

NEIGHBORHOOD NOISE

CITIZENS AGAINST AIRPORT POLLUTION, P. O. BOX 26142, SAN JOSE, CA 95159 (866) 263-4163 SPRING 2008

CAAP Successful in Negotiations to Start Air Quality Study

CAAP recently sent two representatives to an important meeting at San Jose City Hall. The topic was air quality near the San Jose Airport. The meeting was attended by: Sam Liccardo, District 3 Councilmember; Pierluigi Oliverio, District 6 Councilmember; City of San Jose Environmental Services; City Manager's office; and Airport representatives. The speaker was Phil Martien from the Bay Area Air Quality Management District.

The presentation covered the results of six months of research from the 4th & Jackson Air Monitoring Station. This station is the closest air monitor to the San Jose Airport. Under the correct conditions of wind direction, this monitoring station can detect air pollutants originating from the San Jose Airport.

For the past year, CAAP has been lobbying the airport and BAAQMD to investigate potential air pollutants from the San Jose Airport. Since January 2007, the airport management has stated their opinion that air pollutants from highway traffic in the area and jet exhaust could not be differentiated. BAAQMD chemists have identified the chemical acrolein as unique to jet exhaust. The focus of Mr. Martien's presentation was thus the measurement of acrolein at the 4th & Jackson air monitoring station. The preliminary analysis of data linked to acrolein distribution was inconclusive as to the partial contributions of the airport versus the surrounding freeways.

The city agreed to go forward with a detailed study that may answer the question: DOES THE AIRPORT PRO-
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DISTRICT 6 GRANT SUPPORTS CAAP'S WORK!

CAAP is pleased to announce that we recently received a generous grant from the office of San Jose City Councilman Pierluigi Oliverio. Such support is greatly appreciated by the members of CAAP and the citizens we serve."



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READERS OF THE CAAP NEWSLETTER

Air Pollution is Very Important to All San Jose Residents

A Study of Air Pollution at San Jose Airport is Long Overdue

CAAP has worked diligently to overcome resistance to this Study

WE NEED TO HEAR FROM YOU

CAAP wants to know who receives its newsletter.

CAAP wants to recruit new members.

CAAP is searching for volunteers to be on the Steering Committee.

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.

For additional information about CAAP go to, <http://www.caap.org/>

For questions about CAAP, contact Ed Hodges at ehodges@ix.netcom.com

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DUCE DANGEROUS AMOUNTS OF ACROLEIN? The answer may come from a statistical analysis of data previously obtained at the 4th & Jackson station. San Jose State Meteorology Professor Bob Bornstein, an air quality meteorologist at the meeting, feels that a \$15,000 grant from the BAAQMD will be sufficient to fund two SJSU graduate students to analyze the acrolein data and make their findings available.

All parties involved agreed to a proposed six month timeline for the study. We CAAP members who attended the January 16th meeting, Frank Schiavo and Ed Hodges, believe that a large part of the success of the meeting is due to Joanne Sanfilippo, the Airport Communication Manager.

20 YEARS OF YOUR SUPPORT!

It has been twenty years since CAAP first began meeting to find ways to reduce noise and air pollution at San Jose International Airport. We began by learning what could and couldn't be done legally, drafted a noise ordinance and submitted it to the City in the late 1980's. We spent the early 1990's preparing for the 1997 Master Plan Update, and the late 1990's monitoring Master Plan progress. Along the way, we learned a lot about what was happening at our airport and airports around the world.

CAAP is a leader in trying to find solutions to the airport pollution problem and other cities around the world, email and call us, looking for assistance on a variety of airport issues. We continue to monitor progress with our current airport expansion, and we are currently working on obtaining better air quality monitoring.

To all of you who care about growing our airport responsibly, and who have worked with us to make the airport, cleaner and quieter... we thank you for your support - We couldn't do it without you!

Aircraft Noise Raises Blood Pressure Even While People Are Sleeping, Says Study

Two recent studies are of special note: Lars Jarup, et al., "Hypertension and Exposure to Noise near Airports - the HYENA study," Study significant effects on blood pressure of night-time aircraft noise and average 24 hour road traffic noise exposure. Hypertension is an important independent risk factor for myocardial infarction and stroke. Aircraft and road traffic noise near airports may therefore contribute to the burden of cardiovascular disease. Results indicate that preventive measures should be considered to reduce road traffic noise and night-time noise from aircraft. *National Institute of Environmental Sciences, US Department of Health & Human Services, 11 December 2007.*

The study is available at:
<http://areco.org/pdf/10775.pdf>

Another study of interest is Airport-Related Air Pollution and Noise, by Beverly S. Cohen, Arline L. Bronzaft, Maire Heikkinen, Jerome Goodman, and Arthur Nádas.

Affiliations: New York University School of Medicine, New York, New York. This study was done to provide quantitative evidence of the impact on people of a neighboring metropolitan airport, La Guardia Airport (LGA) in New York City, (1) airborne particulate matter (PM) was measured to determine whether concentration differences could be detected between homes that are upwind and downwind of the airport; (2) 24-hr noise measurements were made in 12 homes near the air

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PLEASE HELP!

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port; and (3) the impact of noise was assessed by a Community Wellness and Health Promotion Survey. An Abstract of this study is available at: <http://www.http://snipurl.com/1zxfy>.

SJC CONSTRUCTION UPDATE

Before Ralph Tonseth retired as airport director, he outlined an ambitious airport development with two levels of access and egress and a people connector from North 1st Street, and a direct connection to BART. Passenger Facility Charges (PFC's) were to rise to \$17-18 per airline ticket, to pay for this expansion. The airlines balked.

Incoming airport director, Bill Sherry, soon realized that building costs must be reduced from over 3 billion dollars to 1.3 billion. Gone from the plan are the people mover, the two tiered approach, and plans for a BART connection are far into the future.

San Jose International (SJC) has borrowed \$725 million dollars to build new roadways and two new concourses. Unfortunately for San Jose's "Go Green" concept, the concourses will not be fitted with solar panels. Demolition of Terminal C has begun, and re-amping of roadways is underway.

The expected increase of airport passengers necessary to help fund the airport expansion has not occurred. Passenger traffic was flat at 10.7 million per year, as it was in 2006. If passenger traffic fails to improve significantly, then SJC will again be faced with the need to raise PFC's from \$8-9 dollars to \$11-16 per airline ticket. As it happened before, it is likely to happen again. Airlines will refuse the added cost. Already, SJC's \$100 million yearly budget is undergoing some trimming.

SJC airport needs new airlines to use its facilities. Unfortunately, competition from San Francisco (SFO) and Oak-

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land (OAK) is vigorous and airlines tend to gravitate to larger facilities such as those in SFO. A vigorous program for new airlines and/or a push to develop more flights from existing carriers is underway at SJC. If the program does not succeed, SJC will need to face further building curtailment.

DOT Unveils Plan to Add Airport Capacity & Ease Congestion

Published on: January 15, 2008

U.S. Transportation Secretary Mary Peters announced a new national policy that would make it easier for overcrowded airports to add capacity and reduce delays by encouraging airlines to spread their flights more evenly throughout the day.

Once finalized, the U.S. Department of Transportation would encourage congested airports in New York and across the country to move away from the decades-old practice of charging aircraft landing fees based simply on the weight of the plane, Secretary Peters said. Instead, airports would have the flexibility to vary charges based on the time of day and the volume of traffic. As a result, airports would be able to spread traffic more evenly throughout the day -- allowing them to serve more passengers, reduce delays.

The changes to the FAA's Policy on Airport Rates and Charges would also allow airport operators to include the cost of projects designed to expand capacity in the new landing fees. She said the change would lower the cost of construction projects by helping airports avoid hefty finance fees. The proposed policy change will be open to public comment for 45 days before it is finalized.

CAAP's Steering Committee:

Frank Schiavo	Chair	
Robert Harmssen	Co-Chair	
Lenora Porcella	Vice-Chair	lenora@computvl.com
Ed Hodges	Co-Vice-Chair	ehodges@ix.netcom.com
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**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
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YES! I want to fight Airport Pollution!

Please apply the enclosed donation: _____ \$250 _____ \$100 _____ \$50

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>



DUES ARE DUE!
Please send your dues in the enclosed envelope!



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