



NEIGHBORHOOD NOISE

CITIZENS AGAINST AIRPORT POLLUTION, P. O. BOX 26142, SAN JOSE, CA 95159 (866) 263-4163 AUTUMN 2004

SEARCH FOR NEW AIRPORT DIRECTOR

The City of San Jose has recently announced the departure of Ralph Tonseth the Director of Aviation at San Jose International Airport. Mr. Tonseth has provided important leadership to the airport during a critical period in airport growth.

Now, the City of San Jose must begin its search for a new airport director. On a positive note, the city has reached out to the community with an invitation for citizen input as to who should be chosen as a new airport director. This is a very encouraging development and the city should be commended for its willingness to solicit comments from the public on this important position.

Flight operations began in 1946 with a 1,900ft runway, a hangar and an office building. A new terminal was opened in 1965. The airport was renamed "International" in 1984 with the inauguration of international flights to Canada. Terminal A was opened in February 1990. A new 11,050 foot runway 30R was opened on 20 August 2001. The airport was renamed for Norman Y. Mineta in 2002. Runway 30L was extended to 11,000 feet in 2003.

The role of airport director involves the implementation of airport policy and administrative activities associated with the operation of a growing international airport. The airport director is responsible for providing leadership and a knowledge of emerging transit issues and trends impacting the south bay. He or she must support and implement the policies as outlined by the city council and must ensure that San Jose International is operated in an efficient, accountable and responsible manner.

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THANK YOU THANKS!

TAKE BACK THE SKY!

As we look forward to the holiday season and the new year, it is appropriate to reflect on projects over the past year and look forward to the new year.

MISSION STATEMENT

Citizens Against Airport Pollution is dedicated to protecting and restoring the environmental quality of the Santa Clara Valley. We focus on noise, air and water quality, as well as other critical environmental issues to keep our neighborhoods clean and quiet.

CAAP's focus over the years has been primarily on airport noise. However, we are not unmindful of other airport effects on the environment, such as air pollution (and noxious odors).

For years we have urged the City to have the airport's air quality monitored. Years ago the Bay Area Air Quality Management District (BAAQMD) advised that an air criteria monitor established west and east of the airport would cost approximately \$100,000 each plus \$50,000 a year to operate. Considering the 3+ billion dollar airport expansion plan, this would be 1/1000 of the estimated construction costs.

So far, City Council has expressed no interest in learning how much the airport pollutes airport environs and the surrounding community. We urge Council to reconsider!

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

Sierra Club Books announces:

Take Back the Sky: Protecting Communities in the Path of Aviation Expansion.

In this timely book, author Rae André alerts us to one of the most insidious threats to the health and well-being of many Americans: the environmental impacts of aviation. Written from her experience as an activist and a flight-path dweller, *Take Back the Sky* dramatizes the extent of this growing problem in case studies around the country where communities have fought (and usually lost) battles against airport expansion. More alarmingly, it details how communities have lost virtually all control over their local skies, with that power having been usurped by special interests and an unresponsive federal government.

When André bought a house in a Boston suburb, the small nearby airport handled only private and charter aircraft and a few military flights. Soon after, it began to accept commercial flights--and the quality of life for André and her neighbors plummeted. As she explains, aviation-related pollution from noise, emissions, and chemicals leaching into water tables is among the least-known--and least-regulated--hazards Americans face.

André makes a powerful case that citizen action is crucial at this time, when plans are afoot to transform hundreds of small airports into busy commercial jetports. But how can we make the aviation industry more environmentally responsible? How can citizens and communities take back the power to determine their own fates? In *Take Back the Sky*, André provides the tools we need to answer these critical questions.

The book is available at Amazon.com, www.sierraclub.org, and all other major retail outlets.

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Any successful candidate for the position of airport director should possess excellent people skills together with a thorough background in airport management. These attributes are simply a good starting point. What we really need at San Jose International Airport is an individual experienced in the management and mitigation of noise and air pollution impacts created at the airport. Such an individual should have a successful history of implementing noise control standards and operational restrictions designed to promote the quality of life and environmental concerns of the community.

Our new airport director needs to be committed to maintaining an environmentally sensitive facility. This unique collaboration between business and the environment is essential to the success of the new airport director. Balancing the needs of the traveling public together with the needs for a cleaner and quieter airport requires a history of environmental commitment and accomplishment.



AUTHORIZED AND "GRANDFATHERED" JET AIRCRAFT OPERATIONS

CAAP continues to monitor curfew intrusions at Mineta San Jose International and recently requested a list of aircraft authorized to operate during curfew hours. The list is extensive and can be accessed at: [http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rGAdvisoryCircular.nsf/0/0c7e20b642c8f8fc86256e3700761828/\\$FILE/ac36-1h.pdf](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rGAdvisoryCircular.nsf/0/0c7e20b642c8f8fc86256e3700761828/$FILE/ac36-1h.pdf)

Average the numbers in the columns labeled TO, SL and AP. Aircraft with an approach noise level equal or less than 89.0 EPNdB are authorized to operate during curfew hours.

The following are "grandfathered" and allowed to operate during curfew hours: Beechjet 400, Citation 552, 560, and 650, Falcon 20 and 50 Stage 3, 55 models of Learjet, Lockheed 1329 Stage 3, MU-300, Hawker 125 Stage 3, and Sabreliner 65.

AIR QUALITY MONITORS ARE A MUST FOR SAN JOSE!

From the State of Illinois and the U.S. Environmental Agency comes information that Chicago's O'Hare's aircraft emit more volatile organic compounds than all seventy Illinois electrical generating power plants.

Organic compounds plus NOx and sunlight create smog. Carbon Monoxide, (a respiratory poison) emissions are also significant. The Federal Aviation Administration (FAA) has never supplied information on aircraft emissions of particulates, a significant respiratory irritant.

Years ago, opponents to Oakland Airport's proposed expansion commissioned a study on the consequence of this expansion. The conclusion was that there would be a significant increase in cancer for airport workers and immediate airport neighbors.

Mindful that we are downwind from San Francisco airport, and that Mineta San Jose International would like to expand it's ridership to 17.6 million passengers per year, CAAP has initiated inquiries about regional modelling of air quality.

It is likely that the existing BAAQMD monitors, located at least two miles from the airport, are not placed to do an accurate report. Reevaluation and relocation of these monitors will be a CAAP goal for 2005.



EXPANSION UPDATE

City approves San Jose's \$355m north concourse renovation
Erik Huey, Washington DC (23Jun04)

Airport expansion at San Jose, California will now move forward after today's approval by the city council of the new architectural design for the north concourse.

The \$355 million project will include a permanent in-line automated baggage sorting and explosive detection system. It will also incorporate the latest technology to enhance security and allow for better customer service, such as larger facilities for the US Transportation Security Administration (TSA) and incorporating RFID (radio frequency identification) into baggage tags, a San Jose airport spokesman tells ATI.

AIRPORT PUBLIC ART

An important component of the Norman Y. Mineta San José International Airport improvement program is a multi-million-dollar public art program that will help distinguish the unique identity, environment, cultural values, artistic vitality and history of San José and Silicon Valley.

The four-year planning process for the Airport Public Art Master Plan has considered operational, financial and economic conditions, the views of airport stakeholders, airport users, local aviation and citizen historians, regional industry and the communities that the facility serves – both local and global. The oversight steering committee was expanded in 2004 to include citizen representatives from city council districts. Together, the committee sought and included information from several hundred individual citizens, local artists, business travelers and aviation interests.

The result of this collective effort is a Public Art Master Plan for the Norman Y. Mineta San José International Airport that is aligned with the goals of the city, its capital development and the community it serves.

The Proposed Mineta San Jose International Airport Public Art Master Plan is expected to be presented to the City Council at the November 16th Council meeting.

To view the Plan, please follow the following link:
http://www.sanjoseculture.org/pub_art/collection.htm

For further information contact: Public Art Project Manager, Mary Rubin at 408 277-2808 or mary.rubin@sanjoseca.gov.

CURFEW UPDATE

During the first ten months of 2004, a total of 56 Administrative Citations were issued to aircraft flying inside our curfew. Of these, two were overturned, seven are overdue and three are being appealed. The City has collected \$102,500 in fines from a total of \$140,000 issued citations.

The overdue citations have been forwarded to the city attorney for collection. Sky King is the biggest offender with four outstanding citations pending.

From Councilman Ken Yeager:

Greetings. I wanted to take the opportunity to update you on the progress we're making to enforce the curfew at Mineta San José International Airport.

In October 2003, the FAA agreed with the City on our restructuring the 1984 curfew program from weight based to noise based. The FAA-approved program prohibits takeoffs and landings between 11:30 PM and 6:30 AM by aircraft exceeding a certified composite noise level average of 89 decibels. The FAA also approved the City's plan to enforce the curfew with a \$2,500 fine for each curfew violation.

The 2004-2005 City Budget that was adopted on June 15 contained several items pertaining to the airport. First, a camera will be purchased for the airport in order to aid in curfew enforcement. Second, the Guadalupe Trail will be incorporated into the airport's development plan to encourage an alternative means to access the airport by bike, as well as connecting the trail to Alviso to the north and downtown to the south.

Real time tracking continues to be available via Mineta San José International Airport's website, <http://www.sjc.org/>. AirportMonitor is an innovative tool that allows you to watch the movement of flights and air traffic patterns within the greater San Jose region from any computer with internet access.

As always, I encourage you to contact me if you have questions or comments on Mineta San José International Airport or another issue. I can be reached at 277-5166 or by emailing me at ken.yeager@sanjoseca.gov.

CAAP's Steering Committee:

Dr. Kenneth Hayes, M.D.	Chair	janetgrayhayes@sbcglobal.net
Robert Harmssen	Co-Chair	
Lenora Porcella	Vice Chair	lenora@computvl.com
Walter Bowman, M.D.	Co-Vice Chair	walidoc@aol.com
Lilian Dennis	Secretary	
Sharen Dains	Treasurer	
Ed Blackmond	Technical Advisor	ed@blackmond.com
Mark Wheeler	Pollution Advisor	mark.wheeler@mindspring.com
Jim Lynch	Business Advisor	jim44@jlynch.com
Ed Hodges	Historian	

**Airport Noise
Complaint Line
408-452-0707 or**

**24 Hour Airport
Customer Service Line
501-0979**

Task Force Members:

Sandy Bauer	Web Mistress	webmistress@caap.org
Patti Bossert	DNLF Representative	pbossert@juno.com

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.

P.O. Box 26142, San Jose, CA 95159 (866) 263-4163

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



CAAP
CITIZENS AGAINST
AIRPORT POLLUTION



CAAP

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**TOLL FREE
TELEPHONE!
866-263-4163**

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