, the airport has evolved into something that was never envisioned by the city fathers. The increased air traffic threatens some of the most wonderful aspects of life in Newport Beach. Commercial airplanes are a source of air, water and noise pollution. They endanger our quality of life and the value of our homes. I respectfully request that the John Wayne Airport continue to comply with the current curfews and limit the number of flights now and in the future to the lowest number possible.

Sincerely,



John W. Hawkinson

	John Wayne Airport Notice of Preparation Comments	
Name <u>Pave + Pat Lamb</u>	Phone <u>949 625 4406</u>	
Group/Organization/Jurisdiction <u>Lido Isle</u>		
Address <u>801 Via Lido Sand NB 92663</u>	Email <u>patlamb47@yahoo.com</u>	
Comments: <u>Please - NO extension of flight</u> <u>hours or number of flights.</u> <u>They impact our homes and quality</u> <u>of life!</u>		
Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the address on the reverse of this card. Comment cards are due by October 31, 2013.		

>>> Linda Rogers <lindarogers3000@gmail.com> 11/2/2013 4:24 PM >>>

Dear Ms. Choum,

I am very concerned about the environmental impact of any upcoming increase in aviation traffic at John Wayne International Airport. Last week, The World Health Organization has classified air pollution as a leading cause of cancer, and said the on days when air is hazardous, containing the pollution and protecting the health of residents is the highest priority."

I understand that any points which I include in my letter here will be addressed by this upcoming EIR.

Below is a brief list of concerns I would like the EIR to address. It seems logical that the pollution caused by increase air traffic at John Wayne International Airport (and the corresponding automobile traffic) will be irreparably detrimental to our entire coastal community.

Thank you for your attention to my points of concern below:

1. I am concerned about the disruption of peace and quiet in my community. Will an increase in MAP increase noise levels in my community?
2. At what incremental increase of flights, both takeoff and landing, does the air and noise pollution concentration increase to a toxic level?
3. What are the long-term adverse effects of aviation-caused air pollution with regard to increased risks of cancer, reproductive malfunction, cataract, stroke, and changes in child development?
4. How much lead from airplane fuel falls into the environment of airport surroundings? Is this amount of lead hazardous to human or wildlife?
5. Does an increase in the MAP (Note: MAP=million air passengers) increase toxic Greenhouse Gas Emissions?
6. Will environmental hazards and hazardous materials increase in the surrounding area as the MAP increases?
7. Will the future land use and planning be affected by an increase in MAP and the added car traffic?
8. How will the water and wastewater services be affected by the increase in MAP?
9. How will an increase in pollution caused by the increased MAP affect the fragile ecosystem of the Back Bay?
10. How will wildlife be affected from an increased MAP?

11. How will sea life in the Back Bay be affected by an increase MAP?
12. What chemicals are released into the air upon fueling, takeoff and landing?
13. What will the adverse affects of increasing flights have upon the automobile traffic in the airport and surrounding areas?
14. Will the risk of stroke or heart failure increase as the MAP increases due to noise, air and ground pollution?
15. Are the airport radar systems associated with long-term adverse effects on the human body?
16. How many intersections will be affected by the increased car trips into and out of the airport with the increases in MAP?
17. Who will pay for road repairs and road construction made necessary by the MAP increased traffic?

Air pollution, even at low levels, is associated with a significant increase in the risk of low-birth-weight babies. How much will the concentration of our air pollution increase as the number of flights and corresponding number of car trips increase?

Sincerely,
Linda Rogers
3000 Broad Street
Newport Beach, CA 92663



John Wayne Airport
Notice of Preparation Comments



Name Sally Werlin / Dr. Larry Werlin Phone 949-675-4203
Group/Organization/Jurisdiction werlin LIDO RESIDENTS
Address 135 VIA NICE Email WERLS5@yahoo.com
Comments: Too many constant flights / so loud
you can't hear one another sometimes.
Soot and residue in patio is putrid -
greasy soot and grime. Early morning
flights every 3 minutes are unfair to
residents.
It is ruining our communities.
Please return comment cards during the Scoping Meeting or mail to the John Wayne Airport at the
address on the reverse of this card. Comment cards are due by October 31, 2013.
Get it under some control!!!

Scoping Meeting Transcript

JOHN WAYNE AIRPORT
SCOPING MEETING

Scoping Meeting on:) CD No.
) JWA Scoping
Notice of Preparation for) Meeting Recording
Environmental Impact Report No. 617) 10/17/13
For the John Wayne Airport)
Settlement Agreement Amendment)
_____)

TRANSCRIPTION OF TAPE-RECORDED SCOPING MEETING ON
NOTICE OF PREPARATION FOR ENVIRONMENTAL IMPACT REPORT
NO. 617 FOR THE JOHN WAYNE AIRPORT AGREEMENT AMENDMENT

Transcribed by:
Nanette Jensen
CSR #9066

Job Number:
TP71639

1 John Wayne Airport

2 Scoping Meeting

3 CD No. JWA Scoping Meeting 10/17/13

4
5 KARI RIGONI: Thank you all for joining us
6 tonight. I would ask, first of all, that you -- if
7 you don't know, there are handouts on the side table.
8 There are also sign-in sheets. So if you could
9 please make sure before you leave tonight at least,
10 that you sign in. That would be great.

11 We will get information to you if you so desire
12 throughout the process. We're asking for address and
13 e-mail. And we can then make sure you're notified of
14 the future process for the EIR as well.

15 Just a few housekeeping items: Restrooms are
16 immediately out this door, just slightly to the left.
17 And we do have just the agenda posted on the smart
18 board over there, but you should have in the handouts
19 on the table are an agenda, a folded piece that has
20 information about the proposed project and
21 alternative and the CEQA EIR process. And then
22 there's also comment cards on the table as well.

23 And just so you know, the meeting is being
24 recorded tonight. We will be using comments that are
25 taken in preparation of the EIR as we get into that

1 process.

2 And the purpose of the meeting, you're here for
3 the Notice of Preparation Scoping Meeting for the
4 Environmental Impact Report for the proposed
5 Settlement Agreement Amendment. And the EIR itself
6 will be addressing potential environmental impacts of
7 modifying and extending the terms of the Settlement
8 Agreement.

9 The EIR is being prepared pursuant to the
10 California Environmental Quality Act, CEQA, most of
11 you have heard of that.

12 And the scoping meeting really provides an
13 opportunity for you to give us comments on as to the
14 proposed project and the alternatives that will be
15 studied and the various topical environmental areas
16 that would go into the Environmental Impact Report.

17 So we would value your input. How you're
18 providing that input, there are a couple different
19 ways: As I mentioned there are comment cards on the
20 table. You can fill out those tonight if you'd like
21 and leave them with us. You can fill them out and
22 mail them to us.

23 And then you'll also have an opportunity at the
24 end of the meeting to provide verbal comment. And as
25 I said, those will be recorded so we will capture

1 those comments.

2 And I just want to remind everyone really the
3 purpose is to talk about elements that would be
4 analyzed in the Environmental Impact Report tonight.

5 The future opportunities to provide input are
6 also available. So I want to just let you know that
7 in addition to the scoping meeting tonight and
8 getting your input tonight as to what's contained in
9 the environmental document, when a draft
10 environmental document is actually prepared, it will
11 be released for public review and comment at that
12 point in time as well. And that is likely to be in
13 the first quarter of 2014.

14 We'll go through the schedule a little bit later
15 as well. In the agenda for tonight we're going to go
16 through just the housekeeping that I've done. Our
17 airport director Alan Murphy will give you a little
18 bit of background on the Settlement Agreement.

19 We have our consulting team from BonTerra
20 Consulting, Kathleen Brady, is here to talk about the
21 specifics of what's in the Notice of Preparation and
22 the initial study that was done.

23 And then we'll come back and talk -- I'll talk a
24 little bit about the schedule going forward. And
25 then we'll take your public comments.

1 And I think at this point, I'll turn it over to
2 Alan Murphy and he can discuss a little bit about the
3 background of the Settlement Agreement.

4 ALAN MURPHY: Thank you, Kari. And thank you
5 everyone. Welcome to John Wayne Airport. And thank
6 you for taking the time to meet with us and provide
7 input today. It's an important part of the process.

8 I would also like to make sure that I introduce
9 my boss, Supervisor John Moorlach is here monitoring
10 the process. And so thank you Supervisor for taking
11 the time this evening to do that.

12 The -- the original Settlement Agreement was
13 executed in 1985 and it was between the four
14 signatories: The County of Orange, the City of
15 Newport Beach, the Airport Working Group and Stop
16 Polluting Our Newport Respond, a settlement Agreement
17 four-wide consensus on the nature and extent of
18 facility and operational improvements that could be
19 implemented at the airport.

20 Quote -- as it was quoted in the agreement itself
21 it reflects an acceptable balance between demand for
22 air traveling services in Orange County and any
23 adverse environmental impacts associated with the
24 operation of JWA.

25 The original agreement was a 20-year agreement

1 and was scheduled to expire in 2005. In late 2002,
2 the original four signatories approved a series of
3 amendments to the Settlement Agreement.

4 The amendments allowed for additional facilities
5 and operation capacity and continue to provide
6 environmental protections for the local community.
7 This amendment is scheduled to expire in 2015 with
8 the exception of the portion dealing with the curfew
9 which would expire in 2020.

10 The proposed amendments that we're here to
11 discuss tonight and for review of that, the
12 discussion began in early 2012 between the city, the
13 two community groups and the county.

14 They resulted in a proposed project which we'll
15 go into a little more detail later to be studied.
16 The signatories executed an MOU in 2013 to define the
17 procedures, the protocols, the rules and
18 responsibilities with respect to preparation of the
19 Environmental Impact Report which is the next step in
20 the process.

21 In September 2013 the Board of Supervisors
22 approved the contracts of five firms that will be
23 doing analysis, the five consulting firms led by
24 BonTerra will be the ultimate consultants part of the
25 project.

1 With that, I'd like to introduce Kathleen Brady
2 who is a principal at BonTerra who's going to walk us
3 through the NOP process.

4 KATHLEEN BRADY: Thank you, Alan. As Alan said
5 we're going to be preparing the Environmental Impact
6 Report pursuant to CEQA for addressing the potential
7 impacts associated with the amendment to the
8 Settlement Agreement.

9 And I don't know if everybody has picked up the
10 handout that's over on the side, but on the inside it
11 does identify the alternatives that are going to be
12 evaluated in the Environmental Impact Report and the
13 key components of those alternatives.

14 So we have the proposed project, what's known as
15 Alternative A, B, C, and the no-project alternative.
16 The no-project alternative is required under CEQA.
17 And one of the things that this document is going to
18 be doing, it's a little for some, is that we're going
19 to be looking at all the alternatives. And in the
20 body of the document, rather than just in a chapter
21 in the back, we're going to be doing a full analysis
22 of all the alternatives. So that, that way the
23 public has the full opportunity to understand the
24 impacts associated with any of the alternatives.

25 As you can see from -- on the handout that

1 what's -- it's proposing is there's three different
2 phases of the amendment to the Settlement Agreement.

3 It has increase in passengers and number of
4 regulated flights that would take effect in 2016
5 dependent on the alternative 2021 and 2026.

6 The proposed project does not propose any
7 increase in the 2016 to the 20 -- December 31st of
8 2020. Some of the other alternatives like
9 Alternative C does start stepping up the number of
10 passengers right away.

11 As far as the process, we have prepared what's
12 called an Initial Study. And it's a checklist that
13 identifies as -- it's 10 pages of questions. This is
14 based on the CEQA guidelines that help you focus what
15 the potential issue -- environmental issues are
16 associated with the project.

17 And then there's a previous write-up as to what
18 the -- the reasoned logic is behind the answer. And
19 this helps you focus what the analysis of the
20 environmental document would be.

21 For this project there are no physical
22 improvements. They're not proposing any terminal
23 expansion or new parking structures or anything of
24 that nature.

25 So it's truly the changes to the other terms of

1 the Settlement Agreement. For those that were
2 involved in the Settlement Agreement back in 2002
3 there were physical improvements that were evaluated
4 as well.

5 And so for those who are interested in looking at
6 the full Notice of Preparation, it is on the
7 Airport's website and that address is in the last
8 question -- on the back of the handout and the last
9 question it gives you where you can find that.

10 It's at NOP, Notice of Preparation, at OC Air,
11 dot, com. And that will -- that link will take you
12 to the full document which provides a background on
13 the Settlement Agreement, the information on the
14 project setting as well as this checklist and the
15 answers.

16 And so I'm going to just run through quickly as
17 to what we have identified as the key issues that
18 will be addressed in the document. These are the
19 topical areas that are listed on the inside of
20 your -- your handout where those issues that have
21 been identified where there's a potentially
22 significant impact, those where we're not expecting
23 to have a significant impact but we're going to
24 address the issue in the Environmental Impact Report
25 just as -- for an informational items so that people

1 can fully understand why we came to that. And then
2 other areas where we are saying that we're going to
3 be excluding it from the Environmental Impact Report.

4 So just going through the checklist some of them
5 are very self-explanatory. So for things like
6 aesthetics, since we're not going to be changing any
7 of the physical features of the airport, we --
8 through this initial study we have determined that
9 there's not a reason to have to carry this forward
10 into the Environmental Impact Report because we're
11 not making any physical changes.

12 Agricultural and forestry resources. Again,
13 fairly self-explanatory because there's no ag that's
14 affected by this project. And there's no forestry
15 service, forest resources in the area.

16 And before I go too much further, this is also
17 your opportunity. This is our first cut at it, of
18 evaluating what the project is.

19 And based on our understanding what we feel the
20 impacts are and if you feel otherwise, this is an
21 opportunity of saying, you know what, I think you've
22 missed the boat on this, this -- you really should be
23 addressing topical, you know, whatever the topic is
24 and the reason why. And that can be, you know,
25 considered.

1 Air quality impacts, those are definitely going
2 to be evaluated. There's a -- a full technical study
3 that will be looked at as far as evaluating the
4 emissions that would be associated with the
5 additional traffic, with the additional aircraft
6 operations.

7 And this will all be done in a separate technical
8 study which we will then take and incorporate into
9 our analysis.

10 Biological resources is an area that since we're
11 not doing any physical improvements, there's not
12 going to be direct impacts. But one of the things
13 that we will be evaluating is the potential impacts
14 on especially the Back Bay. That's the area that
15 we'll be focusing on because you do have a number of
16 sensitive species in that area and the effects of the
17 increased number of flights and the noise on the
18 species.

19 For cultural resources, this is an area that we
20 have identified as not needing further discussion
21 since we're not going to be doing any sort of
22 physical improvements that result in ground
23 disruption.

24 Cultural resources are you -- basically are you
25 going to be effecting archeological sites,

1 paleontological resources or historic resources.

2 And once again, as I say, since we're not doing
3 physical improvements in that area, that topic was
4 scoped out of the process.

5 Geology and soils and -- and I'm following the
6 checklist here is one that, again, since we're not
7 doing any physical improvements, we're not going to
8 be looking at.

9 The greenhouse gas emissions, this is a
10 relatively new topic for CEQA that's been added. And
11 this is something that we will definitely be
12 evaluating. It's like a component of the -- of air
13 quality and will be looking at the effects that the
14 operations would -- and traffic would have on the
15 generation of greenhouse gasses.

16 For hazardous materials, even though we're not
17 going to be doing any physical improvements that
18 would be disturbing or resulting in an accident of --
19 associated with the hazardous materials, we will be
20 looking at that topic to the extent of like a risk of
21 upset that there's going to be increased fuel, jet
22 fuel that would need to be brought to the airport.
23 And will be addressing the potential effects on the
24 surrounding areas.

25 Hydrology and water quality, that's the topic

1 under the checklist. For hydrology we're not going
2 to really be addressing it. We're not going to be
3 changing flow regimes. We're not going to be
4 changing ground water levels because we're not really
5 going to be doing any other physical improvements.

6 We will be addressing water quality. You're
7 going to have increased operations with potential
8 increased pollutant levels that could then get into
9 the water -- the water flows, the storm flows. And
10 needing to address to be sure that the weather called
11 Best Management Practices, the programs that are in
12 place at the airport now that they would address the
13 increased pollution that could potentially result
14 from this project.

15 For the land use planning, we're going to be
16 looking at the potential effects of any increased
17 noise and resulting in incompatible land uses
18 associated with the operation.

19 So if as a result of the proposed project or any
20 of the alternatives that you're going to have an
21 increased noise contour, is that going to result in
22 additional sensitive receptors being exposed to noise
23 levels in excess of the county and state standards.

24 For mineral resources, again, I think that's
25 fairly self-explanatory. We're not going to be doing

1 anything -- there's no mineral resources identified
2 on the airport.

3 Noise, I think that's pretty self-explanatory as
4 well. Of course, we'll be addressing the potential
5 noise impacts of all the alternatives and the effects
6 that that would have on the -- the land uses in the
7 area. And the compatibility with the established
8 programs that have been implemented to provide
9 attenuation to the homes in the immediate area.

10 Population and housing, the -- at this -- the
11 levels of the project is not going to be displacing
12 any homes or resulting in such growth inducing
13 effects that it would result in an incompatibility
14 with the regional projections for the area.

15 The Southern California Association of
16 Governments does growth projections that take -- go
17 out to like 2035 and it -- the -- none of the flight
18 levels would exceed the -- would result in such an
19 increase that it would change population distribution
20 in the region.

21 For public services, we will be looking at the
22 effects that the increased flights would have on the
23 demands for fire and police protection. It's one of
24 those things since we're not going to be increasing
25 the building sizes, much of that will be the same.

1 But we will be touching bases with the Orange County
2 Fire Authority and getting their input on -- if the
3 increased number of passengers being served at the
4 airport would result in an issue for them as well as
5 with the Sheriffs' Department.

6 Recreation is a topic that falls into the -- that
7 we're not going to be resulting in increased
8 population. We're not going to be having any direct
9 impacts on parks.

10 Traffic and transportation are -- is another one
11 of the key areas where we do feel that we will be
12 having a full study that will be looking at the
13 potential circulation impacts on the surrounding
14 areas. The traffic consultant has been meeting with
15 all the jurisdictions in the area, the surrounding
16 cities, Caltrans, Transportation Corridor Agency,
17 Orange County Transportation Authority to get their
18 input on the scope and rough of that study.

19 For utility and service systems we'll be looking
20 at the -- any increased demand for water, waste water
21 services because of the increased number of
22 passengers being served at the airport with all the
23 alternatives.

24 And that's kind of a -- that is a summary of what
25 our findings are. And the -- the key areas as I say,

1 they are summarized in the bullet points on here.

2 It's air quality, greenhouse gasses, hazardous
3 materials, land use and planning, noise and traffic.

4 They'll be separate technical studies that will
5 all be part of the appendices to the environmental
6 study which we'll get summarized in our report for
7 the air quality greenhouse gasses, noise, and
8 traffic.

9 There's, as Kari indicated, there's opportunities
10 to provide input. At this point we're trying to get
11 input on the scopes of the studies. We don't really
12 have the answers for you at this point because we're
13 just starting out on our study.

14 So it's -- I'm not going to be able to give you
15 answers to your questions but we're trying to get
16 input on issues.

17 The -- as Kari indicated that the Environmental
18 Impact Report will be circulated in the first quarter
19 of -- of 2014 at that --

20 FAULTY MICROPHONE: (Inaudible) draft report?

21 KATHLEEN BRADY: Yes. The draft Environmental
22 Impact Report. And we -- it's called "draft" but
23 that's the one that goes out to the public.

24 And so that -- that's when you'll be given 45
25 days to review the document and any comments that are

1 provided to us at that point are -- they're forwarded
2 to the decision makers. And comments on the
3 environmental issues are responded to in writing.
4 And that all becomes part of the final Environmental
5 Impact Report.

6 And with that, I will pass it to Kari again so
7 that she can answer the -- or discuss the schedule.

8 KARI RIGONI: We wanted to give you a little bit
9 of an overview of what the schedule is that we're
10 anticipating, what some of the next steps are, and
11 some key dates to the extent we know them at this
12 point.

13 Probably the most important thing is the comments
14 during this particular time frame, during the Notice
15 of Preparation time frame, you will see on the
16 materials that the comments -- the comment period
17 began October 1st and it extends through October
18 31st.

19 So we would ask that you provide these comment
20 cards or send letters to the address that's on the
21 comment card or provide your comments tonight.

22 Anything that you want to mail in to us,
23 definitely we would like to have those by the 31st of
24 October.

25 We anticipate, as we've mentioned already, that

1 in approximately the first quarter of 2014 there
2 would be public review of the draft Environmental
3 Impact Report as Kathleen mentioned that's another
4 opportunity to comment. And at that point written
5 comments will be responded to and provided to the
6 decision makers at the end of the process.

7 And in terms of when we expect to wrap up the
8 draft EIR, the comments on the EIR and the response
9 to those comments we're looking at late spring, early
10 summer of 2014.

11 And that's when we would anticipate taking the
12 Environmental Impact Report to our Board of
13 Supervisors to hopefully certify that document also
14 to take action on the project.

15 Now there are others involved in the process as
16 well. The Settlement Agreement as Mr. Murphy
17 mentioned had multiple signatories to it, so those
18 group -- the City of Newport Beach, Save and Protect
19 our Newport Working Group were all signatories to
20 that original Settlement Agreement.

21 So those bodies would also be reviewing the
22 documentation. And at the end of the whole process,
23 there would be a trip back to the court to actually
24 amend the Settlement Agreement.

25 So at this point then, I think we would like to

1 invite your comments. In terms of how we're going to
2 go about doing this, if we have elected officials
3 here that would like to comment, we would invite them
4 to comment first, the government officials.

5 And then everyone else is welcome. We have a
6 microphone in the center of the room. We would like
7 to ask that you limit your comments to about three
8 minutes in respect of everyone's time here tonight.

9 And, again, as Kathleen mentioned we are here to
10 take your input. It's not really a time where we can
11 answer questions. We're just beginning this process.

12 So we would invite you to at this point in time
13 step up to the microphone if you would like to
14 comment. And as I said before, too, we'll be
15 recording those. But some of us will probably be
16 taking notes as well.

17 So if there's anyone that would like to begin, we
18 have a microphone in the center aisle.

19 Actually, we do appreciate if you would go to the
20 microphone because that way we can make sure we
21 capture what your question or comment is.

22 MARCO POPOVICH: I'm Marco Popovich and I'm just
23 asking what your relationship is with Lea Choum, if
24 I'm pronouncing that correctly, business
25 relationship?

1 KARI RIGONI: Lea is an employee of John Wayne
2 Airport as we are and we work for Mr. Murphy and
3 ultimately for the Board of Supervisors.

4 MARCO POPOVICH: And functionally how are we
5 supposed to direct comments to her but yet --

6 KARI RIGONI: Yes.

7 MARCO POPOVICH: -- you're the --

8 KARI RIGONI: I see what you're getting at.

9 MARCO POPOVICH: Yeah.

10 KARI RIGONI: Yes. I'm the planning manager at
11 the airport and I apologize I didn't really make that
12 clear at the beginning of the presentation.

13 And Lea is our land use manager here at the
14 airport. She does work in the planning section at
15 John Wayne Airport. And she is managing much of this
16 process. Thank you for asking that.

17 ROBERT HAWKINS: My name is Robert Hawkins.
18 First, a procedural note pursuant to Public Resource
19 Code Section 21092 point 2 which is a Request for
20 Notices, I submitted a request to the county clerk
21 for notices in connection with this project and
22 received no notice in connection with this meeting.

23 Secondly, I believe that the project description
24 needs to be supplemented and I think you can -- you
25 should be able to do that tonight because you do know

1 what the project is.

2 First, we've heard that there will be no physical
3 improvements as a result of the project. As a matter
4 of fact, that is not correct. If you look at table
5 1, the project includes currently passenger loading
6 bridges in the amount of 20.

7 As a result of the project there will be no limit
8 to those passenger loading bridges. That is a change
9 to the physical environment.

10 So we need to know how many loading bridges there
11 will be under the project. And presumably you should
12 know that tonight.

13 Secondly, in your project description, pages 7
14 and 8, you talk about modifying some existing
15 restriction on aircraft operations at JWA. That is
16 part of the project description. We need to
17 understand it to make comments in connection with the
18 environmental analysis but you don't tell us what
19 those modifications are.

20 We need to know that and we need to know that
21 tonight. And then 5 says "consider revisions to the
22 regulatory operation restrictions of JWA."

23 Once again, totally vague. We need to understand
24 what those are. So thank you very much.

25 KARI RIGONI: Thank you, sir.

1 GREG CAROL: My name is Greg Carol. I just
2 actually have a few questions. It's my understanding
3 that the bullet points on the scope of the EIR will
4 be studied as to the impact according to the levels
5 of map and flight operations on the particular
6 alternatives; is that correct?

7 My first question would be, I didn't understand
8 that 16.9 map was ever possible at John Wayne given
9 present restrictions. Unless general aviation is
10 going to be removed, what is 16.9 map doing there as
11 a study?

12 (FAULTY MICROPHONE): (Inaudible)

13 GREG CAROL: Yeah, I remember.

14 (FAULTY MICROPHONE): (Inaudible)

15 GREG CAROL: Yeah, that's my problem then because
16 I don't remember 16.9. I -- I thought much lower
17 than that.

18 (FAULTY MICROPHONE): (Inaudible).

19 GREG CAROL: Wow. Okay. Well, then I stand
20 corrected then. The other thing would be the no
21 project levels. Are -- that will be freshly studied?
22 It won't be going back to 582 levels and just
23 throwing those in there?

24 KARI RIGONI: We're required under CEQA --

25 GREG CAROL: To --

1 KARI RIGONI: -- to look at a no-project for this
2 EIR.

3 GREG CAROL: So these levels would be re-studied?
4 Okay. Thank you.

5 GAYLE ROSENSTEIN: Hi my name is Gayle Rosenstein
6 and I live on the east end of Lido. And I've noticed
7 a big change in the last month or so.

8 When our window is open, because we've had
9 beautiful weather, the planes seem to be closer to
10 Lido and we cannot hear our TV. They're just -- and
11 I've got -- when I called, they told me to take more
12 detailed information. And here's, like, plane after
13 plane, after plane, after plane on these tapes.

14 And I just was wondering why they're more towards
15 Lido these days.

16 KARI RIGONI: Well, I would actually ask for your
17 indulgence because at this point in time for this
18 particular project, we will be studying the noise
19 associated with the proposed project and the
20 alternatives.

21 Tonight is not really the opportunity to talk
22 about exactly what is happening. Although, we will
23 be addressing the current condition in the
24 Environmental Impact Report as well. It's called our
25 Baseline Commission, so you will see information

1 about noise as it exists today. Thank you.

2 (FAULTY MICROPHONE): (Inaudible)

3 KARI RIGONI: The airport does have a noise
4 abatement office and Mr. Murphy is planning on giving
5 that information over to our noise abatement office.
6 Thank you.

7 NANCY AUSTIN: Hello, I'm Nancy Austin. I just
8 have a couple of things. The US has done some
9 scientific studies on the effect of noise on health.
10 MIT has a project 19 and there have been several
11 research projects out of UCLA.

12 However, Europe has done a much, much better job.
13 And in fact last week came out with two studies on
14 the effect of noise on heart and cardiovascular
15 conditions.

16 And I guess I'm asking -- and that's just two of
17 many. I mean, the Netherlands, Sweden, Germany, I
18 mean, there's all -- Switzerland, there's all kinds
19 of research studies.

20 And I just want to know if those will be
21 considered when you consider what effect noise has on
22 health.

23 KARI RIGONI: That is a great example of
24 something that could be submitted. So studies that
25 you know of, if you can forward those to us or submit

1 them as part of the comment period, we can take a
2 look at those studies.

3 NANCY AUSTIN: That's a lot of Post-its.

4 KARI RIGONI: Links to web pages.

5 NANCY AUSTIN: Okay. Oh, and then I have
6 something else and this is probably a dumb question
7 but, you're not going to take in a terminal expansion
8 because that wasn't asked for, true?

9 KARI RIGONI: That is not part of the memorandum
10 of understanding.

11 NANCY AUSTIN: But -- but on the proposed
12 Settlement Agreement there's no limit on building;
13 isn't that correct?

14 FAULTY MICROPHONE: That's correct however
15 (Inaudible) that will require (Inaudible) therefore
16 (Inaudible).

17 WINTER BONHOMME: Hello, my name is Winter
18 Bonhomme and I just wanted to comment that I notice
19 all of the agencies that are -- were involved with
20 the settlement were from Newport Beach.

21 We're from Laguna Beach and we have been noticing
22 probably for the last two years the incessant
23 increase in noise, the frequency of flights as well
24 as the altitude in our neighborhood.

25 So I just wanted to make sure that Laguna Beach

1 was going to be looked at as well.

2 KARI RIGONI: We appreciate your -- your comment.
3 And again, this process is absolutely open to
4 everyone in the county who wants to take a look at
5 this document and comment.

6 WINTER BONHOMME: But I mean with the consulting
7 firm that they will be taking into consideration the
8 neighbor communities, not just Newport Beach but that
9 Laguna Beach is severely impacted by noise in this
10 instance.

11 KARI RIGONI: We will take that consideration.
12 Thank you.

13 GENE FELDER: I'm also from Laguna Beach. My
14 name is Gene Felder. I live in the Top of the World
15 neighborhood. I serve on the board of directors on
16 the Top of the World Neighborhood Association.

17 Why do we call it Top of the World? We're at a
18 thousand foot elevation so we're closer to the
19 airplanes.

20 We really utilize -- we appreciate very much the
21 on-line tracking system so that we can see the flight
22 paths of the planes. We're not experts on this by
23 any means but we understand most of the planes going
24 east, they go off -- take off going west, then
25 they're controlled by the FAA going south and then

1 they're released.

2 And basically they all are going over Laguna
3 Beach. When the Marine Corps air station at El Toro
4 was active, our understanding was that the planes
5 were released later and at least there was some
6 spreading out and sharing of the wealth.

7 There has been letters to our local papers about
8 soot being deposited on, like, patio tables and so
9 forth. So what I would like to ask is in your land
10 use planning that you look at the quality of life
11 issues of noise, not that it exceeds the state
12 standards.

13 The mitigation we'd be looking for would not be
14 to sound proof our houses and stay inside. The
15 mitigation we would be looking for is that the FAA
16 would release various planes at different times
17 instead of cutting a sharp right turn -- left turn
18 and going over Laguna Beach.

19 Certainly I would ask in part the scope is for
20 the consultants to look at the tracks and see where
21 they do fly. And that it is unfair for one area that
22 be flown over continuously.

23 And in the pollution, to include soot and
24 particulation that the planes may very well be
25 depositing. I'm not saying that it is a health risk,

1 but it would be -- my understanding is modern fleet
2 jets that are very, very quiet, that when they're
3 going over the Top of the World neighborhood they are
4 climbing and they are fully loaded with fuel.

5 And so the quietest jet is noisy. So the only
6 mitigation is for them to go over the various
7 communities at a higher altitude.

8 KARI RIGONI: Thank you very much.

9 LYNN PASH: I'm Lynn Pash I live in Corona Del
10 Mar. And a couple years ago the flight pattern
11 changed and went further east.

12 And since that happened, I've noticed that I now
13 wake up every morning at 7:00 o'clock with the jets.
14 The noise is terrible. It's one after the next. And
15 I'm glad the gentleman that just spoke mentioned the
16 soot. Because the windows and patio table are
17 covered, you know, two days after they're washed.

18 So that's a concern that the air contamination --
19 and I'm also hoping that the study looks at what
20 happens to the reservoirs because I'm sure all this
21 soot is falling in our water supply as well. So,
22 anyway, that's my concern.

23 KARI RIGONI: Thank you very much.

24 HEATHER SUMMERS: Good evening. I'm Heather
25 Summers residency Costa Mesa. I have been involved

1 with airport planning issues for over probably a
2 decade and a half. And my gravest concerns are,
3 first of all, that there are not significant enough
4 numbers to support what are being proposed as the --
5 as project for upcoming.

6 I don't understand what the map numbers that have
7 been exhibited thus far do to contribute towards an
8 additional 95 class A and ADDs and actually the
9 potential for even more than that.

10 There's also an interesting statement in the --
11 on page 7 on the description of the project under
12 number 4, it says it's going to provide a reasonable
13 level of certainty to the following regarding a level
14 permitted aviation activity and in parentheses it
15 says "particularly scheduled commercial users."

16 Now, my grave concern about this is Orange County
17 Airport was originally designed as a small airport
18 for personal use. And when Supervisor Tom Riley came
19 into his position, he decided to elevate it to a
20 public use and there we are. And now he has a
21 terminal named after him.

22 But the point here is: I don't want to see
23 general aviation disappear. This was an airport
24 designed for personal aviation use and it is now
25 becoming a major source of income for the airport.

1 Unfortunately, that also does not go out to the
2 rest of the community. So when we talk about other
3 issues like the conflict with the applicable use plan
4 and also the public services, airport services,
5 airport resources cannot be used for the rest of the
6 community.

7 We can step in as communities and help out the
8 airport if there's a fire. But fire resources cannot
9 be used out in the community.

10 And that is also true of the dollars that stay
11 within the airport for road usage. And, clearly, if
12 we're going to increase numbers in either by map or
13 by planes or, hopefully not the curfew, we're talking
14 about more planes. We're talking about more people.
15 We're talking about more cars, buses, taxis, shuttles
16 coming in here which is an impact to our neighbors
17 and our community roads which we pay for.

18 That's the taxpayers of Orange County, and the
19 state and sometimes even the cities have to pay for
20 lighting and things like that.

21 Airport dollars cannot be used for that unless
22 they apply for federal grant funding which we all
23 know is very difficult to come by under any
24 circumstance.

25 So when we get down to page 19 where there's a

1 determination where it's "could have, could not
2 have," we will have. We will have significant
3 impacts to our lives, to this community, to our
4 streets, to our roads, to our noise, to the pollution
5 level because when you're talking about more planes,
6 more cars, you're talking about more pollution. And
7 that's kind of a bottom line with everything that's
8 going on.

9 So -- and that also includes an additional run-
10 off. The run-offs that goes off of the airport
11 whether you clean it up and it's a fuel spill or
12 whatever, there is still going to be run-off from all
13 the excess fuel and stuff that gets burned off in the
14 sky and it goes to the Back Bay. That's where all of
15 our run-off flows is to our Back Bay.

16 So we do have a problem with that. I have a
17 problem with the statement that there's only going to
18 be a marginal conflict with our land use policies and
19 regulations.

20 We very definitely always had a problem with John
21 Wayne the minute it became a commercial airport.

22 So as we are looking at all of these things to go
23 into the EIR, I'm hoping that those co-signers that
24 have been involved in the past will also be available
25 to give significant input as to these important --

1 very important issues to our community.

2 The airport sustains itself. It doesn't sustain
3 the rest of the community. It sustains itself. We
4 don't benefit by it except to be able to fly out of
5 here, so thank you very much.

6 GREG CAROL: Yeah, Greg Carol again. One more
7 question: The car rental situation, the taxi
8 situation, I was led to believe at another meeting
9 the other night that something is happening with
10 Parking Structure C some modifications going on that
11 had something to do with rental cars as they
12 currently exist.

13 Are they going to shift over or is it the taxis
14 that are coming over?

15 FAULTY MICROPHONE: (Inaudible)

16 GREG CAROL: So the basement footprint of the
17 rental cars is still going to be maintained as it is?
18 I'm sure you will include the rental car impact as it
19 will explode I'm sure in taxis as well. That's all
20 going to come up? That's ground traffic.

21 FAULTY MICROPHONE: (Inaudible)

22 GREG Carol: Oh, okay. I'm confused now.

23 FAULTY MICROPHONE: (Inaudible)

24 KARI RIGONI: We'll be studying many aspects of
25 traffic and what's going on.

1 GREG CAROL: Okay. Thanks.

2 KARI RIGONI: Thank you.

3 TOM MING: Good evening my name is Tom Ming. I
4 live at 2433 Bunya, Newport Beach. I'm concerned
5 with the flight patterns and the increase and the
6 continued growing noises people in Laguna Beach and
7 (Inaudible) have pointed out.

8 Up to five years ago, our side of the bay had no
9 impact. Although we've been told that the flight
10 pattern hasn't changed, now the planes fly over my
11 house and I'm very much inside (Inaudible).

12 And when we bought the house we checked carefully
13 and that wasn't happening. That was a dozen years
14 ago. I'm not asking that we move it to somebody
15 else's but it really, really does impact us
16 (Inaudible) the airport has tried to be a good
17 neighbor but they're not really succeeding.

18 So it does impact our quality of life. And like
19 somebody already said, I don't want to have my home
20 encapsulated in whatever it is you would encapsulate
21 it and I stay inside. I have a nice swimming pool
22 and nice yard. I would like to use it.

23 NANCY AUSTIN: I'm sorry, I forgot something. I
24 wanted to address this of the -- of the consultant
25 and the consulting company, atrophying particulates

1 have just begun to be studied. And while there is
2 not the finalized scientific conclusion, we do know
3 from several studies in the United States, one being
4 out of UCLA which was done at Santa Monica and we do
5 know from a few in Europe that atrophying
6 particulates are very damaging to our health.

7 That they are insidious in getting into your
8 blood stream and they do much more damage than what
9 bothers us about soot, for example. And I'm not
10 making a light of that. I'm not making light of soot
11 at all because we all are aware of that.

12 I'm just saying that I think in 10 years we will
13 find out what all that has done to us. And I would
14 just hope that something that has not been totally
15 concluded yet would be considered since there are
16 academic institutions of very fine quality that have
17 done these studies.

18 KARI RIGONI: Thank you.

19 PORSHA WEISS: Good evening. My name is Porsha
20 Weiss I live in Newport Heights. And after living
21 above Balboa Island about 23 years ago and walking
22 out every morning and having greasy, black sediment
23 all over my white patio furniture, I decided to move
24 out of the flight pattern.

25 I chose not to move -- or consider El Segundo. I

1 stayed in Newport Beach and moved into Newport
2 Heights. Could have gotten more property, a pool,
3 all those kinds of things in Dover Shores, but was
4 trying to get away from it.

5 In the last six months, the white picket fence
6 every morning now is now covered with a very strange
7 black, kind of greasy sediment. And we didn't notice
8 that before. Usually it would take a couple weeks
9 before that wood build up.

10 I hate to be redundant but, of course, I'm
11 incredibly concerned with the air quality and the
12 impact of the air quality on, not just our health,
13 but every living organism's health in this area if
14 not, you know, the entire world. And also the noise
15 impact.

16 And it just seems very obvious that if we
17 increase the number of flights, we're going to get
18 more pollution, both air quality pollution and noise
19 pollution.

20 And the quality of all living organisms is going
21 to go down. I really see no benefit to the people of
22 Newport Beach to increase the flights out of that --
23 out of the airport.

24 And after having flown out of Ontario, I'm just
25 wondering why Ontario is dead. I mean, they have a

1 couple of runways, nothing happens there.

2 So I'm just wondering, you know. So, yes, I'm
3 super concerned about our air quality, noise. It
4 just seems so obvious that all these things,
5 greenhouse gas emissions, hazard, hazardous
6 materials, land use planning, noise, traffic
7 (Inaudible) traffic. These are obviously going to
8 impact Newport Beach and the surrounding areas
9 tremendously.

10 And that's all I have (Inaudible).

11 FAULTY MICROPHONE: (Inaudible)

12 JOANNA FELDMAN: Joanna Feldman, Laguna Beach.
13 Since you brought up Ontario, I would like that to be
14 included in the scope of what the impact of this
15 expansion at John Wayne would cause on the viability
16 of Ontario and the amount of flights that are going
17 to be -- are going in and out there.

18 TOM PEPLER: Good evening, my name is Tom Pepler,
19 I am on the board of directors of Airport Working
20 Group and have been participating in these
21 deliberations.

22 I just wanted to add that I -- I try to do this
23 in most meetings, a little ray of sunshine for those
24 who feel that incessant pollution will only increase
25 in terms of noise particulates greenhouse and so

1 forth.

2 The fact is that engine manufacturers for the
3 airlines are developing a new generation of power
4 plants that will power the new airplanes coming into
5 the narrow body market, new 737s, the new A-320s
6 which will start being brought into the fleets of the
7 major carriers in about three years.

8 Ultimately, all of the aircraft operating in and
9 out of John Wayne and this is five, ten years from
10 now, will have significant reductions in greenhouse
11 gasses, nitric oxide, carbon oxide. And it will also
12 have significant noise reductions, 10, 15, to 20
13 percent. Some estimates are the noise (Inaudible)
14 would be reduced by 50 percent.

15 These engines do not presently exist on aircraft.
16 Therefore, they can't be brought to Newport Beach to
17 demonstrate these -- all of these I'm speaking about.

18 The problem that I have personally is I can't
19 figure out a way to induce the airlines to bring the
20 new airplanes with the engines to our airport.

21 In other words, the airlines are going to use
22 these airplanes wherever they want to. So if anyone
23 has a bright idea about how we can induce American
24 Airlines to bring all of their new engine technology
25 to Newport Beach, that would be a tremendous

1 opportunity for us. Thank you.

2 KARI RIGONI: Thank you.

3 FAULTY MICROPHONE: (Inaudible)

4 MIKE SMITH: Hi there, Mike Smith. I'd like to
5 see if we could just have an Option D on this page.
6 And that would be to hold everything where it is
7 until 2030.

8 FAULTY MICROPHONE: (Inaudible)

9 MIKE SMITH: But does that give -- does that kill
10 the curfew?

11 FAULTY MICROPHONE: (Inaudible)

12 MIKE SMITH: The curfew stays? Okay. Excuse me
13 then.

14 Second question is: Who exactly is asking for
15 this to be done? Increase of map and everything like
16 that? And who is -- what's the reason for it?

17 KARI RIGONI: The signatories to the Settlement
18 Agreement that was originally adopted and gone
19 through the court system.

20 Because as Mr. Murphy mentioned, it has -- it's
21 on the verge of expiring in 2015, the signatories to
22 that agreement got together and this is how we came
23 about with a proposed project and alternatives.

24 In terms of -- from a CEQA standpoint from
25 California Environmental Quality Act in the

1 environmental document that's going to be prepared,
2 the lead agency who are preparing that is the County
3 of Orange which is why we're hosting the meeting
4 tonight. I'm not sure if that's part of your
5 question.

6 MIKE SMITH: Does -- does increasing the
7 passengers, increasing the number of flights, does
8 that put more money in the County's pocket or where
9 does the money go?

10 KARI RIGONI: We're not actually studying
11 financial impacts of this at this point. We're
12 strictly focusing on the environmental.

13 MIKE SMITH: Okay.

14 KARI RIGONI: I cannot answer the financial
15 questions.

16 MIKE SMITH: Can answer that?

17 FAULTY MICROPHONE: (Inaudible)

18 MIKE SMITH: Okay.

19 FAULTY MICROPHONE: (Inaudible)

20 HEATHER SUMMERS: I just have one more question I
21 didn't think of before, but I'm wondering how you're
22 going to contact people for your study so they can
23 give you input?

24 I happened to get an e-mail this morning from
25 Airfair and that's the only way I knew about the

1 meeting. But I imagine there are lot of concerned
2 citizens in Newport Beach, Corona Del Mar, Laguna
3 Beach, Costa Mesa, who would have loved to come to
4 the meeting and express themselves had they known
5 about it.

6 So I'd like to know how this study is going to do
7 an outreach to the community so that they can give
8 input.

9 KARI RIGONI: We will be advertising that the
10 draft Environmental Impact Report will be available.
11 We will be putting those in all the public libraries
12 and publishing notices.

13 We also send notification to the cities. And I
14 know at least one of the cities sent notices to all
15 of the community groups and associations.

16 And we will continue to do that. So we would
17 love to add you to our mailing list and those who are
18 interested in being on that list, feel free to submit
19 on the comment card as well, folks that would like to
20 be on the notification.

21 And by signing the sign-in list tonight. But I
22 think you're talking about others that are out there
23 that may not be here tonight, so please pass these on
24 and -- and we can definitely accommodate
25 notification.

1 FEMALE SPEAKER: I just have another question: I
2 guess the question that this gentleman had asked is
3 what has triggered the expansion. And what you
4 answered was what has triggered this proposal was
5 that one had expired -- one's expiring and you need
6 to get a new one. But it's my understanding that
7 this newer one is expanding -- it's being expanded
8 from the old one.

9 And I guess the question is: Why is -- is it
10 expanding?

11 FAULTY MICROPHONE: (Inaudible)

12 KARI RIGONI: I wanted to loop back on one
13 question about notification as well. One of the
14 other great ways to find out what's going on related
15 to this process is to visit our OC Air dot com
16 website.

17 So even for this particular portion of the
18 process on our OC Air dot com website there was an
19 item that said we're engaging in the scope and
20 process and the Notice of Preparation process.

21 So feel free to regularly check that website as
22 well. We will post everything related to the draft
23 EIR there, including links and notifications as to
24 what libraries the documents can be found at and how
25 you can look at the document and then provide

1 comment.

2 DAVE BROWN: Good evening Dave Brown from Corona
3 Del Mar. I purchased my home in late 2009. And
4 then -- I'm sorry -- in late 2008 and starting in
5 2009 and on in 2010 and 11, the FAA decided in its
6 infinite wisdom to make changes to the departure
7 paths that turned my previously essentially non-
8 impacted neighborhood into a flight-seriously-noise-
9 impacted neighborhood.

10 And so my request of my government is that when
11 you study noise in this process, you look not just a
12 baseline CNEL as of today, which would completely
13 ignore all the changes that have taken place over the
14 past three years, but look at the baselines at
15 various points in time to the extent the data is
16 available to actually look at what the activities of
17 the airport given the new departure paths actually
18 mean for all of the surrounding neighbors and I think
19 this goes not only for me and my neighbors in Corona
20 Del Mar -- excuse me -- but also particularly for
21 some of the folks who are here from Laguna Beach this
22 evening who didn't used to have airplanes and now
23 have airplanes every day.

24 I used to hear when I woke up in the morning
25 birds chirping. Now all I can hear are airplanes.

1 Thank you.

2 KARI RIGONI: Thank you.

3 CHRISTA JOHNSON: Good evening, my name is
4 Christa Johnson. I'm the assistant city manager in
5 Laguna Beach and I really liked Mr. Brown's comments
6 just now about impacts to Laguna Beach.

7 But we do have increasing numbers of residents
8 and business owners who are complaining about serious
9 impacts to their life from noise from departing
10 aircraft from John Wayne.

11 And we would very much like to have your study
12 include information about noise impacts on Laguna
13 Beach residents. And also we have received many
14 complaints about air pollution and soot, so thank
15 you.

16 KARI RIGONI: Thank you.

17 BOB LANG: My name is Bob Lang. I've been a
18 professional pilot both in the military and
19 commercially and also the Aircraft Owners and Pilots
20 Association representative for John Wayne Santa Ana
21 Airport.

22 I also live in Corona Del Mar and have for 40
23 years. And when I bought a house underneath the
24 flight plan of an airport, I knew there were going to
25 be airplanes.

1 I knew that historically airplanes -- there are
2 more airplanes. I was not naive when this happened
3 and I'm also not naive that no one wants to get in
4 their car and drive to L.A. or get in their car and
5 drive to Ontario and that's why they want to fly out
6 of Orange County. They just don't want the people to
7 fly over their own house.

8 But I'm also balanced by the fact that as a
9 general aviation pilot with a plane based here at
10 this airport and flying out of this airport 200 hours
11 a year, I'm one of the guys that flies over Costa
12 Mesa because we turn right when we leave the airport.

13 I've also flown a lot in Europe and there are
14 significant mitigation factors that the airport can
15 look at and the environmental study can look at. For
16 aircraft such as mine who are a serious contributor
17 to the pollution of -- of -- of noise and particulate
18 matter, those things are very common in Europe and
19 there is -- there is a lot of baseline data to do it.

20 The two leading comments that I would have --
21 that and in fact maybe three, first, it's a very
22 aware item on the agenda of our local airport
23 meetings with our pilots repetitively month after
24 month how to reduce our footprint and how to control
25 it.

1 Additionally, in Europe it is illegal to have on
2 most aircraft what's called a two-bladed propeller.
3 Propeller noise is directly related -- related to
4 the prop diameter and prop speed.

5 If you buy a more expensive three-bladed or four-
6 bladed propeller, that noise input over Costa Mesa
7 goes down by like 50 percent.

8 Why don't people buy those? Why don't I have
9 one? Because they're expensive. And so most of the
10 propellers we get in the United States are used
11 propellers that have been taken off airplanes in
12 Switzerland and Germany and all those other places
13 because they're too loud.

14 So we buy them here and put them on our
15 airplanes. There are mitigation factors we can do
16 that. One of the mitigation factors we can do is to
17 make it more competitive to put those kinds of things
18 on our airplanes. And one of the other things we can
19 do, we are the last users in general aviation of
20 leaded gasoline.

21 Our gasoline is not like the kind of leaded that
22 you had in your '56 Chevy. Ours is a hundred octane
23 and it's got -- they call it hundred low lead. It's
24 not.

25 It's got a lot of lead. So forget about the

1 little particular matter that you have on your white
2 patio furniture underneath the airport.

3 The things you can't see, the lead that's in our
4 airplanes is a big deal. What can we do to mitigate
5 this? We can make it easier here at John Wayne
6 Airport to have alternative fuels that don't have
7 lead. So we can -- we can as general aviation pilots
8 we can do things here that would be cutting edge,
9 nation wide that would significantly reduce our
10 footprint.

11 KARI RIGONI: Thank you, sir.

12 MARCO POPOVICH: It's Marco Popovich again. I
13 have two questions and the last speaker actually gave
14 some very interesting information.

15 I was going to ask even before that about what
16 kind of studies you will be looking at regarding the
17 impact of jet fuel.

18 Clearly we have a lot of study about, you know,
19 automotive fuel, which is similar to what his plane
20 uses. But do you have some studies in mind that
21 you'll be accessing as far as the impacts of jet fuel
22 on air water quality?

23 FAULTY MICROPHONE: On the air quality
24 (Inaudible) aviation (Inaudible).

25 KARI RIGONI: By engine type.

1 FAULTY MICROPHONE: By engine type (Inaudible).

2 MARCO POPOVICH: Okay. And does it make sense to
3 address CNEL and all these things in this meeting? I
4 mean, a lot of people have been asking about the path
5 and everything.

6 KARI RIGONI: That's really not the focus of the
7 proposed project and alternatives (Inaudible)
8 present.

9 MARCO POPOVICH: Okay. But -- but --

10 KARI RIGONI: But we are welcoming comments and
11 we will get them to the right entity.

12 MARCO POPOVICH: I see. And does this
13 Environmental Impact Report actually address general
14 aviation or is it just commercial aviation?

15 KARI RIGONI: We will be addressing the general
16 aviation aircraft and the impacts associated with the
17 operations here at the airport as well.

18 MARCO POPOVICH: Thank you.

19 KARI RIGONI: Okay. Yes?

20 DOROTHY KRAUSE: Question: My name is Dorothy
21 Krause and I live in Newport Beach, regarding the
22 responses to the comments, will those be posted with
23 the EIR or even these comments, will we be able to
24 see everybody's comments?

25 KARI RIGONI: Actually I will explain, maybe make

1 it a little more clear.

2 Right now in the process we have a proposed
3 project and alternatives and we are taking input so
4 that we can prepare the EIR.

5 So there won't be any formal comments or
6 responses at this point in time.

7 Once we do public that draft Environmental Impact
8 Report, that is the time that if you provide written
9 comments, we will be responding to every comment that
10 is provided during that time period and presenting
11 those to the decision-makers so they can see what
12 comments were presented in the EIR -- on the EIR and
13 how they have been addressed and hopefully that will
14 enable them to make their decision on certification
15 of the environmental document.

16 DOROTHY KRAUSE: Will everyone --

17 KARI RIGONI: (Inaudible) those will all public,
18 yes.

19 DOROTHY KRAUSE: And the responses?

20 KARI RIGONI: Yes.

21 DOROTHY KRAUSE: -- to all -- thank you.

22 KARI RIGONI: Yes. Thank you for that question.

23 All right. We appreciate you taking your time
24 tonight. We highly encourage you to use these
25 comment cards, to stay informed, look at our website

1 every once in a while so you can see what's
2 happening.

3 I will say that the next, you know, the next
4 milestone really will be production of that draft
5 Environmental Impact Report and getting that out for
6 public review and comment. Yes. One last comment.

7 HEATHER SUMMERS: I apologize for stepping up.
8 But she triggered a thought in my mind. I'm sorry.
9 Heather Summers, Costa Mesa.

10 In that we have had a request for specific
11 studies to be included into the draft EIR, it would
12 be too late for those studies to be then requested
13 after the draft is finished.

14 So my question is: In that those have already
15 been stated and presented to you and to this notice,
16 are we going to see some response as to those actual
17 studies that will be included in the draft EIR?

18 KARI RIGONI: It is our job to look at what
19 you're asking us to look at in the EIR. We will
20 evaluate that and look at the merits of what those
21 studies are and how they might be incorporated.

22 There are no promises that they would be
23 incorporated. If it's applicable and reasonable,
24 then we will look at those and make that
25 determination. And you would know at the time the

1 draft Environmental Impact Report actually is
2 published.

3 HEATHER SUMMERS: Understood. We would know that
4 it came out and was not included. So at what point
5 would we then be able to have any recourse if the
6 studies, like what Miss Austin has brought up from
7 UCLA and around the world, if the draft is already
8 done, it's too late to actually request a new study
9 to be submitted into the draft.

10 KARI RIGONI: Actually, at the point of the draft
11 EIR, you are welcome to make further additional
12 comments. And we then are bound to respond to those
13 comments.

14 HEATHER SUMMERS: Comments were one thing. I'm
15 talking about the actual studies. If we don't have
16 submittal of the studies included in the draft,
17 commenting on them at the draft point is too late.

18 KARI RIGONI: I understand. But without the
19 benefit of -- benefit of us knowing what the studies
20 are right now, we cannot make a promise that they
21 will or not -- will or will not be included.

22 HEATHER SUMMERS: So how would we actually follow
23 up and give you the information or at least give you
24 the text by which you could investigate and possibly
25 -- and potentially -- and then get a response back

1 from you knowing whether or not it is going to be
2 included in the draft?

3 KARI RIGONI: Well, as part of this process, that
4 is where we would like you to give us input on what
5 those studies are and where would we find them.

6 HEATHER SUMMERS: And the person to whom we would
7 make this contact is Miss Choum?

8 KARI RIGONI: Right. The -- if you can provide
9 information as to where we can look at those studies,
10 right, you can send those on the comment card, you
11 can write a letter, you don't have to use the comment
12 card.

13 HEATHER SUMMERS: Okay. Thanks.

14 FAULTY MICROPHONE: To follow up (Inaudible).

15 KARI RIGONI: We're taking comments through
16 October 31st. On what we -- on October 31st on the
17 proposed project and alternatives and what would be
18 incorporated into the analysis of the EIR.

19 FAULTY MICROPHONE: (Inaudible) but I just have
20 to say (Inaudible) but I think (Inaudible) and I
21 didn't bring up (Inaudible) gas although (Inaudible)
22 is so overpowering.

23 MALE SPEAKER: No gas (Inaudible) leaded gasoline
24 will be (Inaudible) just a matter of who gets on
25 board.

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FAULTY MICROPHONE: Good. Good (Inaudible).

KARI RIGONI: All right. We do appreciate your attendance here tonight. And please make sure you sign the sign-in list and have a great evening, everyone.

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