



NEIGHBORHOOD NOISE

CITIZENS AGAINST AIRPORT POLLUTION, P. O. BOX 26142, SAN JOSE, CA 95159 (866) 263-4163 FALL 2006

CAAP Meets with Bill Sherry

San Jose's Airport Director, Bill Sherry, and two staff members met with CAAP's steering committee and interested neighbors on October 3. The main focus of the discussion was the disposition of the \$200,000 accrued from fines for curfew intrusions by commercial aircraft. Future collections are expected to be less as airlines become familiar with the program and work harder to prevent curfew intrusions.

Mr. Sherry reiterated his mission, described to us in November of 2005, which is to:

- 1) *build an up-to-date airport*
- 2) *develop the airport consistent with funds available*
- 3) *make the airport "neighborhood friendly."*

He indicated that airport staff had tabulated 44 suggestions on the disposition of the curfew money and eventually came up with a list of nine that they felt met the Airport's criteria for the disbursement of the funds collected. CAAP's suggestion for air quality monitoring at the airport was NOT one of the nine, although air quality monitoring was the #1 choice by the majority of those submitting proposals on how the funds should be spent.

Curfew fund criteria are that it should:

- 1) *benefit the community*
- 2) *be related to airport operations*
- 3) *enhance the interaction of the airport with the community*
- 4) *enhance the relationship between neighbors and the airport.*

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Air Ain't Spinach!

Unlike spinach, air cannot be taken off the shelf when a problem is detected.

The air we breathe in San Jose affects every citizen's health as much as the water we drink and the food we eat. Air affects our general health much more than noise, deteriorating roads, and lack of good parks. However, information about air quality in our city seems to be non-existent. Before we make any further decisions about parks, road expansion, location of new communities, it seems that we would want to know how such decisions will affect one of the basic elements of our environment. The truth is: we don't even know what our current air quality is. Without that information, how can we say a project will improve quality of life? It could be that our past decisions are causing higher disease rates in certain areas of our city. Wouldn't responsible government want to find out?

The San Jose Airport Commission recently narrowed down to four, the number of suggestions submitted by citizens on how to spend over \$200,000 collected over the past few years from Airport Curfew violations. They will recommend these four to the San Jose City Council. Ironically the suggestion that had the most proponents was to spend the money – or part of it – to improve air quality monitoring. That suggestion didn't make the cut.

I and many others in the community believe that San Jose should quickly lead the way for the entire Bay Area Region by putting into place an effective, continuous air quality monitoring pro-

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Airport Commission to Consider Four Proposals

The San Jose International Airport Commission met October 24, 2006 to review, discuss and confirm recommendations regarding Curfew Fund allocation of proposals. Of the twenty six Community Suggestions, Airport staff forwarded nine suggestions for consideration by the commission.

1. *Bicycle racks and lockers*
2. *Grants for low-emission vehicles*
3. *Additional noise monitors*
4. *Implement the Fly Quiet Program*
5. *Replace the Airport Noise Report Recorder*
6. *Provide free wi-fi in the terminals*
7. *Internship Program*
8. *Training for Commissioners*
9. *Hire a consultant to facilitate development of a design guideline for the Guadalupe River Park & Gardens Master Plan*

The meeting came to order, Chair, Catherine Tompkison-Graham immediately removed item 8, (training for Airport Commissioners) from the list. Director of Aviation Bill Sherry confirmed that Items 3, (Purchase of additional noise monitors), and item 5, (replacement of the airport noise report recorder) were already budgeted for update and replacement through the airport budget and that use of Curfew

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CAAP feels strongly that the monitoring of air for criteria pollutants and carcinogens is relevant, benefits the community, and enhances the interaction and relationships between neighbors and the community.

Mr. Sherry emphasized that the selection decision rests first with the task force of the Airport Commission who will study the nine selections and make recommendations to the Airport Commission. The Airport Commission, in turn, will make a recommendation to the City Council, who will then make the final decision as to how the funds will be spent.

The next Airport Commission meeting is on November 6 and is open to the public. Agendas may be viewed at www.sjc.org/about/commission.html

Mr. Sherry said that staff had contacted the Bay Area Air Quality Management District (BAAQMD) and was told that there was no way to monitor air quality and distinguish aircraft from automobile and other effluents. CAAP's environmental consultant, Frank Schiavo, disagrees and says that it can be done. CAAP feels that it is immaterial which makes the major contribution since the accumulated total of pollutants needs to be assessed and airborne carcinogens should be also be evaluated.

Mr. Sherry also indicated that there was little airport staff could do to improve air quality since service vehicles are electric or use liquid natural gas. He says that only the FAA can mandate taxiing on one engine and spacing flights to prevent airplane idling.

Mr. Sherry and staff have agreed to organize a meeting with CAAP, and BAAQMD. CAAP membership questioned whether BAAQMD has the determination and expertise to address CAAP's concerns.

I and many others in the community believe that San Jose should quickly lead the way for the entire Bay Area Region by putting in place an effective, continuous air quality monitoring program that provides meaningful data, makes the results easily accessible and public, and makes the appropriate recommendations to city and regional governing bodies.

As we prepare to vote for candidates and measures to improve the quality of life in our city and its neighborhoods, there is much talk about improving public safety, addressing the concerns of citizens, and building the infrastructure to insure the economic health of our city. Yet so far, none of the candidates seem to understand the basic necessity of knowing just what the quality of the air we breathe is, and where the source of any contaminants are. Until we have this information on a continual basis, we are missing one of the basic elements of sound decision and policy making.

Doesn't it make sense to start the detection process now?

Jim Lynch

ACT Program 408 501 0955
(Acoustical Treatment Program)

Noise Report Line 408 452 0707
Noise Monitoring Center

Airport Neighborhood Services
408 501 0979

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Funds would merely be budget relieving for the airport. Consequently they were removed from the suggestion list.

The public had the opportunity to speak to the remaining six suggestions before the Commission made their final recommendations to be forwarded to City Council for approval. Several members of the public made impassioned requests that the monies raised by Curfew violations should be spent benefiting the community most disturbed by the curfew violations.

Of the \$250,000 raised by violators of the curfew, the commission recommended the following:

1. \$ 50,000 Grant to hire a consultant to Facilitate the Development of a detailed design guideline for the Guadalupe River Park and Gardens Master Plan
2. \$ 29,000 Develop a paid Internship Program
3. \$ 75,000 Provide grants to Airport operators to purchase/convert vehicles to low emission natural gas vehicles
4. \$104,000 Implement the "Fly Quiet Program"

Although a member CAAP (Citizens Against Airport Pollution) raised the question, why Air Pollution Monitors did not make the short list in spite of the fact that it was more often recommended by the community than any of the other suggestions; the commission insisted that it was not their job to monitor and it was not possible immediately dismissing any questions concerning Air Pollution Monitoring.

Airport Commission
Meetings are normally held in the Neil Armstrong Conference Room, 1732 N. First St., #600 at 6:00 p.m.

EPA Estimation and Evaluation of Cancer Risks Attributed to Air Pollution in Southwest Chicago

This 1993 US-EPA study determined that massive amounts of known carcinogens come directly from aircraft engines, confirming earlier studies. The Chicago Midway Airport study of 260,000 annual operations in 1990, also predicts dire consequences to a large percentage of the population.

Although these investigators considered the affected population to be representative of the area, we strongly believe that a competent investigator would find that those types and the extraordinary amounts of carcinogenic emissions are responsible for a casual increase for the types of cancers studied. For example, he would compare the airport affected population with that of a comparable populations living at least 25 miles upwind from an airport and/or flight path.

Not considering the many other hazardous compounds listed in the study, that the amounts of just three known carcinogens emitted from the aircraft at Midway (benzene, formaldehyde 1,3-butadiene) are over 80 tons-per year. Other major Illinois polluters, such as Sun Chemical and Corn Products, are rated in pounds-per-year, if they emit such compounds at all.

It is notable that the study concluded that it was the aircraft engines, not the ground vehicular traffic emissions that was responsible for 99% of the total cancer cases - more than 400 times than that allowed at a federal Superfund cleanup site (toxic waste dump).

CAAP's Steering Committee:

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**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: _____

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_____ 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

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