



# NEIGHBORHOOD NOISE

CITIZENS AGAINST AIRPORT POLLUTION, P. O. BOX 26142, SAN JOSE, CA 95159 (866) 263-4163 MARCH 2003

## THE FUTURE OF CAAP

The passage of Measure A on the March 4 ballot was a disappointment for CAAP and our many hardworking volunteers and contributors who worked with The Airport Traffic Relief Alliance (ATRA) to defeat the Measure under the banner of *People Against Airport Traffic Jams*.

While the election results were disappointing, we definitely made a difference. Even the Mercury News editorialized that the airport does continue to need a watchful citizens' group. As you probably know, the one issue ballot measure, costing some \$2.3 million to put on the special election and garnering the lowest recorded voter turnout (15.5%) in San Jose history was amazing. Our *People Against Airport Traffic Jams* was outspent 10 to 1. Final figures indicated "People" raised over \$16,000+ to fund the *No on Measure A* efforts. The proponents raised over \$183,000 to back the Measure.

CAAP has steadfastly held to the original airport provisions, for a one year extension for roadway completions prior to terminal expansion and a light rail connection to the airport.

The ATRA coalition felt betrayed as they had cooperated previously with the City in extending traffic improvements from one to two years prior to airport expansion. They believed that Measure A's proposal for a three year extension prior to expansion was unconscionable.

CAAP will continue to monitor airport development, with particular attention to the need for another EIR (Environmental Impact Report). This might present an opportunity to also review the ongoing impacts of airport noise which continue to disturb San Jose neighborhoods.

CAAP will monitor the ATRA regulation which states that airport funds are to be used to pay for needed transportation im-

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## MISSION STATEMENT

*To improve the quality of life through a cleaner, quieter, and safer airport, our focus will be to:*

*Be politically active in support of efforts which improve transit, reduce pollution and provide traffic relief.*

*Act to enforce and preserve the airport curfew.*

*We will monitor and report progress on Measure A implementation as well as other airport related ordinances.*

*We will continue to implement fund-raising activities to ensure that the above goals are met.*

**Airport Noise Report Line  
(408) 452-0707 or contact  
noisecenter@sjc.org**

## ~ REMINDER ~ DUES ARE DUE!

It's springtime and that time of year when we must again ask for your support. For CAAP to continue to monitor airport activity, compliance with our curfew, with our Master Plan, and to investigate noise related issues we need to remind everyone that yearly dues are necessary.

Your dues enable us to do research, stay in contact with other airport noise groups across the nation, maintain our web site, our telephone and to provide you with newsletter updates. As we begin our fourteenth year working to create better livability through a quieter airport and quieter neighborhoods we ask you to help support our work with your dues and we thank you for your generous contributions throughout the year.

## MASTERPLAN UPDATE

San Jose Planning Commissioners certified the updated EIR (Environmental Impact Report) on the Mineta San Jose International Airport on January 22, 2003.

This EIR consisted of two parts:

1. A revision of the 1997 noise study which was grossly under calculated and
2. An evaluation of noise, air quality and especially, parking related to construction of an APM (automated people mover) from the North First Street light rail line.

CAAP submitted that the noise study was inadequate because it failed to include noise contours without a curfew in place. No single event noise levels were portrayed and helicopter noise was unaccounted for. Regarding the APM, our concerns were about the inadequacy of available parking, the lack of space for drop offs and pick ups and the gross underestimates of daily use. Concerns of noise, odors, and parking in the adjacent neighborhood were strongly expressed.

Despite our comments regarding the EIR's inadequacies, the Planning Commission, certified the EIR as adequate and complete. No further action by the City Council was deemed necessary.

CAAP consulted with our legal council. We were advised that further pursuit of this matter would be fruitless. CAAP will remain vigilant on airport matters. If further EIR's are necessary, we may be able to revisit the problems of noise contours and APM parking needs.

**Contact CAAP**  
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**866-263-4163**  
or  
E-mail Us at:  
**info@caap.org**

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provements (to the permissible maximum), rather than the General Fund (San Jose taxpayers).

Ordinance 25528, the Airport Master Plan Implementation, states the City's goal is for 15% of airport passengers to use mass transit by 2005. We urge the City to honor this promise. The ordinance further states that the redesign, reconstruction or replacement of Terminal C shall not proceed until 2005 and passenger levels of 14,800,000 are exceeded. CAAP will monitor how this coordinates with the new Airport Security and Traffic Relief Act's mandate to "improve passenger facilities".

The ordinance further states the new terminal facilities will be constructed when airlines commit in writing to occupy and provide funding for the development costs, maintenance and operation of such facilities. In the midst of airline industry's profound downturn and the current war efforts, the City will be hard pressed not to divert taxpayers' funds for all these costs. CAAP plans to monitor and report.

CAAP inquired why the \$5 million City funding for the Coleman interchange was not paid by airport funds. The most recent reply was that the airport "...was not permitted for a variety of reasons" to do so. We will press for clarification.

The moratorium on curfew interrupting flights was extended 180 days from January 1, 2003, by Council action. The Fry lawsuit to obtain permission to fly charter planes during curfew hours is yet to be decided. It is still unclear where the City stands in its efforts to fortify and protect our curfew, as permitted by the FAA. This is a legal problem yet to be clarified.

CAAP will continue to keep members informed by our newsletters. We will continue to monitor airport expansion, mindful of community concerns regarding noise, curfew violations, air pollution and traffic problems. We will continue to address airport related problems at the Council level, publically and, if necessary in the courts. Even the Mercury News now views us as a necessary monitoring public watchdog for the airport. We ask for your help, financial and otherwise. We welcome your advice in helping CAAP to ensure a better quality of life with regard to the aforementioned issues in San Jose.

## Do you Smell Noxious Aircraft Fumes?

Do the Fumes make you close your windows or run into your house?

Do you keep your kids from playing outside or stop working in your yard when the fumes are thick? Are you or your children having any problems with Asthma?

Has Bay Area Air Quality Management (1-800-334-6367) told you that they have no "jurisdiction" over Air Craft Fumes? Have you been told by the Airport staff that these fumes are not Airport related or that Airport never receives any fume complaints? We now have a "Fumes" Complaint Line!

As a result of resident concerns, Jerry Hetnar, Environmental Department, of the San Jose International Airport is logging dates, times, and addresses of people who are smelling Aircraft fumes. His phone number is 408-501-7706. You can even leave a message after working hours with your fumes complaint date and time.

Don't hesitate to call and log your fumes concern! It is only by speaking up and raising our voices that we will get heard! Many people calling will lead to some kind of investigation of those pungent fumes and perhaps something will be done to monitor our most precious resource — OUR AIR!!

**Want to See Who is Making the Noise?**

**Visit the airport's new FLIGHT TRACKER**

**<http://www4.passur.com/sjc.html>**

### PLEASE HELP!

CAAP's postage bill is steep. Please notify us at 866-263-4163 or email us at [info@caap.org](mailto:info@caap.org) if you are receiving a duplicate newsletter, need to make an address correction, or want your name removed from our list.

## MESSAGE FROM ATRA

By Chip Evans

Co-Chair, *People Against Airport Traffic Jams*  
President, *Airport Traffic Relief Alliance of Silicon Valley*

Many thanks for the invaluable part CAAP and its members played in the effort to defeat Measure A in the recent special election. This Measure weakened the existing Airport Traffic Relief Act, which CAAP helped get enacted, by eliminating the requirement for a connection between the airport and light rail and relaxing the window for road improvements from two years to three.

While we did not prevail, we won a surprising 42% of the vote while the Measure's proponents paid more than \$200 for every vote they received. With a low voter turnout and tremendous (purposeful?) confusion about the measure, their victory was somewhat hollow. We made our points. Even the Mercury News editorial board who supported Measure A came out strongly after the election in support of the light rail connection and having the road improvements ready for the new terminal.

Citizens of Silicon Valley have a huge stake in our airport being planned and constructed to a high standard. There will be many opportunities for CAAP and others to influence what will happen, as we have by our strong showing in this election. Keep the faith. We can and are making a difference.

~ ~

## NEWS FROM GERMANY

*German Ministry Calls for End to Airline Subsidies*

Air travel creates high costs for the environment. The increased damage to the environment caused by frequent air travel needs to be reflected in higher prices for tickets and an elimination of subsidies for jet fuel, says the German Environment Ministry.

A study published in October, 2002, by the Federal Environment Ministry in Germany focuses attention on the "external costs" of frequent air travel. According to research  
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gathered by a team of scientists, air transport results in several negative side-effects such as increased levels of carbon dioxide emissions and noise pollution, all of which result in additional costs for communities located near airports. But because these damages are not figured into the overall costs of a plane ticket, there is very little incentive for the aviation industry to reduce the impact it has on the environment.

Up until now external costs such as those arising through health problems caused by air pollution and noise irritation or a decrease in property values have all had to be carried by the community, says Andreas Troge, President of the Federal Environment Ministry (UBA). The airlines themselves do little to contribute to lowering these costs.

On the contrary, the German aviation industry currently enjoys a special status within the transport sector, profiting from subsidies on jet fuel and tax abatements for profits made on international flights. The total cost of the subsidies for the tax payer is around seven billion euro annually, Troge says.

For this reason Troge and his office are calling for an increase in ticket prices and an end to all aviation subsidies.

————  
*A cheap ticket is expensive  
for the environment.*  
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Although consumers may appreciate them, the advantages of cheap ticket prices offered by discount airlines such as Ryanair and the upstart German Wings are far out

weighed by the damage done to the environment. The "Kolner Stadt-Anzeiger" newspaper in Cologne, whose airport was recently expanded to make room for several discount carriers, points out that the "freedom over the clouds is not without its limits" and that the government needs to keep in mind not only "business regulations but also ecological requirements."

In order to carry the cost of damage to the environment, airlines would need to increase their prices by about 20 percent, especially on the cheap long-distance flights, the study says. Troge's office says many airlines fear losing passengers at a time when the economy is drying up but doing so would force the public to be more conscious of the amount of environmental damage caused by air travel and encourage people to look for alternative means of transport wherever possible.

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### CAAP's Steering Committee:

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email: noisecenter@sjc.org**  
  
**24 Hour Airport  
Customer Service Line  
501-0979**

### Task Force Members:

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## YES! I want to fight Airport Pollution!

Please apply the enclosed donation \_\_\_\_\_ \$1,000 \_\_\_\_\_ \$500  
toward the **Neighborhood Defense Fund\***: \_\_\_\_\_ \$ 750 \_\_\_\_\_ \$250  
**I Pledge a monthly donation of** \$ \_\_\_\_\_ \_\_\_\_\_ \$ 35 Dues \_\_\_\_\_ \$Other

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Employer: \_\_\_\_\_ Occupation: \_\_\_\_\_

\_\_\_\_\_ I have also included my annual support of \$35.00

\* CAAP is required by law to disclose the occupation and employer of those who contribute more than \$99.

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Check our website at: <http://www.caap.org>





**CAAP**

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